



ANNOTATED AGENDA

Antioch City Council REGULAR MEETING

**Including the Antioch City Council acting as
Housing Successor to the Antioch Development Agency**

Date: Tuesday, August 8, 2023

Time: 5:30 P.M. – Closed Session
7:00 P.M. – Regular Meeting

Place: Council Chambers
200 'H' Street
Antioch, CA 94509

City Council meetings are televised live on Comcast channel 24, AT&T U-verse channel 99, or live stream (at www.antiochca.gov). Please see the inside cover for detailed Speaker Rules.

PLEASE TURN OFF CELL PHONES BEFORE ENTERING COUNCIL CHAMBERS.

Lamar Thorpe, Mayor
Tamisha Torres-Walker, Mayor Pro Tem (District 1)
Michael Barbanica, Council Member District 2
Lori Ogorchock, Council Member District 3
Monica E. Wilson, Council Member District 4

Ellie Householder, City Clerk
Lauren Posada, City Treasurer
Kwame P. Reed, Acting City Manager
Thomas Lloyd Smith, City Attorney

ACCESSIBILITY: In accordance with the Americans with Disabilities Act and California law, it is the policy of the City of Antioch to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact the ADA Coordinator at the number or address below at least 72 hours prior to the meeting or when you desire to receive services. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility. The City's ADA Coordinator can be reached @ Phone: (925) 779-6950, and e-mail: publicworks@antiochca.gov.

Notice of Availability of Reports

This agenda is a summary of the actions proposed to be taken by the City Council. For almost every agenda item, materials have been prepared by the City staff for the Council's consideration. These materials include staff reports which explain in detail the item before the Council and the reason for the recommendation. The materials may also include resolutions or ordinances which are proposed to be adopted. Unless otherwise noted, City Council actions include a determination that the California Environmental Quality Act (CEQA) does not apply. The Council meets regularly on the second and fourth Tuesdays of the month at 7:00 p.m., with Closed Sessions often occurring before or after the regular meeting. City Council Agendas, including Staff Reports are posted onto our City's Website 72 hours before each Council Meeting. To be notified when the agenda packets are posted onto our City's Website, simply click on this link: [Notifications – City of Antioch, California \(antiochca.gov\)](https://www.antiochca.gov/notifications) and enter your e-mail address to subscribe. To view the agenda information, click on the following link: [City Council – City of Antioch, California \(antiochca.gov\)](https://www.antiochca.gov/city-council). Questions may be directed to the staff member who prepared the staff report, or to the City Clerk's Office, who will refer you to the appropriate person.

Notice of Opportunity to Address Council

The public has the opportunity to address the City Council on each agenda item. To address the Council, fill out a Speaker Request form and place in the Speaker Card Tray near the City Clerk before the meeting begins. This will enable us to call upon you to speak. Comments regarding matters not on this Agenda may be addressed during the "Public Comments" section. No one may speak more than once on an agenda item or during "Public Comments". The Speaker Request forms are located at the entrance of the Council Chambers. Please see the Speaker Rules on the inside cover of this Agenda.

5:31 P.M. ROLL CALL – CLOSED SESSION – for Council Members – ***Council Members District 2 Barbanica, District 3 Ogorchock, Mayor Pro Tem (District 1) Torres-Walker, and Mayor Thorpe (Council Member District 4 Wilson – Absent)***

PUBLIC COMMENTS *for Closed Session*

CLOSED SESSION:

- 1) **PUBLIC EMPLOYEE PERFORMANCE EVALUATION: CITY ATTORNEY.** This closed session is authorized pursuant to California Government Code section 54957.

No reportable action

- 2) **CONFERENCE WITH REAL PROPERTY NEGOTIATIONS** – pursuant to California Government Code section 54956.8; Property: East 18th Street and Wilson Street (APN: 051-400-027), Antioch, CA; Negotiating Parties: City of Antioch Negotiators: Kwame P. Reed, Acting City Manager and Thomas Lloyd Smith, City Attorney; Contra Costa County Fire Protection District Negotiator: Lewis Broschard, Fire Chief; Under Negotiation: Price and terms of payment.

No reportable action

CLOSED SESSION – Continued

- 3) **CONFERENCE WITH REAL PROPERTY NEGOTIATIONS** – pursuant to California Government Code section 54956.8; Property: 800 W. 2nd Street, Antioch, CA; Negotiating Parties: City of Antioch Negotiators: Kwame P. Reed, Acting City Manager and Thomas Lloyd Smith, City Attorney; Negotiating Parties: Chris Burns, Broker/Owner Representative; Under Negotiation: Price and terms of payment.

No reportable action

- 4) **CONFERENCE WITH LEGAL COUNSEL** – Existing Litigation pursuant to California Government Code section 54956.9(d)(1); Valencia v. City of Antioch, et al., San Joaquin County Superior Court, Case No. STK-CV-UAT-2022-461

No reportable action

5:40 P.M. MOTIONED TO ADJOURN CLOSED SESSION

7:00 P.M. ROLL CALL – REGULAR MEETING – for City /City Council Members acting as Housing Successor to the Antioch Development Agency – ***Council Members District 2 Barbanica, District 3 Ogorchock, Mayor Pro Tem (District 1) Torres-Walker, and Mayor Thorpe (Council Member District 4 Wilson – Absent)***

PLEDGE OF ALLEGIANCE

CITY ATTORNEY TO REPORT OUT ON CLOSED SESSION

PUBLIC HEARING – Continued from July 25, 2023, Council Meeting

1. ORDINANCE AMENDING ARTICLE 15 OF CHAPTER 5 OF TITLE 4 OF THE ANTIOCH MUNICIPAL CODE AND CHANGING THE PRIMA FACIA SPEED LIMIT ON VARIOUS ROADWAYS (P.W. 282-3A)

7:08 P.M. RECESS – During Public Hearing Agenda Item #1

7:11 P.M. RECONVENED, ROLL CALL – ***Council Members District 2 Barbanica, District 3 Ogorchock, Mayor Pro Tem (District 1) Torres-Walker, and Mayor Thorpe (Council Member District 4 Wilson – Absent)***

To August 22, 2023, for adoption, 4/0

Recommended Action: It is recommended that the City Council introduce by title only, and waive the first reading, of an Ordinance amending Article 15 of Chapter 5 of Title 4 of the Antioch Municipal Code “Special Speed Zones” in order to change the prima facie speed limit on certain streets.

COUNCIL REGULAR AGENDA – Continued from July 25, 2023, Council Meeting

2. PROPOSED TRAFFIC CALMING IMPROVEMENTS FOR SYCAMORE DRIVE, JAMES DONLON BOULEVARD, AND WEST 10TH STREET

Reso No. 2023/126 adopted, 4/0

Recommended Action: It is recommended that the City Council adopt the resolution:

- 1) Approving the proposed traffic calming improvements for (1) Sycamore Drive, (2) James Donlon Boulevard (from Somersville Road to Contra Loma Boulevard and from Contra Loma Boulevard to Lone Tree Way), and (3) West 10th Street; and
- 2) Approving an amendment to the Fiscal Year 2023/24 Operating Budget to include \$425,000 from the Gas Tax Fund for the traffic calming improvements for Sycamore Drive.

3. ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

- JOIN THE ANTIOCH COUNCIL OF TEENS – The ‘Youth Voice’ for the City of Antioch
 - Make a difference and represent your City – Visit us at: antiochca.gov/act
For more information, email: Youth@antiochca.gov
- THE ANTIOCH COUNCIL OF TEENS – BOWLING NIGHT – August 8, 2023
 - Delta Bowl, 3300 Delta Fair Boulevard, Antioch, CA
- MULTICULTURAL FESTIVAL – WILLIAMSON RANCH PARK
 - Lone Tree Way (cross-street Hillcrest Avenue), Antioch, CA – August 12, 2023

PUBLIC COMMENTS – *Members of the public may comment only on unagendized items. The public may comment on agendized items when they come up on this Agenda.*

CITY COUNCIL COMMITTEE REPORTS/COMMUNICATIONS

MAYOR’S COMMENTS

4. CONSENT CALENDAR

A. APPROVAL OF COUNCIL SPECIAL MEETING MINUTES FOR JUNE 23, 2023

Approved, 4/0

Recommended Action: It is recommended that the City Council approve the Special Meeting Minutes.

B. APPROVAL OF COUNCIL MEETING MINUTES FOR JUNE 27, 2023

Approved, 4/0

Recommended Action: It is recommended that the City Council approve the Meeting Minutes.

C. APPROVAL OF COUNCIL MEETING MINUTES FOR JULY 25, 2023

Continued, 4/0

Recommended Action: It is recommended that the City Council continue the Meeting Minutes.

D. APPROVAL OF COUNCIL WARRANTS

Approved, 4/0

Recommended Action: It is recommended that the City Council approve the warrants.

E. APPROVAL OF HOUSING SUCCESSOR WARRANTS

Approved, 4/0

Recommended Action: It is recommended that the City Council approve the warrants.

COUNCIL MEMBER BARBANICA RECUSED HIMSELF PRIOR TO THE DISCUSSION OF CONSENT CALENDAR ITEM #F

F. SECOND READING – ORDINANCE PROHIBITING RETALIATION AND HARASSMENT OF RESIDENTIAL TENANTS (*Introduced on July 25, 2023*)

Motion to continue failed, 2/1 (Ogorchock)

[Barbanica – Recused]

Recommended Action: It is recommended that the City Council adopt the Ordinance adding Chapters 4 and 5 of Title 11 of the Antioch Municipal Code prohibiting retaliation and harassment of residential tenants.

COUNCIL MEMBER BARBANICA RETURNED TO THE DAIS AFTER COUNCIL VOTE ON CONSENT CALENDAR ITEM #F

CONSENT CALENDAR for City /City Council Members acting as Housing Successor to the Antioch Development Agency – Continued

G. REJECTION OF CLAIM: JUSTIN AND SHEILA NARTEA

Rejected, 4/0

Recommended Action: It is recommended that the City Council reject the claim submitted by Justin and Sheila Nartea.

H. THIRD AMENDMENT TO THE CONSULTING SERVICES AGREEMENT WITH URBAN PLANNING PARTNERS FOR HOUSING ELEMENT AND SAFETY AND ENVIRONMENTAL JUSTICE ELEMENT PREPARATION SERVICES

Reso No. 2023/127 adopted, 4/0

Recommended Action: It is recommended that the City Council adopt a resolution:

- 1) Approving the third amendment to the Consulting Services Agreement with Urban Planning Partners in an amount not to exceed \$67,772 for a total contract amount of \$885,277 for Housing Element and Safety and Environmental Justice Element preparation services and extending the term of the contract through December 30, 2024; and
- 2) Authorizing the Acting City Manager or designee to execute the third amendment to the Agreement with Urban Planning Partners in a form approved by the City Attorney.

MAYOR THORPE RECUSED HIMSELF PRIOR TO THE DISCUSSION OF CONSENT CALENDAR ITEM #I. MAYOR PRO TEM TORRES-WALKER PRESIDED OVER THE MEETING.

I. RENEWAL OF VESTING TENTATIVE SUBDIVISION MAP 357-302-20, FINAL DEVELOPMENT PLAN, AND DESIGN REVIEW

Motioned to continue to the August 22, 2023, Council Meeting, 3/0 [Thorpe – Recused]

Recommended Action: It is recommended that the City Council adopt the resolution approving a one-year extension of the vesting tentative subdivision map, final development plan, and design review approvals for the Wild Horse Multifamily Project.

MAYOR THORPE RETURNED TO THE DAIS AFTER COUNCIL VOTE ON CONSENT CALENDAR ITEM #I

CONSENT CALENDAR for City /City Council Members acting as Housing Successor to the Antioch Development Agency – Continued

J. RESOLUTION ADOPTING TRANSPORTATION AND VEHICLE MILES TRAVELED IMPACT ANALYSIS GUIDELINES

Reso No. 2023/128 adopted, 4/0

Recommended Action: It is recommended that the City Council adopt a resolution adopting the Transportation and Vehicle Miles Traveled Impact Analysis Guidelines.

K. ACCEPTANCE OF HILLCREST AVENUE FOR OFFSITE IMPROVEMENTS, SUBDIVISION 9569 (TRI POINTE HOMES HOLDINGS) (P.W. 697-6)

Reso No. 2023/129 adopted, 4/0

Recommended Action: It is recommended that the City Council adopt a resolution accepting completed improvements and authorizing the Acting City Manager or designee to file a Notice of Completion for the Hillcrest Avenue improvements included within the Promenade Phase 6 Offsite Infrastructure Improvement Plans, constructed by Tri Pointe Homes.

PUBLIC HEARING

5. DESIGN GUIDELINES ZONING TEXT AMENDMENT AND RESIDENTIAL OBJECTIVE DESIGN STANDARDS

Recommended Action: It is recommended that the City Council take the following actions:

To August 22, 2023, for adoption AND

- 1) Introduce by title only and waive the first reading of the ordinance amending Section 9-5.2609 of the Antioch Municipal Code regarding design guidelines.

Reso No. 2023/130 adopted, 4/0

- 2) Adopt the resolution approving the Single Family and Missing Middle Objective Design Standards.

CEQA: The item is exempt under Section 15061(b)(3), the “Common Sense” Exemption.

PUBLIC HEARING – Continued

6. PUBLIC HEARING TO ORDER IMPROVEMENTS AND LEVY ANNUAL ASSESSMENTS FOR STREET LIGHT AND LANDSCAPE MAINTENANCE DISTRICTS 1, 2A, 4, 5, 9, AND 10 FOR FISCAL YEAR 2023/24 (P.W. 500)

Reso No. 2023/131 adopted, 4/0

Recommended Action: It is recommended that the City Council adopt a resolution ordering improvements and levying annual assessments for Street Light and Landscape Maintenance Districts 1, 2A, 4, 5, 9, and 10 for Fiscal Year 2023/24.

COUNCIL MEMBER BARBANICA REQUESTED A MOTION TO SUSPEND THE RULES TO MOVE COUNCIL REGULAR AGENDA ITEM #8 TO BE HEARD AS THE NEXT ORDER OF BUSINESS; APPROVED 4/0

COUNCIL REGULAR AGENDA

8. RESOLUTION TO SUPPORT LOCAL, STATE, AND FEDERAL EFFORTS TO EXONERATE THE PORT CHICAGO 50

Reso No. 2023/132 adopted, 4/0

Recommended Action: It is recommended that the City Council adopt a resolution to support Local, State, and Federal efforts to exonerate the Port Chicago 50.

COUNCIL MEMBER BARBANICA REQUESTED A MOTION TO CONTINUE COUNCIL REGULAR AGENDA ITEMS #7 AND #9 TO THE AUGUST 22, 2023, COUNCIL MEETING; APPROVED 4/0

7. RESOLUTION APPROVING A NEW CLASS SPECIFICATION FOR PROPERTY AND EVIDENCE SUPERVISOR, ASSIGNING A SALARY RANGE, AND ASSIGNING THE CLASSIFICATION TO THE MANAGEMENT (MID/PROF.) BARGAINING UNIT

Recommended Action: It is recommended that the City Council adopt a resolution approving the New Class Specification for Property and Evidence Supervisor, assigning a salary range, and assigning the classification to the Management (Mid/Prof.) Bargaining Unit.

9. DISCUSSION ON HIRING OF RETIRED POLICE OFFICERS

Recommended Action: It is recommended that the City Council discuss the idea of potentially hiring retired police officers.

MOTION TO ADJOURN – *After Council Communications and Future Agenda Items, the Mayor will make a motion to adjourn the meeting. A second motion is required, and then a majority vote is required to adjourn the meeting.*
Motioned to adjourn meeting at 11:08 p.m., 4/0

PUBLIC COMMENTS

STAFF COMMUNICATIONS

COUNCIL COMMUNICATIONS AND FUTURE AGENDA ITEMS – *Council Members report out various activities and any Council Member may place an item for discussion and direction on a future agenda. Timing determined by Mayor and Acting City Manager – no longer than 90 days.*


CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Charmine Solla, Consulting Traffic Engineer

APPROVED BY: Scott Buenting, Acting Public Works Director/City Engineer 

SUBJECT: Ordinance Amending Article 15 of Chapter 5 of Title 4 of the Antioch Municipal Code and Changing the Prima Facie Speed Limit on Various Roadways; PW 282-3A

RECOMMENDED ACTION

It is recommended that the City Council introduce, by title only, and waive further reading of an Ordinance amending Article 15 of Chapter 5 of Title 4 of the Antioch Municipal Code "Special Speed Zones" (Attachment A) in order to change the prima facie speed limit on certain streets.

FISCAL IMPACT

Minor costs will be incurred associated with removing and replacing existing speed limit signs because of this item. It is anticipated that this recommendation will have no impact to the General Fund.

DISCUSSION

Background

In 2022, Interwest Consulting Group conducted and prepared the updated Engineering and Traffic Survey (E&TS) Report, dated April 14, 2022. The report presents the results of the survey and includes a summary of collected radar speed surveys, daily traffic counts, traffic collisions, and recommended speed limits for half of the 68 identified street segments on arterial and collector roadways.

On January 1, 2022, changes to the way that speed limits can be established went into effect following the passage of California Assembly Bill 43 (AB 43). The most significant changes include:

- Allows for prevailing speed to be rounded down to five mph increment when it would otherwise be mathematically rounded up and then adjusted down by additional five mph when justified.

- Directs Caltrans to establish allowed criteria for reducing the speed limit by five mph as described above based on collision history or a high concentration of bike and pedestrian traffic (effective June 30, 2024).
- Allows the City to, by ordinance, retain the existing or previous speed limit if no additional lanes have been added to the road since the speed limit was established; allowing the City to keep the existing speed limit even if the new Engineering and Traffic Surveys for speed limits show an increase.

Analysis

The proposed ordinance (Attachment A) and its corresponding certified E&TS summaries (Attachment C) includes 34 segments for which the results support maintaining the existing posted speed limits for 32 segments and recommendations to decrease the speed limit posting for two segments. It is noted that 32 segments would have been recommended for an increase to the posted speed limit, had staff not utilized the provisions contained within the recently enacted AB 43 legislation, which allows these to remain unchanged since no lanes have been added on these segments, and if City Council adopts an ordinance as such.

Four (4) of the 34 segments being certified through this ordinance are re-certifications of segments that were recommended for increases last year. These four (4) segments are East 18th Street, Cavallo Road, James Donlon Boulevard, and Lone Tree Way. It is also recommended to decrease the speed limit for two (2) segments - Laurel Road and Wild Horse Road – per California standards established by the 85th percentile speed.

If approved by City Council, the proposed ordinance will be effective 30 days after a second reading of the ordinance. Revised signs will be posted shortly thereafter.

Alternatives

The City Council could direct staff to modify the proposed recommended speed limit postings. This alternative is not recommended because speed limit postings not supported by appropriate traffic survey data or engineering staff or otherwise supported by AB 43 would preclude Public Safety Officers from using speed detection technology as an enforcement tool.

No.	Street	Limits		Posted Speed (mph)	85th %ile (mph)	Recommended Speed (mph)
1	W 4th St	Auto Center Dr	L St	35	43	35
2	W 9th St	O St	G St	25	34	25
3	W 9th St	G St	A St	25	33	25
4	W 10th St	L St	A St	25	35	25
5	E 18th St	A St	Cavallo Rd	30	42	30
6	E 18th St	Cavallo Rd	Hillcrest Ave	35	45	35
7	A Street	E St	10th st	25	36	25
8	A Street	10th St	18th St	30	39	30
9	A Street	18th St	SR-4	30	38	30
10	Auto Center Dr	10th St	SPRR	35	43	35
11	Cavallo Rd	E Tregallas Rd	18th St	25	37	25
12	Contra Loma Blvd	SR-4	Longvie w Rd	35	46	35
13	Contra Loma Blvd	Longview Dr	James Donlon	35	46	35
14	Delta Fair Blvd	Belle Dr	Kendre e St	30	41	30
15	Fitzuren Rd	G St	Contra Loma Blvd	30	41	30
16	G Street	2nd St	W Tregall as Rd	25	33	25
17	G Street	Putnam St	James Donlon	25	33	25
18	Gentrytown Dr	Buchanan Rd	Putnam St	25	37	25
19	Gentrytown Dr	Putnam St	James Donlon	25	36	25
20	James Donlon Blvd	Somersville Rd	Contra Loma Blvd	40	52	40
21	L St	2nd St	10th St	30	38	30
22	L St	10th St	18th St	35	43	35
23	L St	18th St	SR-4	35	43	35

24	Laurel Rd	Hillcrest Ave	East City Limits	45	51	40
25	Lone Tree Way	Putnam St	James Donlon Blvd	35	45	35
26	Minaker Dr - 13th St - Hillcrest Ave	Wilbur Ave	18th St	25	34	25
27	Putnam St	Gentrytown Dr	Contra Loma Blvd	25	38	25
28	Putnam St	Contra Loma Blvd	Lone Tree Way	25	33	25
29	E Tregallas Rd	Lone Tree Wy	Garrow Dr	30	41	30
30	E Tregallas Rd	Garrow Dr	Hillcrest Ave	35	44	35
31	W Tregallas Rd	G St	Lone Tree Way	25	37	25
32	Viera Ave	Wilbur Ave	18th St	25	40	25
33	Wilbur Ave	A St	Cavallo Rd	40	49	40
34	Wild Horse Rd	Hillcrest Ave	East Termin us	45	47	40

CONCLUSION

Defensible speed zone surveys supported by the courts are required for continued radar enforcement of the posted speed limit and the issuance of citations. Therefore, staff recommends that the City Council introduce an Ordinance amending Article 15 of Chapter 5 of Title 4 of the Antioch Municipal Code "Special Speed Zones".

ATTACHMENTS

- A: Proposed Ordinance
- B: Redline/Strikeout of Municipal Code Section 4-5, Article 15
- C: Certified Engineering and Traffic Survey Summaries

ATTACHMENT "A"

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AMENDING SECTIONS 4-5.1501 OF THE ANTIOCH MUNICIPAL CODE
IN ORDER TO CHANGE THE PRIMA FACIE SPEED LIMIT ON
VARIOUS STREETS**

WHEREAS, Engineering and Traffic Surveys are required by the State of California to establish speed limits on arterial and collector streets within a municipality as shown on the Functional Classification Maps of the Federal Highway Administration and to enforce those limits using radar or other speed measuring devices;

WHEREAS, municipalities within the State of California are required to set the speed limits on local streets as shown on the Functional Classification Maps of the Federal Highway Administration;

WHEREAS, Engineering and Traffic Surveys are not required on local streets to establish speed limits, but speed limits must conform to the California Vehicle Code;

WHEREAS, the City Council may, in accordance with California State Assembly 43, retain the previous speed limit if no additional lanes have been added to the road since the speed limit was established, which allows the City to keep the existing speed limit even if the new Engineering and Traffic Survey shows an increase in the permissible speed;

WHEREAS, staff recommends revisions to the speed limit on various arterial and collector roadways;

WHEREAS, the City of Antioch is required to memorialize changes to speed limits by ordinance per the California Vehicle Code (CVC 22357); and

WHEREAS, Antioch Municipal Code Sections 4-5.1501.5 and 4-5.1501.6, which set speed limits on various streets, will be affected by the proposed ordinance revisions.

THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1. Article 15 of Chapter 5 of Title 4 of the Antioch Municipal Code is hereby amended in its entirety to read as follows:

"§ 4-5.1501 SPEED LIMITS ESTABLISHED.

The City Council, on the basis of engineering and traffic investigations and surveys, has determined that the speeds permitted by state laws, as applicable to certain City streets, are different than those necessary for safe operation thereon under the conditions found to exist on such streets. It is hereby declared that the prima facie speed limit shall be as set forth in this article on those

streets, or parts of streets, within the City when signs giving notice thereof have been erected upon such streets.

§ 4-5.1501.1 FIFTEEN MILES PER HOUR.

The speed limit shall be 15 miles per hour on the following streets or parts of streets:

- (A) Parker Lane;
- (B) Noia Avenue;
- (C) Wisner Drive; and
- (D) Roelling Lane from Wisner Drive to Noia Avenue.

§ 4-5.1501.2 TWENTY MILES PER HOUR.

The speed limit shall be 20 miles per hour on the following streets or parts of streets: (None).

§ 4-5.1501.3 TWENTY-FIVE MILES PER HOUR.

The speed limit shall be 25 miles per hour on the following streets or parts of streets: All City streets except those designated otherwise in this article.

§ 4-5.1501.4 THIRTY MILES PER HOUR.

The speed limit shall be 30 miles per hour on the following streets or parts of streets:

- (A) A Street from Wilbur Avenue to State Route 4;
- (B) East Tregallas Road from Lone Tree Way to Garrow Drive;
- (C) East 18th Street from A Street to Cavallo Road;
- (D) Delta Fair Boulevard from Belle Drive to Buchanan Road;
- (E) Sycamore Drive from the east boundary of Somersville Road to the west boundary of L Street;
- (F) Willow Avenue from East Eighteenth Street to the north boundary of Oakley Road;
- (G) Oakley Road from the west boundary of Willow Avenue to the east boundary of Viera Avenue;
- (H) Viera Avenue from East 18th Street to its southerly terminus;
- (I) Buchanan Road from Somersville Road to Contra Loma Boulevard;
- (J) San Jose Drive from Delta Fair Boulevard to Buchanan Road;
- (K) Somersville Road from State Route 4 to Buchanan Road;
- (L) Country Hills Drive from Lone Tree Way to Deer Valley Way;
- (M) Country Hills Drive from Hillcrest Avenue to Laurel Road
- (N) Mokelumne Drive from Lone Tree Way to Prewett Ranch Road;
- (O) Wildflower Drive from Hillcrest Avenue to Deer Valley Road;
- (P) Mt. Hamilton Drive from Golf Course Road to Dallas Ranch Road;
- (Q) Sand Creek Road north of Lone Tree Way;
- (R) Vista Grande Drive;
- (S) Wilson Street;
- (T) Auto Center Drive from West Fourth Street to State Route 4; and
- (U) Canada Valley Road.

§ 4-5.1501.5 THIRTY-FIVE MILES PER HOUR.

The speed limit shall be 35 miles per hour on the following streets or parts of streets:

- (A) Lone Tree Way from State Route 4 to James Donlon Boulevard;
- (B) Cavallo Road from Wilbur Avenue to 18th Street;
- (C) East Tregallas Road from Garrow Drive to Hillcrest Avenue;
- (D) Sunset Drive from Cavallo Road to Hillcrest Avenue;
- (E) East 18th Street from Cavallo Road to Hillcrest Avenue;
- (F) Hillcrest Avenue from East 18th Street to East Tregallas Road;
- (G) West Tenth Street from Somersville Road to L Street;
- (H) L Street from West Tenth Street to the Freeway;
- (I) Contra Loma Boulevard from Buchanan Road to James Donlon Boulevard;
- (J) Buchanan Road from Somersville Road to Delta Fair Boulevard;
- (K) Delta Fair Boulevard from the west City limits to Belle Drive;
- (L) Somersville Road from north City limits to south City limits;
- (M) Davison Drive from Lone Tree Way to Hillcrest Avenue;
- (N) Verne Roberts Circle;
- (O) Golf Course Road;
- (P) Prewett Ranch Road from Dallas Ranch Road to Deer Valley Road;
- (Q) Frederickson Lane;
- (R) W. 4th Street from Somersville Road to L Street; and
- (S) Larkspur Drive from Hillcrest Avenue to Bluebell Circle.

§ 4-5.1501.6 FORTY MILES PER HOUR.

The speed limit shall be 40 miles per hour on the following streets or parts of streets:

- (A) Wilbur Avenue from A Street to 1600 feet east of Minaker Drive;
- (B) Lone Tree Way from Putnam Street to James Donlon Boulevard;
- (C) James Donlon Boulevard from Somersville Road to Lone Tree Way;
- (D) Hillcrest Avenue from E. 18th Street to Lone Tree Way;
- (E) Laurel Road; and
- (F) Wild Horse Road.

§ 4-5.1501.7 FORTY-FIVE MILES PER HOUR.

The speed limit shall be 45 miles per hour on the following streets or parts of streets:

- (A) Dallas Ranch Road;
- (B) East 18th Street from Hillcrest Avenue to the east City limits;
- (C) Buchanan Road from the west City limits to Somersville Road;
- (D) Oakley Road from Willow Avenue to the east City limits;
- (E) Lone Tree Way from James Donlon Boulevard to the east City limits;
- (F) Deer Valley Road;

- (G) Somersville Road south of Buchanan Road;
- (H) Wilbur Avenue from 1600 feet east of Minaker to the easterly City limits;
- (I) Heidorn Ranch Road; and
- (J) Sand Creek Road.

§ 4-5.1501.8 FIFTY MILES PER HOUR.

The speed limit shall be 50 miles per hour on the following streets or parts of streets: West Tenth Street from the west City limits to Somersville Road.

§ 4-5.1501.9 FIFTY-FIVE MILES PER HOUR.

The speed limit shall be 55 miles per hour on the following streets or parts of streets: (None).

§ 4-5.1502 SIGNS ERECTED TO DESIGNATE SPEED LIMITS.

The City Traffic Engineer is directed to have signs erected upon the streets at appropriate **locations** giving notice of the limits established by § 4-5.1501 of this article.

§ 4-5.1503 REGULATION OF SPEED BY TRAFFIC SIGNALS.

The City Traffic Engineer is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from speeds otherwise applicable within the district or intersections and shall erect appropriate signs giving notice thereof."

SECTION 2. CEQA.

This Ordinance is not a "project" subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15378. In the event that this Ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guideline section 15061(b)(3) because it can be seen with certainty that there is no possibility that it may have a significant effect on the environment, subject to a statutory exemption contained in CEQA Guidelines section 15369(b), or subject to a categorical exemption contained in CEQA Guidelines sections 15301, 15302, 15303, 15304, 15307, 15308, and 15309.

SECTION 3. This ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption and shall be as required in the California Government Code in a newspaper of general circulation printed and published in the City of Antioch.

* * * * *

I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 8th day of August 2023 and passed and adopted at a regular meeting thereof, held on the 8th day of August 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

LAMAR A. THORPE
MAYOR OF THE CITY OF ANTIOCH

ATTEST:

ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH

ATTACHMENT "B"

PROPOSED MUNICIPAL CODE "RED-LINE/STRIKE-OUT"

"§ 4-5.1501 SPEED LIMITS ESTABLISHED.

The City Council, on the basis of engineering and traffic investigations and surveys, has determined that the speeds permitted by state laws, as applicable to certain City streets, are different than those necessary for safe operation thereon under the conditions found to exist on such streets. It is hereby declared that the prima facie speed limit shall be as set forth in this article on those streets, or parts of streets, within the City when signs giving notice thereof have been erected upon such streets.

§ 4-5.1501.1 FIFTEEN MILES PER HOUR.

The speed limit shall be 15 miles per hour on the following streets or parts of streets:

- (A) Parker Lane;
- (B) Noia Avenue;
- (C) Wisner Drive; and
- (D) Roelling Lane from Wisner Drive to Noia Avenue.

§ 4-5.1501.2 TWENTY MILES PER HOUR.

The speed limit shall be 20 miles per hour on the following streets or parts of streets: (None).

§ 4-5.1501.3 TWENTY-FIVE MILES PER HOUR.

The speed limit shall be 25 miles per hour on the following streets or parts of streets: All City streets except those designated otherwise in this article.

§ 4-5.1501.4 THIRTY MILES PER HOUR.

The speed limit shall be 30 miles per hour on the following streets or parts of streets:

- (A) A Street from Wilbur Avenue to State Route 4;
- (B) East Tregallas Road from Lone Tree Way to Garrow Drive;
- (C) East 18th Street from A Street to Cavallo Road;
- (D) Delta Fair Boulevard from Belle Drive to Buchanan Road;
- (E) Sycamore Drive from the east boundary of Somersville Road to the west boundary of L Street;
- (F) Willow Avenue from East Eighteenth Street to the north boundary of Oakley Road;
- (G) Oakley Road from the west boundary of Willow Avenue to the east boundary of Viera Avenue;
- (H) Viera Avenue from East 18th Street to its southerly terminus;
- (I) Buchanan Road from Somersville Road to Contra Loma Boulevard;
- (J) San Jose Drive from Delta Fair Boulevard to Buchanan Road;
- (K) Somersville Road from State Route 4 to Buchanan Road;
- (L) Country Hills Drive from Lone Tree Way to Deer Valley Way;
- (M) Country Hills Drive from Hillcrest Avenue to Laurel Road

- (N) Mokelumne Drive from Lone Tree Way to Prewett Ranch Road;
- (O) Wildflower Drive from Hillcrest Avenue to Deer Valley Road;
- (P) Mt. Hamilton Drive from Golf Course Road to Dallas Ranch Road;
- (Q) Sand Creek Road north of Lone Tree Way;
- (R) Vista Grande Drive;
- (S) Wilson Street;
- (T) Auto Center Drive from West Fourth Street to State Route 4; and
- (U) Canada Valley Road.

§ 4-5.1501.5 THIRTY-FIVE MILES PER HOUR.

The speed limit shall be 35 miles per hour on the following streets or parts of streets:

- (A) Lone Tree Way from State Route 4 to James Donlon Boulevard;
- (B) Cavallo Road from Wilbur Avenue to 18th Street;
- (C) East Tregallas Road from Garrow Drive to Hillcrest Avenue;
- (D) Sunset Drive from Cavallo Road to Hillcrest Avenue;
- (E) East 18th Street from Cavallo Road to Hillcrest Avenue;
- (F) Hillcrest Avenue from East 18th Street to East Tregallas Road;
- (G) West Tenth Street from Somersville Road to L Street;
- (H) L Street from West Tenth Street to the Freeway;
- (I) Contra Loma Boulevard from Buchanan Road to James Donlon Boulevard;
- (J) Buchanan Road from Somersville Road to Delta Fair Boulevard;
- (K) Delta Fair Boulevard from the west City limits to Belle Drive;
- (L) Somersville Road from north City limits to south City limits;
- (M) Davison Drive from Lone Tree Way to Hillcrest Avenue;
- (N) Verne Roberts Circle;
- (O) Golf Course Road;
- (P) Prewett Ranch Road from Dallas Ranch Road to Deer Valley Road;
- (Q) Frederickson Lane;
- (R) W. 4th Street from Somersville Road to L Street; and
- (S) Larkspur Drive from Hillcrest Avenue to Bluebell Circle.

§ 4-5.1501.6 FORTY MILES PER HOUR.

The speed limit shall be 40 miles per hour on the following streets or parts of streets:

- (A) Wilbur Avenue from A Street to 1600 feet east of Minaker Drive;
- (B) Lone Tree Way from Putnam Street to James Donlon Boulevard;
- (C) James Donlon Boulevard from Somersville Road to Lone Tree Way; and
- (D) Hillcrest Avenue from E. 18th Street to Lone Tree Way;
- (E) Laurel Road; and
- (F) Wild Horse Road.

§ 4-5.1501.7 FORTY-FIVE MILES PER HOUR.

The speed limit shall be 45 miles per hour on the following streets or parts of streets:

- (A) Dallas Ranch Road;
- (B) East 18th Street from Hillcrest Avenue to the east City limits;
- (C) Buchanan Road from the west City limits to Somersville Road;
- (D) Oakley Road from Willow Avenue to the east City limits;
- (E) Lone Tree Way from James Donlon Boulevard to the east City limits;
- (F) Deer Valley Road;
- (G) Somersville Road south of Buchanan Road;
- (H) Wilbur Avenue from 1600 feet east of Minaker to the easterly City limits;
- (I) Heidorn Ranch Road; and
- (J) Sand Creek Road.

§ 4-5.1501.8 FIFTY MILES PER HOUR.

The speed limit shall be 50 miles per hour on the following streets or parts of streets: West Tenth Street from the west City limits to Somersville Road.

§ 4-5.1501.9 FIFTY-FIVE MILES PER HOUR.

The speed limit shall be 55 miles per hour on the following streets or parts of streets: (None).

§ 4-5.1502 SIGNS ERECTED TO DESIGNATE SPEED LIMITS.

The City Traffic Engineer is directed to have signs erected upon the streets at appropriate **locations** giving notice of the limits established by § 4-5.1501 of this article.

§ 4-5.1503 REGULATION OF SPEED BY TRAFFIC SIGNALS.

The City Traffic Engineer is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from speeds otherwise applicable within the district or intersections and shall erect appropriate signs giving notice thereof."

ATTACHMENT "C"



City of Antioch Engineering & Traffic Survey Summary

Location:	W. 4th Street	Survey Date:	April 6, 2021
Between:	Auto Center Road & L Street	Segment No:	2
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	3,265
Length of Segment (feet):	2,430
Length of Segment (miles):	0.46
Lane Configuration:	Two Lane Each Direction with Median
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	43 mph
10 mph Pace:	32-41 mph
Posted Speed Limit:	35 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.0, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of the road.	
Roadway Geometrics: Four-lane divided (raised median)	
Comments: On-street parking, high driveway density, trucks present, residential density, and ped/bike safety	
Adjacent Land Use:	Downtown Specific Plan
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> <p style="font-family: cursive; font-size: 1.2em; margin: 0;">Charmine Solla</p> <p style="margin: 0;">Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</p> </div> <div style="width: 45%; text-align: right;"> <p style="margin: 0;">July 12, 2023</p> <p style="margin: 0;">Date</p> </div> </div> </div> <div style="width: 35%; text-align: center;"> </div> </div>	


* Contract services provided by Interwest Consulting Group



City of Antioch

Engineering & Traffic Survey Summary

Location: W. 9th Street Survey Date: April 8, 2021
Between: O Street & G Street Segment No: 5
Direction of Travel: East/West

Traffic Data	
Average Daily Traffic:	885
Length of Segment (feet):	2,800
Length of Segment (miles):	0.53
Lane Configuration:	Single Lane Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	34 mph
10 mph Pace:	23-32 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions:	No bike lanes, sidewalk on both sides of road.
Roadway Geometrics:	Two-lane undivided
Comments:	On-street parking, high driveway density, residential density, and ped/bike safety
Adjacent Land Use:	Downtown Specific Plan
Recommendation	
Recommended Speed:	30 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div style="display: flex; justify-content: space-between;"><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div>	
<p>* Contract services provided by Interwest Consulting Group</p>	





City of Antioch

Engineering & Traffic Survey Summary

Location: W. 9th Street Survey Date: April 7, 2021
Between: G Street & A Street Segment No: 6
Direction of Travel: East/West

Traffic Data	
Average Daily Traffic:	630
Length of Segment (feet):	2,220
Length of Segment (miles):	0.42
Lane Configuration:	Single Lane Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	33 mph
10 mph Pace:	23-32 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions:	No bike lanes, sidewalk on both sides of road.
Roadway Geometrics:	Two-lane undivided
Comments:	On-street parking, high driveway density, not obvious uneven pavement at intersections, residential density, and ped/bike safety
Adjacent Land Use:	Downtown Specific Plan
Recommendation	
Recommended Speed:	30 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023 Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	





City of Antioch

Engineering & Traffic Survey Summary

Location: W. 10th Street Survey Date: April 8, 2021
Between: L Street & A Street Segment No: 8
Direction of Travel: East/West

Traffic Data	
Average Daily Traffic:	8,518
Length of Segment (feet):	3,910
Length of Segment (miles):	0.74
Lane Configuration:	Single Lane Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	35 mph
10 mph Pace:	26-35 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions:	No bike lanes, sidewalk on both sides of road. Near Antioch City Park.
Roadway Geometrics:	Two-lane undivided
Comments:	On-street parking, high driveway density, trucks present, residential density, and ped/bike safety
Adjacent Land Use:	Downtown Specific Plan
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023 Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	






City of Antioch

Engineering & Traffic Survey Summary

Location: E. 18th Street Survey Date: April 7, 2021
Between: A Street & Cavallo Road Segment No: 9
Direction of Travel: East/West

Traffic Data	
Average Daily Traffic:	12,539
Length of Segment (feet):	2,640
Length of Segment (miles):	0.50
Lane Configuration:	Two Lanes Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	42 mph
10 mph Pace:	33-42 mph
Posted Speed Limit:	30 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.93
Conditions Not Readily Apparent	
Conditions:	No bike lanes, sidewalk on both sides of the road. Near Rocketship Delta Prep Elementary School at Cavallo Road.
Roadway Geometrics:	Four-lane undivided
Comments:	High driveway density and ped/bike safety
Adjacent Land Use:	Mixed Residential / Commercial
Recommendation	
Recommended Speed:	30 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</p> <p>July 12, 2023 Date</p> 	
* Contract services provided by Interwest Consulting Group	



City of Antioch

Engineering & Traffic Survey Summary

Location: E. 18th Street Survey Date: April 7, 2021
Between: Cavallo Road & Hillcrest Avenue Segment No: 10
Direction of Travel: East/West

Traffic Data	
Average Daily Traffic:	10,148
Length of Segment (feet):	2,695
Length of Segment (miles):	0.51
Lane Configuration:	Two Lanes Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	45 mph
10 mph Pace:	34-43 mph
Posted Speed Limit:	35 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.09, less than statewide collision rate
Statewide Collision Rate:	0.93
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of the road. Near Rocketship Delta Prep Elementary School at Cavallo Road.	
Roadway Geometrics: Four-lane undivided	
Comments: High driveway density, trucks present, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Commercial
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023 Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	





City of Antioch

Engineering & Traffic Survey Summary

Location: A Street Survey Date: April 7, 2021
Between: E Street & 10th Street Segment No: 12
Direction of Travel: North/South

Traffic Data	
Average Daily Traffic:	3,995
Length of Segment (feet):	3,010
Length of Segment (miles):	0.57
Lane Configuration:	Single Lane Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	36 mph
10 mph Pace:	18-44 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: portions with single lane each way with median between 3rd Street and 6th Street. No bike lanes, sidewalk on both sides of the road.	
Roadway Geometrics: Two lane undivided Two lane (divided with median) north of E 6th Street	
Comments: on-street parking, high driveway density, trucks present, residential density, and ped/bike safety	
Adjacent Land Use:	Downtown Specific Plan
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023 Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	







City of Antioch

Engineering & Traffic Survey Summary

Location:	A Street	Survey Date:	April 9, 2021
Between:	10th Street & 18th Street	Segment No:	13
Direction of Travel:	North/South		

Traffic Data	
Average Daily Traffic:	12,392
Length of Segment (feet):	2,270
Length of Segment (miles):	0.43
Lane Configuration:	Two Lanes Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	39 mph
10 mph Pace:	30-39 mph
Posted Speed Limit:	30 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.93
Conditions Not Readily Apparent	
Conditions:	No bike lanes, sidewalk on both sides of the road. Near Antioch City Park and Antioch Middle School.
Roadway Geometries:	Four-lane undivided
Comments:	on-street parking, high driveway density, and ped/bike safety
Adjacent Land Use:	Mixed Residential / Commercial
Recommendation	
Recommended Speed:	30 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div> <div></div>	
* Contract services provided by Interwest Consulting Group	



City of Antioch

Engineering & Traffic Survey Summary

Location:	A Street	Survey Date:	April 9, 2021
Between:	18th Street & SR-4	Segment No:	14
Direction of Travel:	North/South		

Traffic Data	
Average Daily Traffic:	19,111
Length of Segment (feet):	2,480
Length of Segment (miles):	0.47
Lane Configuration:	Two Lanes Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	38 mph
10 mph Pace:	25-45 mph
Posted Speed Limit:	30 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.10, less than statewide collision rate
Statewide Collision Rate:	0.93
Conditions Not Readily Apparent	
Conditions: Only bike lanes at intersection near SR-4, sidewalk on both sides of the road.	
Roadway Geometrics: Four lane undivided from 18th Street to Belshaw St Four-lane divided (median) from Belshaw St to SR-4	
Comments: On-street parking, high driveway density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Commercial
Recommendation	
Recommended Speed:	30 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6

CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:

Charmine Solla

Charmine Solla, PE, TE, PTOE PE 83267, TE 2773

July 12, 2023

Date





* Contract services provided by Interwest Consulting Group



City of Antioch

Engineering & Traffic Survey Summary

Location:	Auto Center Drive	Survey Date:	April 6, 2021
Between:	10th Street and SPRR	Segment No:	16
Direction of Travel:	North/South		



Traffic Data	
Average Daily Traffic:	9,316
Length of Segment (feet):	2,220
Length of Segment (miles):	0.42
Lane Configuration:	Two Lanes Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	43 mph
10 mph Pace:	30-39 mph
Posted Speed Limit:	35 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.23, less than statewide collision rate
Statewide Collision Rate:	0.93
Conditions Not Readily Apparent	
Conditions:	No bike lanes, sidewalk on both sides of the road.
Roadway Geometries:	Four-lane undivided
Comments:	ped/bike safety
Adjacent Land Use:	Commercial
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div> <div></div>	
* Contract services provided by Interwest Consulting Group	



City of Antioch

Engineering & Traffic Survey Summary

Location:	Cavallo Road	Survey Date:	April 7, 2021
Between:	E. Treagallas Road & 18th Street	Segment No:	21
Direction of Travel:	North/South		



Traffic Data	
Average Daily Traffic:	3,818
Length of Segment (feet):	2,695
Length of Segment (miles):	0.51
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	37 mph
10 mph Pace:	25-34 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.47, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of the road. Near Rocketship Bidwell High School.	
Roadway Geometries: Two-lane undivided	
Comments: on-street parking, high driveway density, residential density, and ped/bike safety	
Adjacent Land Use:	Residential
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><div>July 12, 2023</div><div>Date</div></div></div> <div></div>	
* Contract services provided by Interwest Consulting Group	



City of Antioch

Engineering & Traffic Survey Summary

Location:	Contra Loma Boulevard	Survey Date:	April 6, 2021
Between:	SR-4 & Longview Drive	Segment No:	23
Direction of Travel:	North/South		


Traffic Data	
Average Daily Traffic:	14,528
Length of Segment (feet):	3,645
Length of Segment (miles):	0.69
Lane Configuration:	Two Lanes Each Direction with Median
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	46 mph
10 mph Pace:	37-46 mph
Posted Speed Limit:	35 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	3
Collision Rate (Collisions/MVM):	0.27, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions: Partial bike lanes and sidewalk on both sides of the road.	
Roadway Geometrics: Four-lane divided (median)	
Comments: Ped/bike safety	
Adjacent Land Use:	Residential
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><div>July 12, 2023</div><div>Date</div></div></div> <div></div>	
* Contract services provided by Interwest Consulting Group	



City of Antioch

Engineering & Traffic Survey Summary

Location: Contra Loma Boulevard Survey Date: April 6, 2021
Between: Longview Drive & James Donlon Boulevard Segment No: 24
Direction of Travel: North/South

Traffic Data	
Average Daily Traffic:	8,349
Length of Segment (feet):	2,750
Length of Segment (miles):	0.52
Lane Configuration:	Two Lanes Each Direction with Median
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	46 mph
10 mph Pace:	38-47 mph
Posted Speed Limit:	35 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.21, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions:	Bike lanes and sidewalk on both sides of the road.
Roadway Geometries:	Four-lane divided (median)
Comments:	Residential density and pedestrian/bicyclist safety
Adjacent Land Use:	Residential
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div style="display: flex; justify-content: space-between;"><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div>	
<p>* Contract services provided by Interwest Consulting Group</p>	

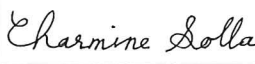




City of Antioch

Engineering & Traffic Survey Summary

Location: Delta Fair Boulevard Survey Date: April 6, 2021
Between: Belle Drive & Kendree Street Segment No: 31
Direction of Travel: East/West

Traffic Data	
Average Daily Traffic:	10,482
Length of Segment (feet):	1,745
Length of Segment (miles):	0.33
Lane Configuration:	Two Lanes Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	41 mph
10 mph Pace:	30-39 mph
Posted Speed Limit:	30 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.26, less than statewide collision rate
Statewide Collision Rate:	0.93
Conditions Not Readily Apparent	
Conditions:	No bike lanes and partial sidewalk. Near John Turner Elementary School.
Roadway Geometries:	Four-lane undivided
Comments:	On-street parking, high driveway density, trucks present, residential density, and ped/bike safety
Adjacent Land Use:	Residential
Recommendation	
Recommended Speed:	30 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div style="display: flex; justify-content: space-between;"><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div>	
<p>* Contract services provided by Interwest Consulting Group</p>	







City of Antioch

Engineering & Traffic Survey Summary

Location:	Fitzuren Road	Survey Date:	April 8, 2021
Between:	G Street & Contra Loma Boulevard	Segment No:	34
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	6,844
Length of Segment (feet):	1,850
Length of Segment (miles):	0.35
Lane Configuration:	Single Lane Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	41 mph
10 mph Pace:	30-39 mph
Posted Speed Limit:	30 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: Partial EB bike lane at G Street, partial sidewalk on both sides of road.	
Roadway Geometries: Two-lane undivided	
Comments: Ped/bike safety	
Adjacent Land Use:	Mixed Residential / Commercial
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div> <div></div>	
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City of Antioch

Engineering & Traffic Survey Summary

Location: G Street Survey Date: April 7, 2021
Between: 2nd Street & W. Tregallas Road Segment No: 35
Direction of Travel: North/South

Traffic Data	
Average Daily Traffic:	2,534
Length of Segment (feet):	7,235
Length of Segment (miles):	1.37
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	33 mph
10 mph Pace:	24-33 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.26, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of the road. Near Antioch High School, John Fremont Elementary School and Antioch Middle School near W 18th Street and near Marsh Elementary School at SR-4.	
Roadway Geometries: Two-lane undivided	
Comments: On-street parking, trucks present, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Downtown Specific Plan / Residential / Public Institution
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023 Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	







City of Antioch

Engineering & Traffic Survey Summary

Location:	G Street	Survey Date:	April 8, 2021
Between:	Puntam Street & James Donlon Boulevard	Segment No:	36
Direction of Travel:	North/South		


Traffic Data	
Average Daily Traffic:	1,755
Length of Segment (feet):	5,705
Length of Segment (miles):	1.08
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	33 mph
10 mph Pace:	25-34 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: Partial bike lanes and sidewalk on both sides of the road. Near Park Middle School at Putnam Street and John Sutter Elementary School north of James Donlon Boulevard.	
Roadway Geometrics: Two-lane undivided	
Comments: On-street parking, high driveway density, trucks present, not obvious trail crossing, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Open Space
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div> <div></div>	
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City of Antioch

Engineering & Traffic Survey Summary

Location: Gentrytown Drive Survey Date: April 7, 2021
Between: Buchanan Road & Putnam Street Segment No: 38
Direction of Travel: North/South

Traffic Data	
Average Daily Traffic:	7,760
Length of Segment (feet):	3,115
Length of Segment (miles):	0.59
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	37 mph
10 mph Pace:	27-36 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of road. Near Mission Elementary School and Village East Park with trail crossing to Gentrytown Park.	
Roadway Geometrics: Two-lane undivided	
Comments: On-street parking, high driveway density, residential density, and ped/bike safety	
Adjacent Land Use:	Residential
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023 Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> 	
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City of Antioch

Engineering & Traffic Survey Summary

Location: Gentrytown Drive Survey Date: April 6, 2021
Between: Putnam Street & James Donlon Boulevard Segment No: 39
Direction of Travel: North/South

Traffic Data	
Average Daily Traffic:	4,811
Length of Segment (feet):	3,115
Length of Segment (miles):	0.59
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	36 mph
10 mph Pace:	28-37 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of road. Near Canal Park.	
Roadway Geometrics: Two-lane undivided	
Comments: On-street parking, high driveway density, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Open Space
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023 Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	





City of Antioch

Engineering & Traffic Survey Summary

Location:	James Donlon Boulevard	Survey Date:	April 9, 2021
Between:	Contra Loma Boulevard & Lone Tree Way	Segment No:	44
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	13,834
Length of Segment (feet):	8,240
Length of Segment (miles):	1.56
Lane Configuration:	Two Lane Each Direction with Median
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	47 mph
10 mph Pace:	37-46 mph
Posted Speed Limit:	40 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions: Bike lanes and sidewalk on both sides of road. Near Worth Shaw Community Park.	
Roadway Geometrics: Four-lane divided (median)	
Comments: residential density and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Open Space
Recommendation	
Recommended Speed:	40 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 45 mph, then reduced another 5mph due to residential density and ped/bike safety)
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> _____</p> <p>Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</p> <p>July 12, 2023 _____</p> <p>Date</p>	
<p>* Contract services provided by Interwest Consulting Group</p>	





City of Antioch

Engineering & Traffic Survey Summary

Location: L Street Survey Date: April 6, 2021
Between: 2nd Street & 10th Street Segment No: 45
Direction of Travel: North/South

Traffic Data	
Average Daily Traffic:	4,039
Length of Segment (feet):	2,060
Length of Segment (miles):	0.39
Lane Configuration:	Two Lane Each Direction with Median
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	38 mph
10 mph Pace:	30-39mph
Posted Speed Limit:	30 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of road. At 2nd Street and 10th Street L Street is single lane each direction with Median.	
Roadway Geometrics: Four-lane divided (median)	
Comments: On-street parking, trucks present, residential density, and ped/bike safety	
Adjacent Land Use:	Downtown Specific Plan
Recommendation	
Recommended Speed:	30 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</p> <p>July 12, 2023 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	






City of Antioch

Engineering & Traffic Survey Summary

Location:	L Street	Survey Date:	April 6, 2021
Between:	10th Street & 18th Street	Segment No:	46
Direction of Travel:	North/South		

Traffic Data	
Average Daily Traffic:	10,496
Length of Segment (feet):	2,060
Length of Segment (miles):	0.39
Lane Configuration:	Single Lane Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	43 mph
10 mph Pace:	33-42 mph
Posted Speed Limit:	35 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.22, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of road. Near Antioch High School.	
Roadway Geometrics: Two-lane undivided	
on-street parking, not obvious backside of school with no signs, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Public Institution / Open Space
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div>	







City of Antioch

Engineering & Traffic Survey Summary

Location:	L Street	Survey Date:	April 9, 2021
Between:	18th Street & SR-4	Segment No:	47
Direction of Travel:	North/South		

Traffic Data	
Average Daily Traffic:	15,264
Length of Segment (feet):	2,325
Length of Segment (miles):	0.44
Lane Configuration:	Two Lane Each Direction with Median
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	43 mph
10 mph Pace:	34-43 mph
Posted Speed Limit:	35 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions: Partial bike lanes near SR-4, sidewalk on both sides of road. Near Antioch High School at E. 18th Street.	
Roadway Geometrics: Four-lane divided (median)	
Comments: On-street parking, trucks present, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Commercial / Open Space
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div>	




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City of Antioch

Engineering & Traffic Survey Summary

Location:	Laurel Road	Survey Date:	April 8, 2021
Between:	Hillcrest Avenue & Laurel Road Easterly Terminus	Segment No:	48
Direction of Travel:	North/South		

Traffic Data	
Average Daily Traffic:	4,012
Length of Segment (feet):	2,905
Length of Segment (miles):	0.55
Lane Configuration:	Two Lane Each Direction with Median
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	45 mph
10 mph Pace:	34-43 mph
Posted Speed Limit:	45 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions:	Bike lanes and sidewalk on both sides of road.
Roadway Geometrics:	Four-lane divided (median)
Comments:	Trucks present, residential density, and ped/bike safety
Adjacent Land Use:	Mixed Residential / Open Space
Recommendation	
Recommended Speed:	40 mph
Speed Limit Change:	Yes, 5 mph decrease
Recommendation based on:	Reduction per 85th percentile
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div>	





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City of Antioch

Engineering & Traffic Survey Summary

Location:	Lone Tree Way	Survey Date:	April 7, 2021
Between:	Putnam Street & James Donlon Boulevard	Segment No:	51
Direction of Travel:	North/South		

Traffic Data	
Average Daily Traffic:	27,014
Length of Segment (feet):	4,805
Length of Segment (miles):	0.91
Lane Configuration:	Two Lane Each Direction with Median
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	45 mph
10 mph Pace:	36-45 mph
Posted Speed Limit:	35 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	3
Collision Rate (Accidents/MVM):	0.11, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions: Bike lanes (Class II and III) and sidewalk on both sides of road. Near Park Middle School and Sutter Delta Medical Center.	
Roadway Geometrics: Four-lane divided (median)	
Comments: On-street parking, high driveway density, trucks present, and residential density	
Adjacent Land Use:	Mixed Residential / Commercial
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><div>July 12, 2023</div><div>Date</div></div></div> <div></div>	
* Contract services provided by Interwest Consulting Group	



City of Antioch

Engineering & Traffic Survey Summary

Location: Minaker /13th/ Hillcrest Survey Date: April 8, 2021
Between: Wilbur Avenue & 18th Street Segment No: 54
Direction of Travel: North/South

Traffic Data	
Average Daily Traffic:	2,084
Length of Segment (feet):	3,590
Length of Segment (miles):	0.68
Lane Configuration:	Single Lane Each Direction with Median
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	34 mph
10 mph Pace:	24-33 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of road. Near Lake Alhambra.	
Roadway Geometrics: Two-lane divided (median)	
Comments: on-street parking, high driveway density, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Open Space
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023 Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	





City of Antioch

Engineering & Traffic Survey Summary

Location:	Putnam Street	Survey Date:	April 6, 2021
Between:	Gentrytown Drive & Contra Loma Boulevard	Segment No:	56
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	2,842
Length of Segment (feet):	5,755
Length of Segment (miles):	1.09
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	38 mph
10 mph Pace:	27-36 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.29, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions:	No bike lanes, sidewalk on both sides of road. Two median islands around overhead transmission line towers.
Roadway Geometries:	Two-lane undivided
Comments:	On-street parking, high driveway density, trucks present, not obvious bike path without warning signs, residential density, and ped/bike safety
Adjacent Land Use:	Mixed Residential / Commercial
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6

CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:

Charmine Solla

Charmine Solla, PE, TE, PTOE PE 83267, TE 2773

July 12, 2023

Date



* Contract services provided by Interwest Consulting Group



City of Antioch

Engineering & Traffic Survey Summary

Location:	Putnam Street	Survey Date:	April 9, 2021
Between:	Contra Loma Boulevard & Lone Tree Way	Segment No:	57
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	2,635
Length of Segment (feet):	4,330
Length of Segment (miles):	0.82
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	33 mph
10 mph Pace:	24-33 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on both sides of road. Near Park Middle School.	
Roadway Geometrics: Two-lane undivided	
Comments: On-street parking, high driveway density, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Commercial
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023</p> <p>Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	







City of Antioch

Engineering & Traffic Survey Summary

Location:	E. Tregallas Road	Survey Date:	April 9, 2021
Between:	Lone Tree Way & Garrow Drive	Segment No:	60
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	3,889
Length of Segment (feet):	2,960
Length of Segment (miles):	0.56
Lane Configuration:	Single Lane Each Direction
Street Classification:	Local
Speed Survey Data	
85th Percentile:	41 mph
10 mph Pace:	30-39 mph
Posted Speed Limit:	30 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	1
Collision Rate (Collisions/MVM):	0.42, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: No bike lanes, sidewalk on south side only. Near Belshaw Elementary School.	
Roadway Geometrics: Two-lane undivided	
Comments: High driveway density, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Commercial
Recommendation	
Recommended Speed:	30 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><div>July 12, 2023</div><div>Date</div></div></div>	




* Contract services provided by Interwest Consulting Group




City of Antioch

Engineering & Traffic Survey Summary

Location:	E. Tregallas Road	Survey Date:	April 9, 2021
Between:	Garrow Drive & Hillcrest Avenue	Segment No:	61
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	3,979
Length of Segment (feet):	4,015
Length of Segment (miles):	0.76
Lane Configuration:	Single Lane Each Direction
Street Classification:	Local
Speed Survey Data	
85th Percentile:	44 mph
10 mph Pace:	34-43 mph
Posted Speed Limit:	35 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: Bike lanes and sidewalk on both sides of road, Class III bike lanes and partial sidewalk at Hillcrest Avenue. Near Eastside Church of Christ, Antioch Christian Center and St John's Lutheran Church.	
Roadway Geometrics: Two-lane undivided	
Comments: Residential density and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Public Institution
Recommendation	
Recommended Speed:	35 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div>	



* Contract services provided by Interwest Consulting Group



City of Antioch

Engineering & Traffic Survey Summary

Location: W. Tregallas Road Survey Date: April 8, 2021
Between: G Street & Lone Tree Way Segment No: 62
Direction of Travel: East/West

Traffic Data	
Average Daily Traffic:	4,619
Length of Segment (feet):	2,960
Length of Segment (miles):	0.56
Lane Configuration:	Single Lane Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	37 mph
10 mph Pace:	26-35 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions: Partial bike lanes at G Street, no bike lanes for remaining segment, sidewalk on both sides of road. Near Starlight Academy and Visions Christian Center.	
Roadway Geometries: Two-lane undivided	
Comments: On-street parking, high driveway density, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Commercial / Public Institution
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <p><i>Charmine Solla</i> July 12, 2023 Charmine Solla, PE, TE, PTOE PE 83267, TE 2773 Date</p> <p>* Contract services provided by Interwest Consulting Group</p>	







City of Antioch

Engineering & Traffic Survey Summary

Location:	Viera Avenue	Survey Date:	April 8, 2021
Between:	Wilbur Avenue & 18th Street	Segment No:	63
Direction of Travel:	North/South		

Traffic Data	
Average Daily Traffic:	1,724
Length of Segment (feet):	2,640
Length of Segment (miles):	0.50
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	40 mph
10 mph Pace:	27-36 mph
Posted Speed Limit:	25 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions:	Bike lanes on both sides of road, no sidewalk.
Roadway Geometrics:	Two-lane undivided
Comments:	On-street parking, high driveway density, and residential density
Adjacent Land Use:	Mixed Residential / Open Space
Recommendation	
Recommended Speed:	25 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><u>July 12, 2023</u> Date</div></div>	





* Contract services provided by Interwest Consulting Group



City of Antioch

Engineering & Traffic Survey Summary

Location: Wilbur Avenue Survey Date: April 8, 2021
Between: A Street & Cavallo Road Segment No: 64
Direction of Travel: East/West



Traffic Data	
Average Daily Traffic:	7,422
Length of Segment (feet):	2,590
Length of Segment (miles):	0.49
Lane Configuration:	Two Lanes Each Direction
Street Classification:	Arterial
Speed Survey Data	
85th Percentile:	49 mph
10 mph Pace:	37-46 mph
Posted Speed Limit:	40 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions: Shared bike lanes (Class 3) west of Orchard Lane and partial Class II bike lanes east of Orchard Lane, and partial sidewalk on north side of road west of Orchard Lane.	
Roadway Geometrics: Four-lane undivided	
Comments: Trucks present, residential density, and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Open Space
Recommendation	
Recommended Speed:	40 mph
Speed Limit Change:	No, retain speed limit
Recommendation based on:	California Assembly Bill 43, CVC Section 22358.6
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><div>July 12, 2023</div><div>Date</div></div></div> <div></div>	
* Contract services provided by Interwest Consulting Group	



City of Antioch

Engineering & Traffic Survey Summary

Location:	Wild Horse Road	Survey Date:	April 9, 2021
Between:	Hillcrest Avenue & Wild Horse Road Easterly Terminus	Segment No:	67
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	3,375
Length of Segment (feet):	4,645
Length of Segment (miles):	0.88
Lane Configuration:	Two Lanes Each Direction with Median
Street Classification:	Collector
Speed Survey Data	
85th Percentile:	47 mph
10 mph Pace:	33-42 mph
Posted Speed Limit:	45 mph
Collision History	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Collisions/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.91
Conditions Not Readily Apparent	
Conditions: Bike lanes and sidewalk on both sides of road. Portions of segment with single lane each direction with painted median. Near Nelson Ranch Park.	
Roadway Geometries: Four-lane divided (median)	
Comments: Residential density and ped/bike safety	
Adjacent Land Use:	Mixed Residential / Commercial / Open Space
Recommendation	
Recommended Speed:	40 mph
Speed Limit Change:	Yes, 5 mph decrease
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 45 mph, then reduced another 5mph due to residential density and ped/bike safety)
<p>CERTIFICATION: I, Charmine Solla, do hereby certify that this Engineering and Traffic Survey within the City of Antioch was performed under my supervision, conforms to Sections 627, 22358, and 40802 of the California Vehicle Code and Section 2B.13 of the California Manual on Uniform Traffic Control Devices, and is accurate and complete. I am duly registered in the State of California as a Professional Civil Engineer and Professional Traffic Engineer:</p> <div><div> Charmine Solla, PE, TE, PTOE PE 83267, TE 2773</div><div><div>July 12, 2023</div><div>Date</div></div></div> <div></div>	
* Contract services provided by Interwest Consulting Group	


CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Charmine Solla, Consulting Traffic Engineer

APPROVED BY: Scott Buenting, Acting Public Works Director/City Engineer 

SUBJECT: Proposed Traffic Calming Improvements for Sycamore Drive, James Donlon Boulevard, and West 10th Street

RECOMMENDED ACTION

It is recommended that the City Council adopt the resolution:

1. Approving the proposed traffic calming improvements for (1) Sycamore Drive, (2) James Donlon Boulevard (from Somersville Road to Contra Loma Boulevard and from Contra Loma Boulevard to Lone Tree Way), and (3) West 10th Street; and
2. Approving an amendment to the Fiscal Year 2023/24 Operating Budget to include \$425,000 from the Gas Tax Fund for the traffic calming improvements for Sycamore Drive.

FISCAL IMPACT

Adoption of this resolution will amend the Fiscal Year 2023/24 Operating Budget to include \$425,000 from the Gas Tax Fund for the traffic calming improvements for Sycamore Drive. The proposed work on James Donlon Boulevard and West 10th Street currently has no funding.

DISCUSSION

Background

In response to the public's requests for traffic calming improvements and per the direction of City Council, Staff prepared traffic calming improvement plans for three roadway segments: (1) Sycamore Drive (Attachment B), (2) James Donlon Boulevard (Attachment C), and (3) West 10th Street (Attachment D).

Analysis

Existing conditions, collision history, speed surveys, traffic volumes, and public requests were considered in the preparation of the proposed improvements. The collision types

and primary cause factors were analyzed to determine traffic patterns and identify corresponding countermeasures.

City and Traffic Consultant Staff met with both the Police and Fire Departments on April 21, 2023 and May 18, 2023 respectively, where the proposed plans were supported and approved.

The proposed improvements do not include any permanent infrastructure, such as concrete median islands, to provide the opportunity for all to try the improvements first and allow flexibility for future modifications, if needed. Additionally, the proposed improvements are lower cost with shorter turnaround times, affording the City the chance to implement the improvements quickly in the near-term future.

The engineer's estimate for implementing the proposed traffic calming improvements are shown below.

- Sycamore Drive - \$425,000
- James Donlon Boulevard (Somersville Rd to Contra Loma Blvd) – \$220,000
- James Donlon Boulevard (Contra Loma Blvd to Lone Tree Way) - \$545,000
- West 10th Street - \$220,000

Staff recommends implementing the traffic calming improvements on Sycamore Drive.

Alternatives

The intersections were studied to determine whether all-way stop signs or signalization were warranted and no intersection met all the warrants.

Roundabouts were considered, but the intersections lacked the minimum radial space, which could be mitigated by private property acquisition as an optional solution. However, the acquisition process adds a lot of risk and uncertainty to a project and may ultimately end up infeasible.

ATTACHMENTS

- A: Resolution
- B: Traffic Calming Improvement Plans for Sycamore Drive
- C: Traffic Calming Improvement Plans for James Donlon Boulevard
- D: Traffic Calming Improvement Plans for West 10th Street
- E: Engineer's Cost Estimate
- F: PowerPoint

ATTACHMENT "A"

RESOLUTION NO. 2023/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING THE PROPOSED TRAFFIC CALMING IMPROVEMENT
PLANS AND APPROVING AN AMENDMENT TO INCREASE THE
FISCAL YEAR 2023/24 OPERATING BUDGET FOR THE TRAFFIC
CALMING PROJECTS**

WHEREAS, on June 14, 2022, the City Council adopted the 5-Year Capital Improvement Program 2022-2027;

WHEREAS, per City Council direction and requests from the Public, the traffic calming improvement plans were prepared for the three roadway segments: (1) Sycamore Drive, (2) James Donlon Boulevard, and (3) West 10th Street;

WHEREAS, the existing conditions, collision history, speed surveys, traffic volumes, and public requests were considered in the preparation of the proposed improvements;

WHEREAS, the collision types and primary cause factors were analyzed to determine traffic patterns and identify corresponding countermeasures;

WHEREAS, on April 21, 2023, the traffic calming improvement plans were reviewed and supported by the Police Department;

WHEREAS, on May 18, 2023, the traffic calming improvement plans were reviewed and supported by the Fire Department;

WHEREAS, the City Council has considered the approval of the traffic calming improvement plans; and

WHEREAS, the City Council has considered an amendment to the Fiscal Year 2023/24 Operating Budget to include \$425,000 from the Gas Tax Fund for the implementation of traffic calming improvements for Sycamore Drive.

Al

RESOLUTION NO. 2023/**

August 8, 2023

Page 2

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch, hereby:

1. Approves the proposed traffic calming improvements for (1) Sycamore Drive, (2) James Donlon Boulevard (from Somersville Road to Contra Loma Boulevard and from Contra Loma Boulevard to Lone Tree Way), and (3) West 10th Street; and
2. Approves an amendment to the Fiscal Year 2023/24 Operating Budget to include \$425,000 from the Gas Tax Fund for the traffic calming improvements for Sycamore Drive.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 8th day of August 2023, by the following vote:

AYES:

NOES:

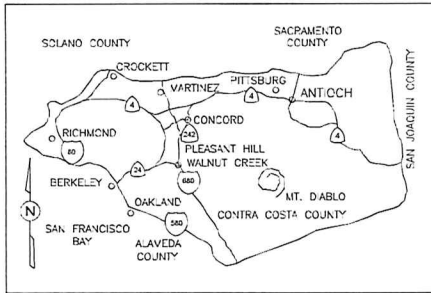
ABSTAIN:

ABSENT:

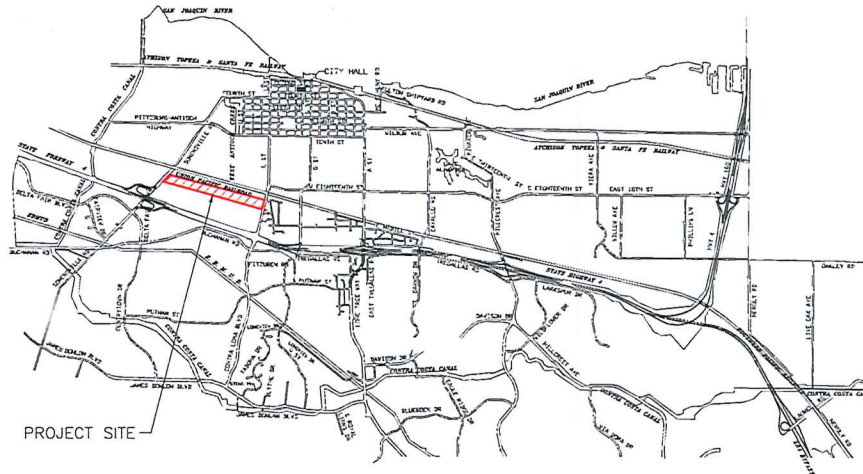
**ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH**

A2

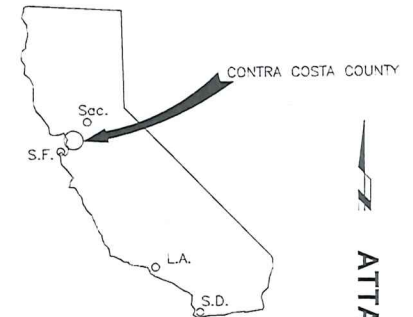
CITY OF ANTIOCH CAPITAL IMPROVEMENTS DEPARTMENT TRAFFIC CALMING IMPROVEMENTS SYCAMORE DR FROM AUTO CENTER DR TO L ST



VICINITY MAP



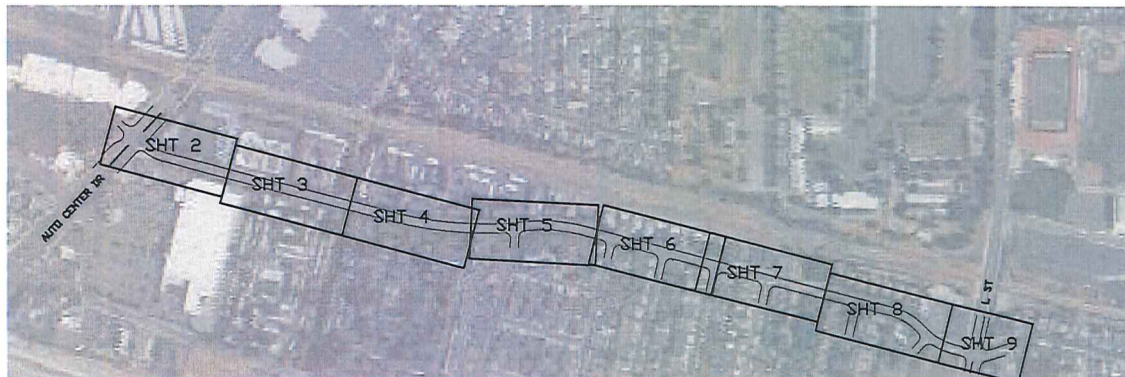
PROJECT SITE



ATTACHMENT "B"

SHEET INDEX

SHEET NUMBER	DESCRIPTION
1	TITLE SHEET
2-5	SIGNING & STRIPING - AUTO CENTER DR TO SPANOS ST
6	SIGNING & STRIPING - SPANOS ST TO BANYAN WAY
7	SIGNING & STRIPING - BANYAN WAY TO MANZANITA WAY
8	SIGNING & STRIPING - MANZANITA WAY TO PEPPERTREE WAY
9	SIGNING & STRIPING - PEPPERTREE WAY TO L ST



CITY OF ANTIOCH

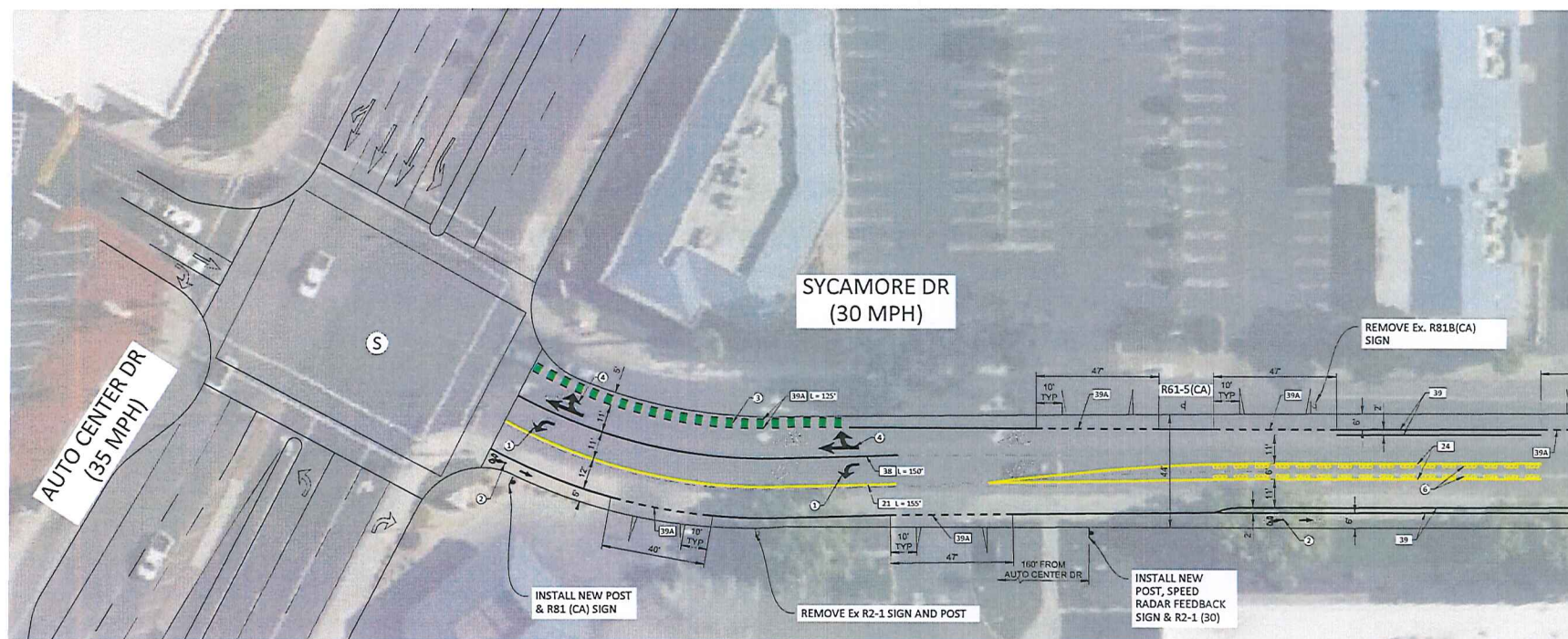
SCOTT BUENTING, P.E.
ACTING PUBLIC WORKS DIRECTOR
R.C.E. NO. 67442
EXPIRES _____

DATE _____

SHEET 1 OF 9 SHEETS

PW XXX-XX

B
1



MATCHLINE A - SEE SHEET 3

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):

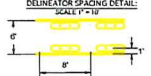


62

DRAWINGS LEGEND:

- 1 EXISTING SIGN AND POST TO REMAIN
- 2 INSTALL NEW SIGN AND POST
- 3 EXISTING SIGN TO BE REMOVED
- 4 SIGNALIZED INTERSECTION

DELINEATOR SPACING DETAIL:
SCALE: 1"=10'



NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY FACE OF CURB WHERE PRESENT OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.

20' 0' 20' 40'
1" = 20' GRAPHIC SCALE

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:



ALL LANELINES (DETAILS 8.9.1L OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

- 1 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- 2 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- 3 FURNISH & INSTALL DASHED GREEN, THERMOPLASTIC CONFLICT ZONE BORDERED AS SHOWN BY WHITE, THERMOPLASTIC LINE (DETAIL 30A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- 4 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.
- 5 FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- 6 FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH YELLOW FLEXIBLE DELINEATORS.
- 7 FURNISH & INSTALL WHITE THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (10' WIDE).

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 6/19/23

DESIGNED BY: KV/C. SO. LA

CHECKED BY: C. SOLLA

DRAWN BY: KV

REVISIONS:

APPROVED BY:

PUBLIC WORKS DIRECTOR

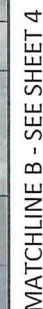
DATE: C.E.

NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
SYCAMORE DR

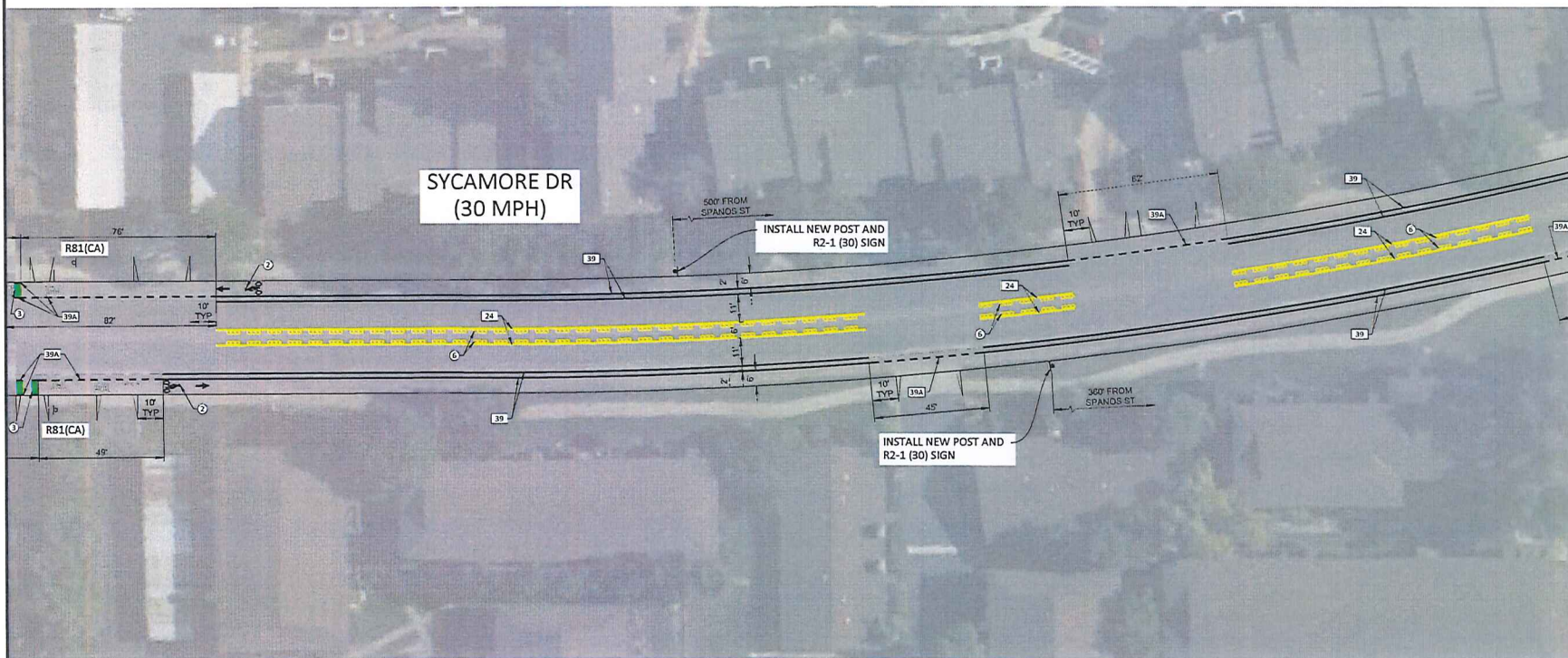
SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO.
PW XXX-XX
SHEET 2
OF 9 SHEETS





MATCHLINE B - SEE SHEET 3

MATCHLINE C - SEE SHEET 5

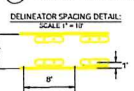


SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



DRAWING LEGEND:

- 1 EXISTING SIGN AND POST TO REMAIN
- 2 INSTALL NEW SIGN AND POST
- 3 EXISTING SIGN TO BE REMOVED
- 4 SIGNALIZED INTERSECTION



NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) ON CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.

20' 0' 20' 40'
1" = 20' GRAPHIC SCALE

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:



ALL LANELINES (DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

- 1 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- 2 FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C, ORIENTATION PER PLAN.
- 3 FURNISH & INSTALL DASHED GREEN, THERMOPLASTIC CONFLICT ZONE BORDERED AS SHOWN BY WHITE, THERMOPLASTIC LINE (DETAIL 36A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- 4 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.
- 5 FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- 6 FURNISH & INSTALL SEPARATOR CURBS SYSTEM WITH YELLOW FLEXIBLE DELINEATORS.
- 7 FURNISH & INSTALL WHITE THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (10' WIDE).

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 6/19/23	APPROVED BY:
DESIGNED BY: KV/C. SO/LA	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOLLA	DATE: C.E.
DRAWN BY: KV	NO. BY DATE
REVISIONS:	

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

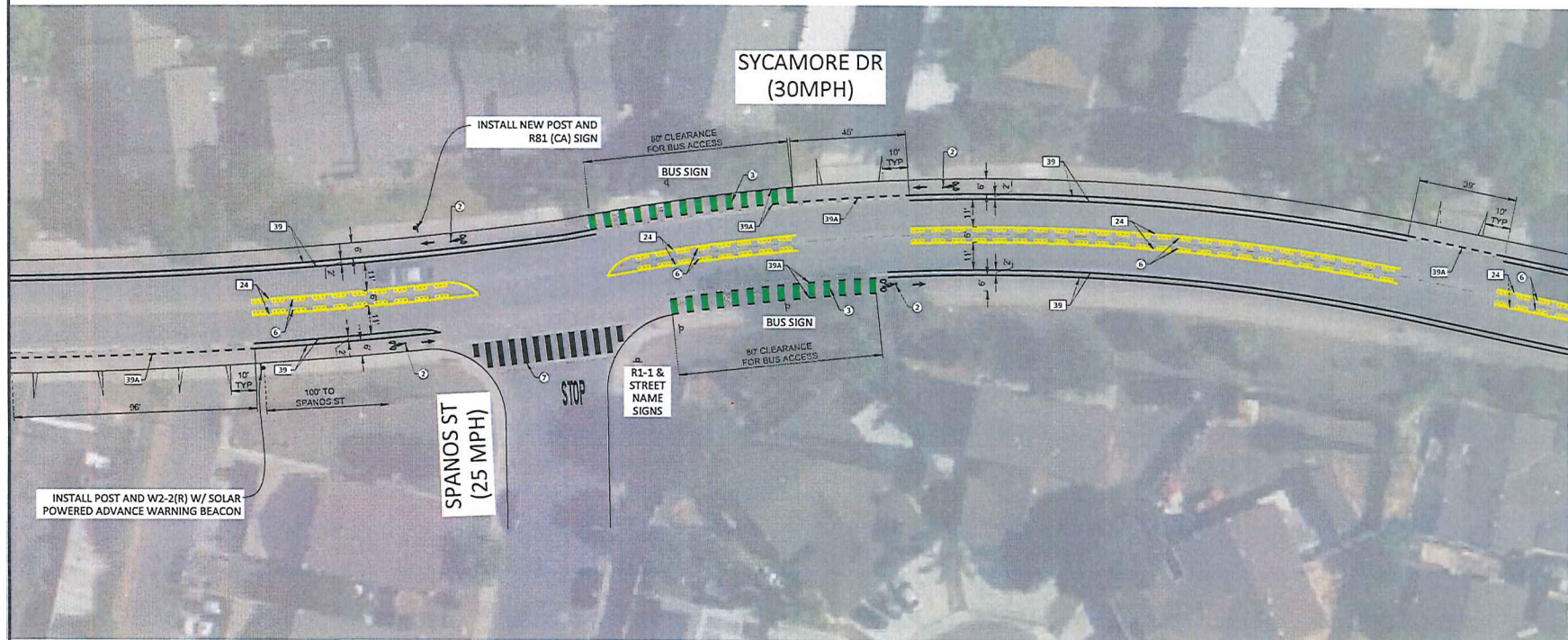
TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO.
PW XXX-XX
SHEET 4
OF 9 SHEETS

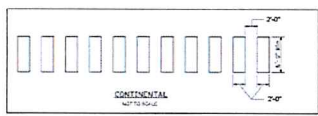


MATCHLINE C - SEE SHEET 4

MATCHLINE D - SEE SHEET 6

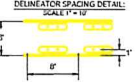


SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):

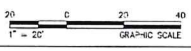


DRAWING LEGEND:

- 1. EXISTING SIGN AND POST TO REMAIN
- 2. INSTALL NEW SIGN AND POST
- 3. EXISTING SIGN TO BE REMOVED
- 4. SIGNALIZED INTERSECTION



NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINES (DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- 1. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VI ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- 2. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VI ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- 3. FURNISH & INSTALL DASHED GREEN, THERMOPLASTIC CONFLICT ZONE BORDERED AS SHOWN BY WHITE, THERMOPLASTIC LINE (DETAIL 30A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- 4. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.
- 5. FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- 6. FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH YELLOW FLEXIBLE DELINEATORS.
- 7. FURNISH & INSTALL WHITE THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (10' WIDE).

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____

INSPECTED BY: _____

AS BUILT REVISIONS: _____

DATE: _____

BY: _____

DATE: 6/19/23	APPROVED BY: _____
DESIGNED BY: KV/C, S3-LA	PUBLIC WORKS DIRECTOR
CHECKED BY: C.SOLLA	DATE: _____
DRAWN BY: KV	C.E.
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'

PUBLIC WORKS
PROJECT NO. PW XXX-XX

SHEET 5

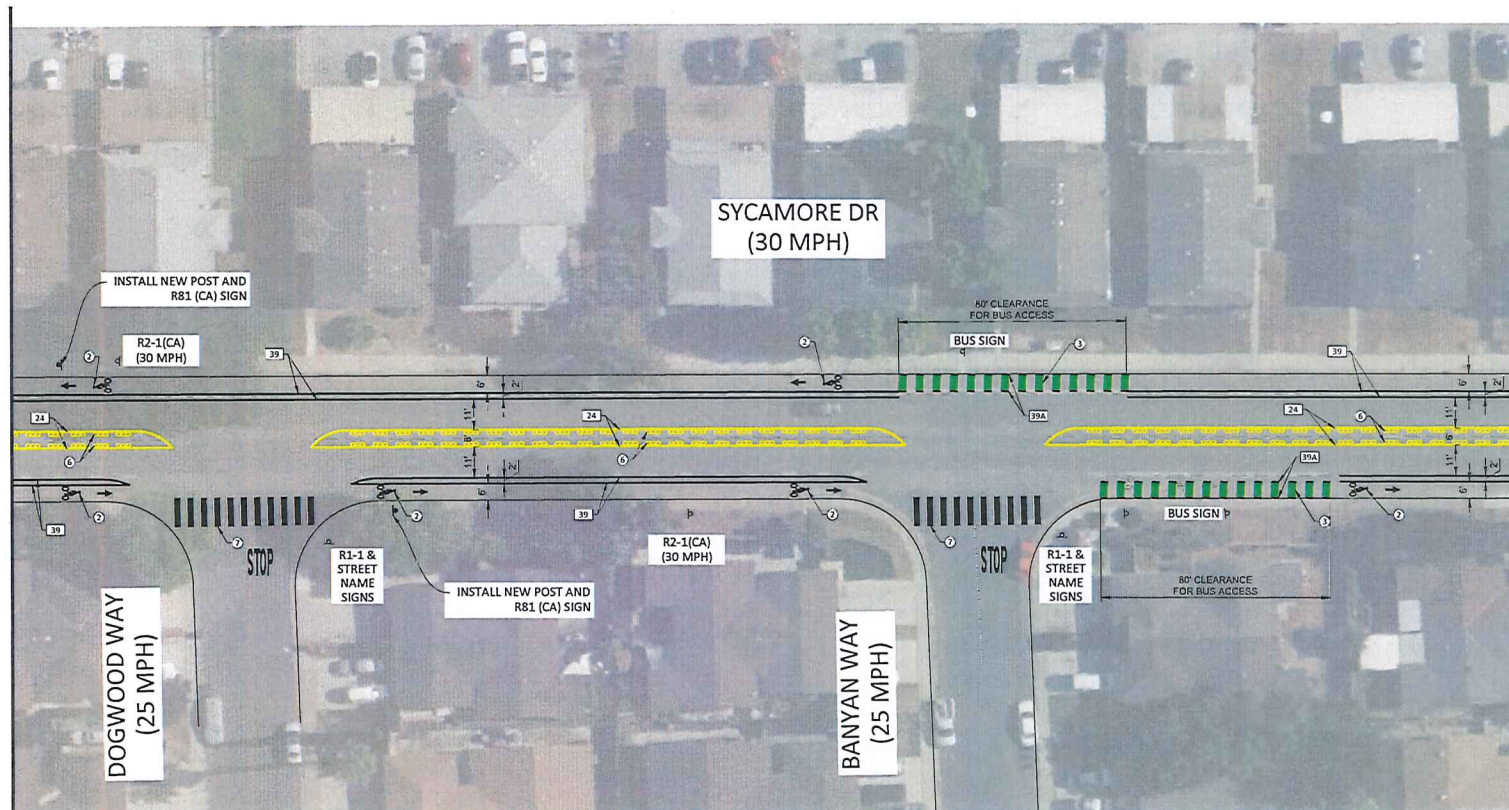
OF 9 SHEETS

B5



MATCHLINE D - SEE SHEET 5

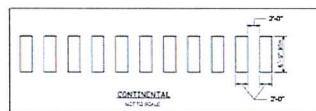
MATCHLINE E - SEE SHEET 7



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



R81 (CA)

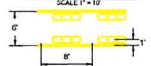


DRAWING LEGEND:

- EXISTING SIGN AND POST TO REMAIN
- INSTALL NEW SIGN AND POST
- EXISTING SIGN TO BE REMOVED

SIGNALIZED INTERSECTION

DELINEATOR SPACING DETAIL



NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.

20' 0' 20' 40'
1" = 20' GRAF-MC SCALE

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINES (DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL.

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BIKELANE ARROW AND BIKELANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C, ORIENTATION PER PLAN.
- FURNISH & INSTALL DASHED GREEN, THERMOPLASTIC CONFLICT ZONE BORDERED AS SHOWN BY WHITE, THERMOPLASTIC LINE (DETAIL 30A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (1) ARROW MARKING PER CALTRANS STD PLAN A24A.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH YELLOW FLEXIBLE DELINEATORS.
- FURNISH & INSTALL WHITE THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (10' WIDE).

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 6/16/23
DESIGNED BY: KV/C. SO/LA
CHECKED BY: C.SOLLA
DRAWN BY: KV
REVISIONS: _____
APPROVED BY: _____
PUBLIC WORKS DIRECTOR
DATE: C.E.
NO. BY DATE

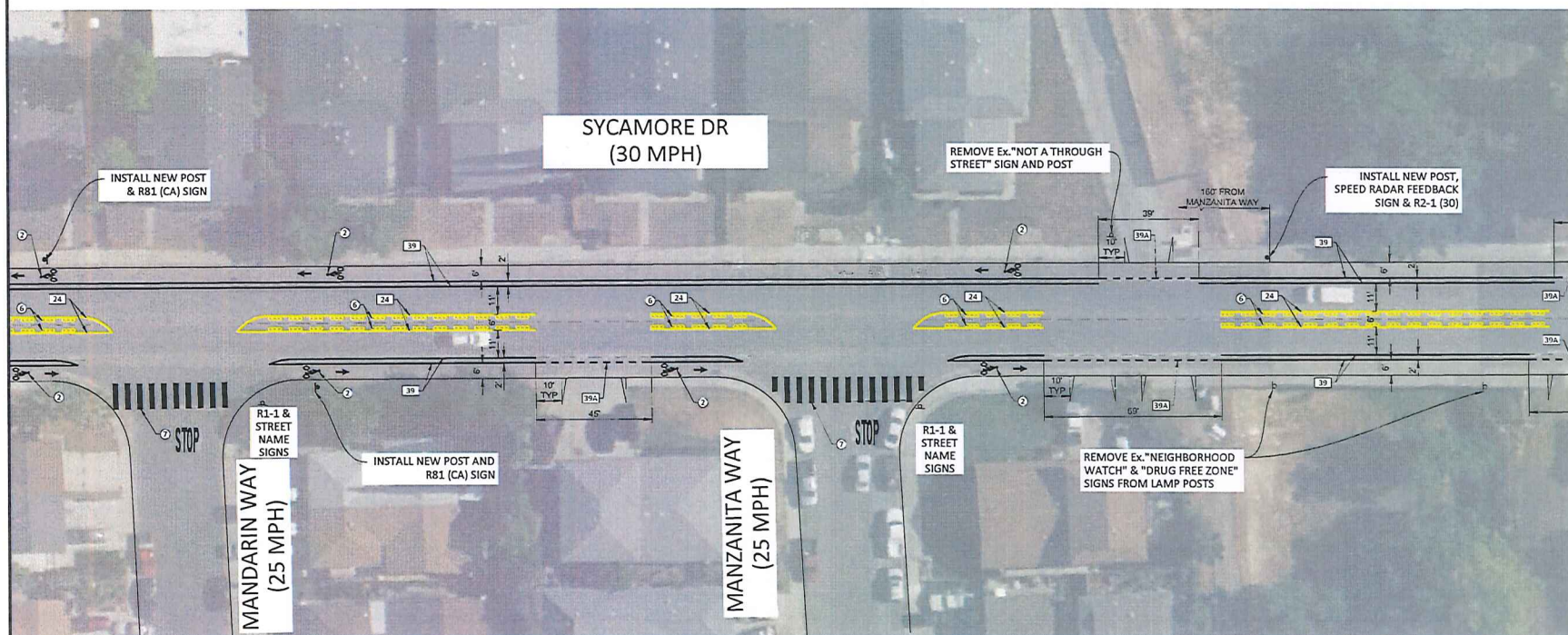
PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION
TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO.
PW XXX-XX
SHEET 6
OF 9 SHEETS

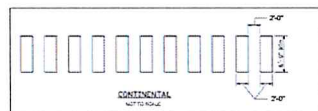


MATCHLINE E - SEE SHEET 6

MATCHLINE F - SEE SHEET 8



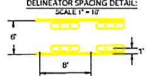
SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



DRAWING LEGEND:

- EXISTING SIGN AND POST TO REMAIN
- INSTALL NEW SIGN AND POST
- EXISTING SIGN TO BE REMOVED
- SIGNALIZED INTERSECTION

DELINATOR SPACING DETAIL:



NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINES (DETAILS 8.0.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BIKELANE ARROW AND BIKELANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C, ORIENTATION PER PLAN.
- FURNISH & INSTALL DASHED GREEN, THERMOPLASTIC CONFLICT ZONE BORDERED AS SHOWN BY WHITE, THERMOPLASTIC LINE (DETAIL 30A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH YELLOW FLEXIBLE DELINEATORS.
- FURNISH & INSTALL WHITE THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (10' WIDE).

DATE: 6/19/23	APPROVED BY:
DESIGNED BY: KV/C. 59-LA	PUBLIC WORKS DIRECTOR
CHECKED BY: C.SOLLA	DATE: C.E.
DRAWN BY: KV	NO. BY DATE
REVISIONS:	

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

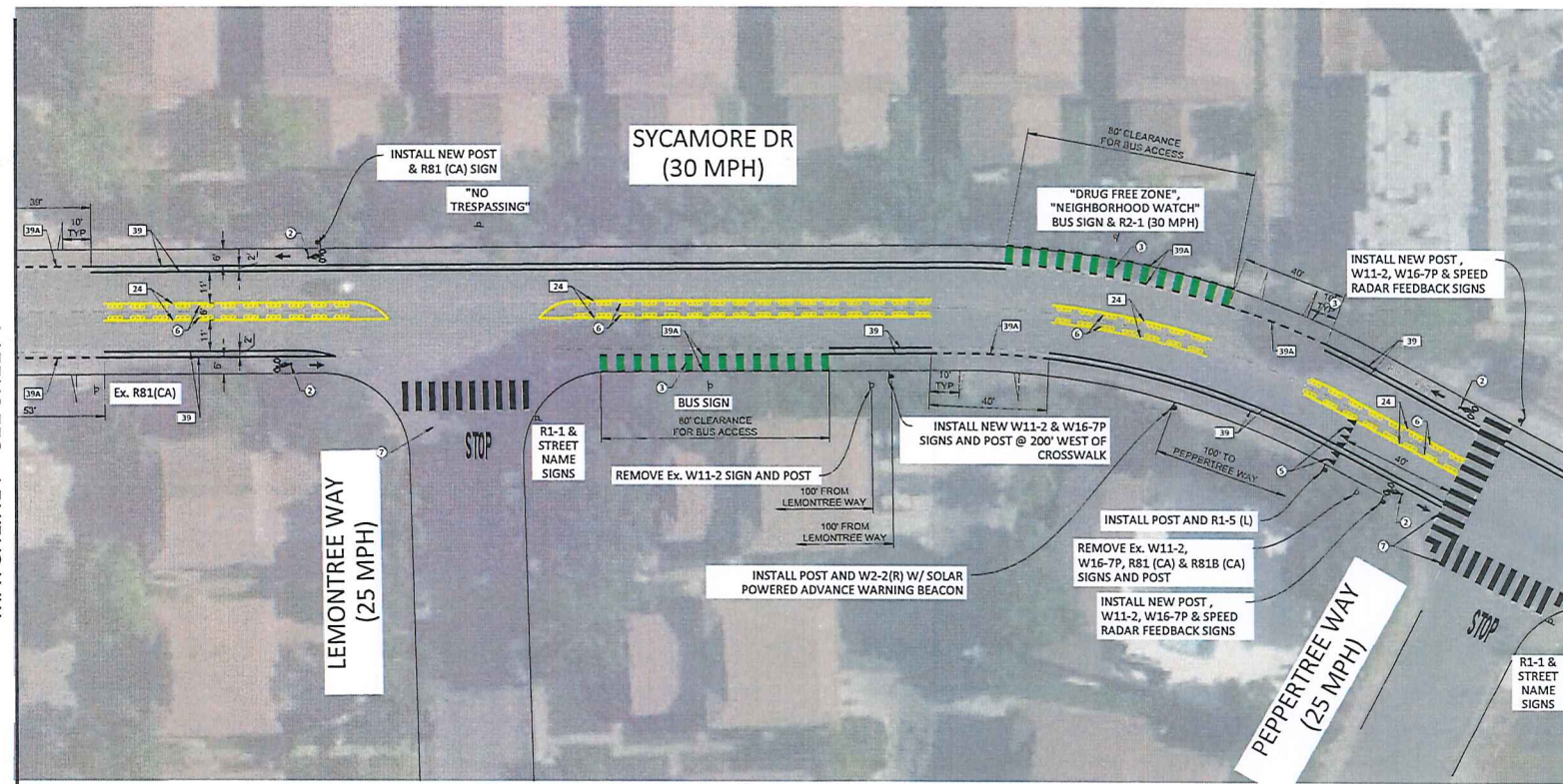
TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO.
PH XXX-XX
SHEET 7
OF 9 SHEETS

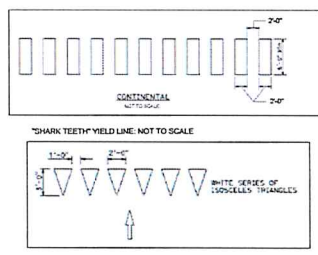


MATCHLINE F - SEE SHEET 7

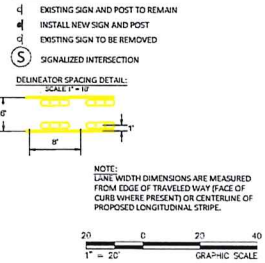
MATCHLINE G - SEE SHEET 9



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



DRAWING LEGEND:



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED. INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN: ALL LANELINES (DETAILS 8-0.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:
1 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
2 FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C, ORIENTATION PER PLAN.
3 FURNISH & INSTALL DASHED GREEN, THERMOPLASTIC CONFLICT ZONE BORDERED AS SHOWN BY WHITE THERMOPLASTIC LINE (DETAIL 30A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

4 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII U-ARROW MARKING PER CALTRANS STD PLAN A24A.
5 FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
6 FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH YELLOW FLEXIBLE DELINEATOR.
7 FURNISH & INSTALL WHITE THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (30' WIDE).

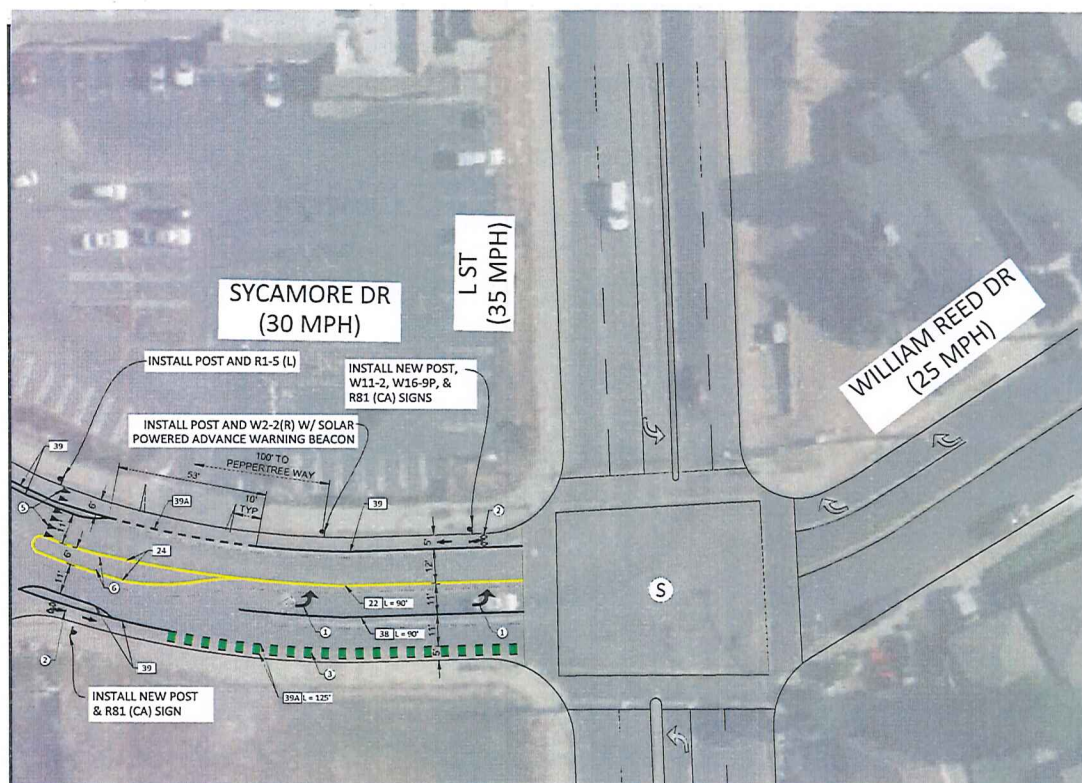
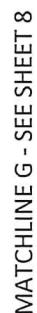
ANTIOCH CALIFORNIA OPPORTUNITY LIVES HERE

AS BUILT
DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

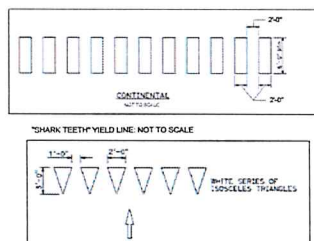
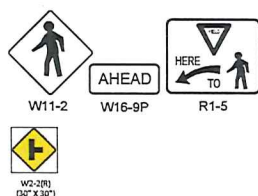
DATE: 6/19/23
DESIGNED BY: KV/C. S9.LA
CHECKED BY: C.SOLLA
DRAWN BY: KV
REVISIONS: _____
APPROVED BY: _____
PUBLIC WORKS DIRECTOR: _____
DATE: _____
C.E. NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION
TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'
PUBLIC WORKS PROJECT NO. PW XXX-XX
SHEET 8 OF 9 SHEETS



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):

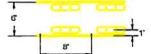


DRAWING LEGEND:

- d EXISTING SIGN AND POST TO REMAIN
- d INSTALL NEW SIGN AND POST
- d EXISTING SIGN TO BE REMOVED
- S** SIGNALIZED INTERSECTION

2015年12月15日

DELINEATOR SPACING DETAIL:
SCALE 1" = 10'



NOTE:
LANE WIDTH DIMENSIONS ARE MEASURED
FROM EDGE OF TRAVELED WAY (FACE OF
CURB WHERE PRESENT) OR CENTERLINE OF
PROPOSED LONGITUDINAL STRIPE.

20 0 20 40
1" = 20' GRAPHIC SCALE

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO., AS SHOWN:

ALL LANELINES (DETAILS 8,9,11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL.

- ① FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- ② FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C, ORIENTATION PER PLAN.
- ③ FURNISH & INSTALL DASHED GREEN, THERMOPLASTIC CONFLICT ZONE BORDERED AS SHOWN BY WHITE, THERMOPLASTIC LINE (DETAIL 3.04), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED)

- ④ FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (I) ARROW MARKING PER CALTRANS STD PLAN A24A.
- ⑤ FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- ⑥ FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH YELLOW FLEXIBLE DELINEATORS.
- ⑦ FURNISH & INSTALL WHITE THERMOPLASTIC, CONTINENTAL CROSSLARK PER CALTRANS STD PLAN A24F (10' WIDE).

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____

INSPECTED BY: _____
AG. BUILT 2010/01/02

DATE: _____

BY: _____

DATE: 6/19/23

DESIGNED BY: KV/C. SC

CHECKED BY: C.SOLLA
DRAWN BY: JG

REVISIONS:

APPROVED BY:

100

PUBLIC WORKS DIRECTOR
DATE 85

DATE:	C.E.
NO.	BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISIONTRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'

PUBLIC WORKS

PROJECT NO.	PN XXX-XX
-------------	-----------

SHEET 9

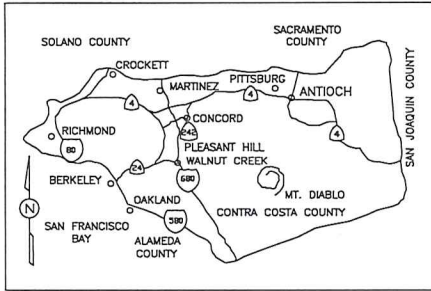
100

OF 9 SHEET

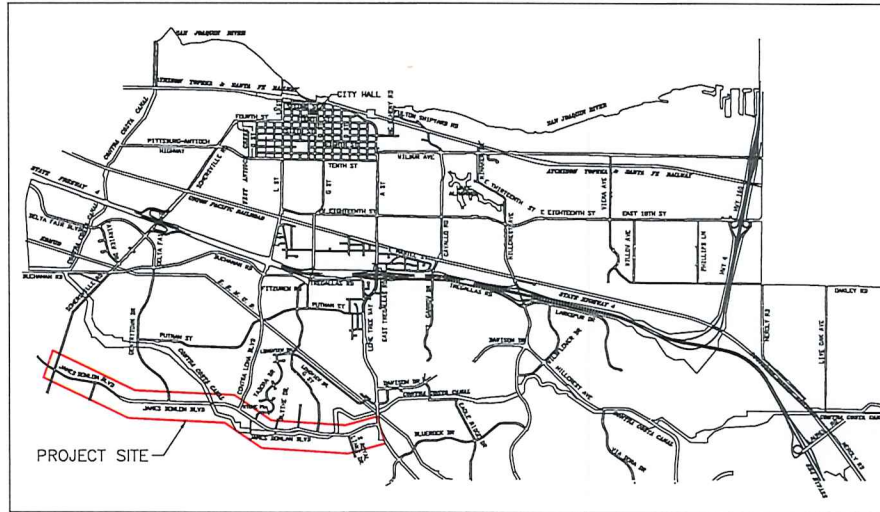
CITY OF ANTIOCH
CAPITAL IMPROVEMENTS DEPARTMENT

TRAFFIC CALMING IMPROVEMENTS

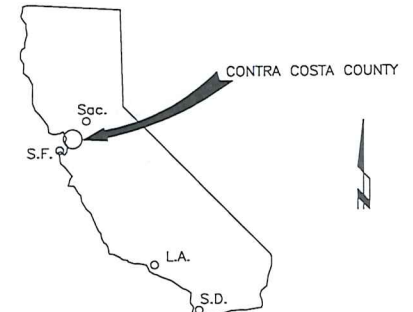
JAMES DONLON BOULEVARD FROM SOMERSVILLE RD TO LONE TREE WAY



VICINITY MAP



PROJECT SITE



SHEET INDEX

SHEET NUMBER	DESCRIPTION
1	TITLE SHEET
2-24	SIGNING & STRIPING PLANS

ATTACHMENT "C"



CITY OF ANTIOCH

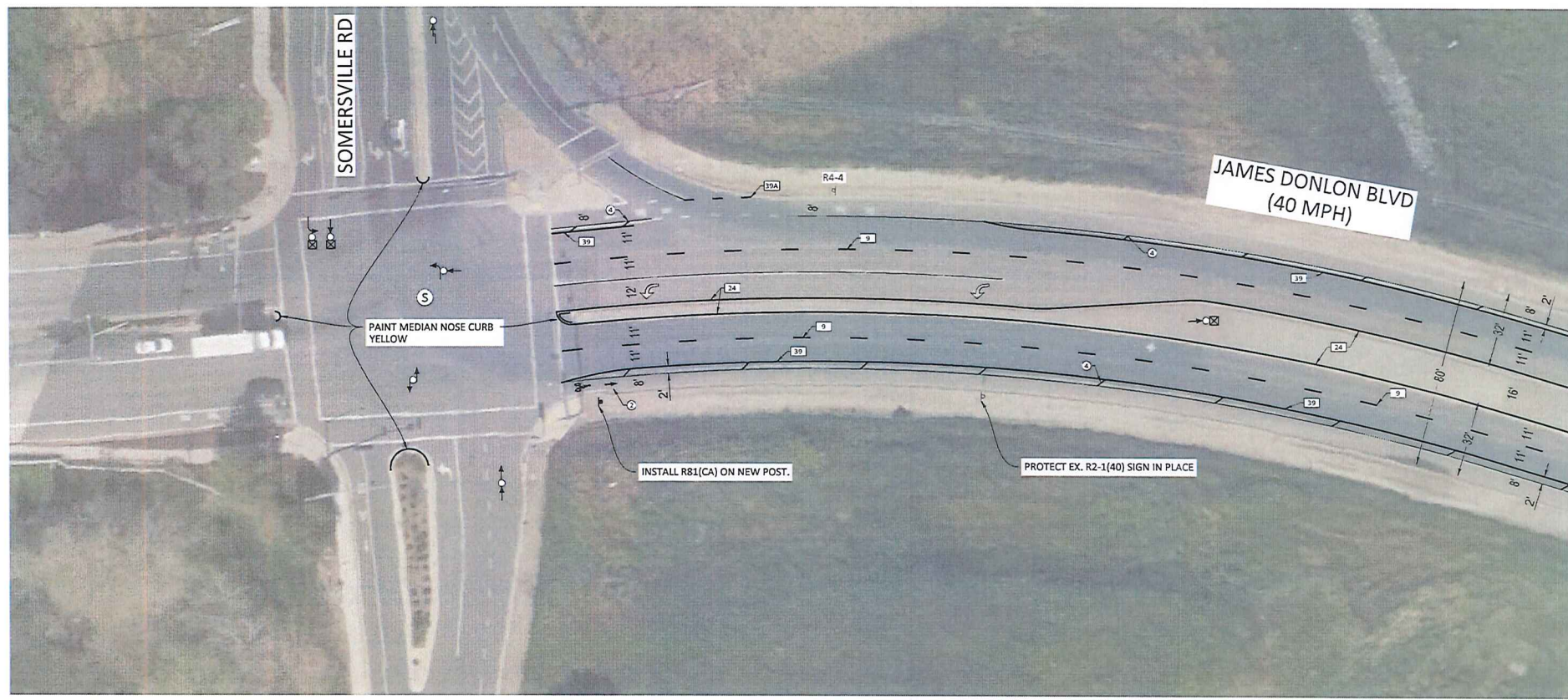
SCOTT BUENTING, P.E.
ACTING PUBLIC WORKS DIRECTOR/CITY ENGINEER
R.C.E. NO. 67442
EXPIRES 12-31-2024

DATE

SHEET 1 OF 24 SHEETS

PW XXX-XX

21



MATCHLINE A - SEE NEXT SHEET

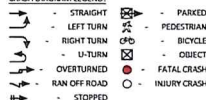
SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



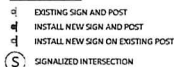
COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	0
INJURY CRASH	0
MAPPED	0
NOT DRAWN	0
TOTAL	0

CRASH DIAGRAM LEGEND:



DRAWING LEGEND:



NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.

1" = 20'

GRAPHIC SCALE

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINES (DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 4" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

1. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A244, ORIENTATION PER PLAN.
2. FURNISH & INSTALL WHITE, THERMOPLASTIC BIKELANE ARROW AND BIKELANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A244 & A246 WITH DIMENSIONS 20'X5', ORIENTATION PER PLAN.
3. FURNISH & INSTALL GREEN, THERMOPLASTIC CONFLICT ZONE BORDERED ON BOTH SIDES BY WHITE, THERMOPLASTIC DASHES (DETAIL 39A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

4. FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
5. FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
6. FURNISH AND INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
7. FURNISH AND INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A240 & A246.
8. FURNISH AND INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A246 (12' WIDE).

CONSTRUCTION NOTES (CONTINUED):

9. FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A246.
10. FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A246.
11. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (1) ARROW MARKING PER CALTRANS STD PLAN A244.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____

INSPECTED BY: _____

AS BUILT REVISIONS: _____

DATE: _____

BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SO-IA	DATE: C.C.
DRAWN BY: SDJ	NO. BY DATE
REVISIONS:	

PUBLIC WORKS DEPARTMENT CAPITAL IMPROVEMENTS DIVISION	SCALE: 1"=20'
TRAFFIC CALMING IMPROVEMENTS JAMES DONLON BLVD	PUBLIC WORKS PROJECT NO. FW XXX-XX
	SHEET 2
	OF 24 SHEETS

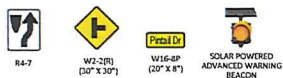


MATCHLINE A - SEE PREVIOUS SHEET

MATCHLINE B - SEE NEXT SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



DRAWING LEGEND:

- 1. EXISTING SIGN AND POST
- 2. INSTALL NEW SIGN AND POST
- 3. INSTALL NEW SIGN ON EXISTING POST
- 4. SIGNALIZED INTERSECTION

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINE DETAILS 8.9.11, OR 121 SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 4" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:
1. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24L, ORIENTATION PER PLAN.
 2. FURNISH & INSTALL WHITE, THERMOPLASTIC BIKELANE ARROW AND BIKELANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20'0". ORIENTATION PER PLAN.
 3. FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 394L, WIDTH PER PLAN).

CONSTRUCTION NOTES (CONTINUED):

4. FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
5. FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
6. FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATOR, COLOR PER PLAN.
7. FURNISH AND INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
8. FURNISH AND INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12' WIDE).

CONSTRUCTION NOTES (CONTINUED):

9. FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
10. FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
11. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.

NOTE:
LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
DESIGNED BY: SDJ
CHECKED BY: C. SO.LA
DRAWN BY: SDJ
DATE: _____
AS BUILT REVISIONS:
DATE: _____
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SO.LA	CITY ENGINEER
DRAWN BY: SDJ	C.E.
DATE: _____	NO. BY DATE
REVISIONS:	

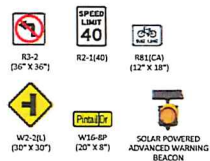
PUBLIC WORKS DEPARTMENT CAPITAL IMPROVEMENTS DIVISION	SCALE: 1"=20'
TRAFFIC CALMING IMPROVEMENTS JAMES DONLON BLVD	PUBLIC WORKS PROJECT NO. FW XXX-XX
	SHEET 3
	OF 24 SHEETS

MATCHLINE B - SEE PREVIOUS SHEET



MATCHLINE C - SEE NEXT SHEET

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	0
INJURY CRASH	1
NOT DRAWN	1
TOTAL	2

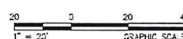
DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CRASH DIAGRAM LEGEND:

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- U-TURN
- OVERTURNED
- RAN OFF ROAD
- STOPPED
- PARKED
- PEDESTRIAN
- BICYCLE
- OBJECT
- FATAL CRASH
- INJURY CRASH

NOTE:
CARE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:



ALL LANELINES (DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 30' LONG, 6\"/>

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

- 1 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- 2 FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 30\"/>

CONSTRUCTION NOTES (CONTINUED):

- 4 FURNISH & INSTALL WHITE, THERMOPLASTIC, 4\"/>

CONSTRUCTION NOTES (CONTINUED):

- 9 FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- 10 FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- 11 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (A) ARROW MARKING PER CALTRANS STD PLAN A24A.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS:
DATE: _____
BY: _____

DATE: 7/12/23

DESIGNED BY: SDJ

CHECKED BY: C. SOLLA

DRAWN BY: SDJ

REVISIONS:

APPROVED BY:

PUBLIC WORKS DEPARTMENT

CAPITAL IMPROVEMENTS DIVISION

DATE: C.E.

NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'

PUBLIC WORKS PROJECT NO. PW XXX-XX

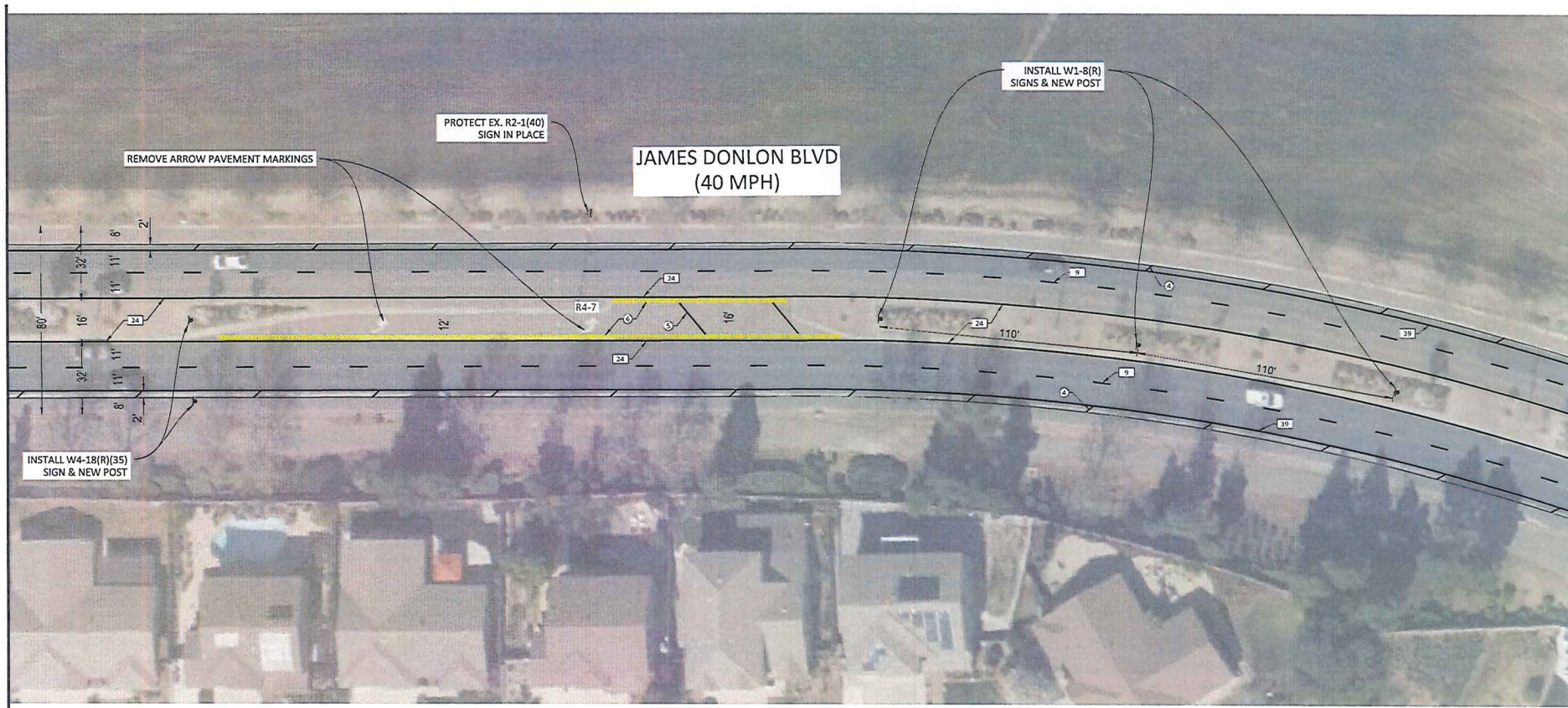
SHEET 4

OF 24 SHEETS



MATCHLINE C - SEE PREVIOUS SHEET

MATCHLINE D - SEE NEXT SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:



ALL LANELINES (DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20'X5', ORIENTATION PER PLAN.
- FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
- FURNISH & INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.

NOTE:
LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) ON CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS:
DATE: _____
BY: _____

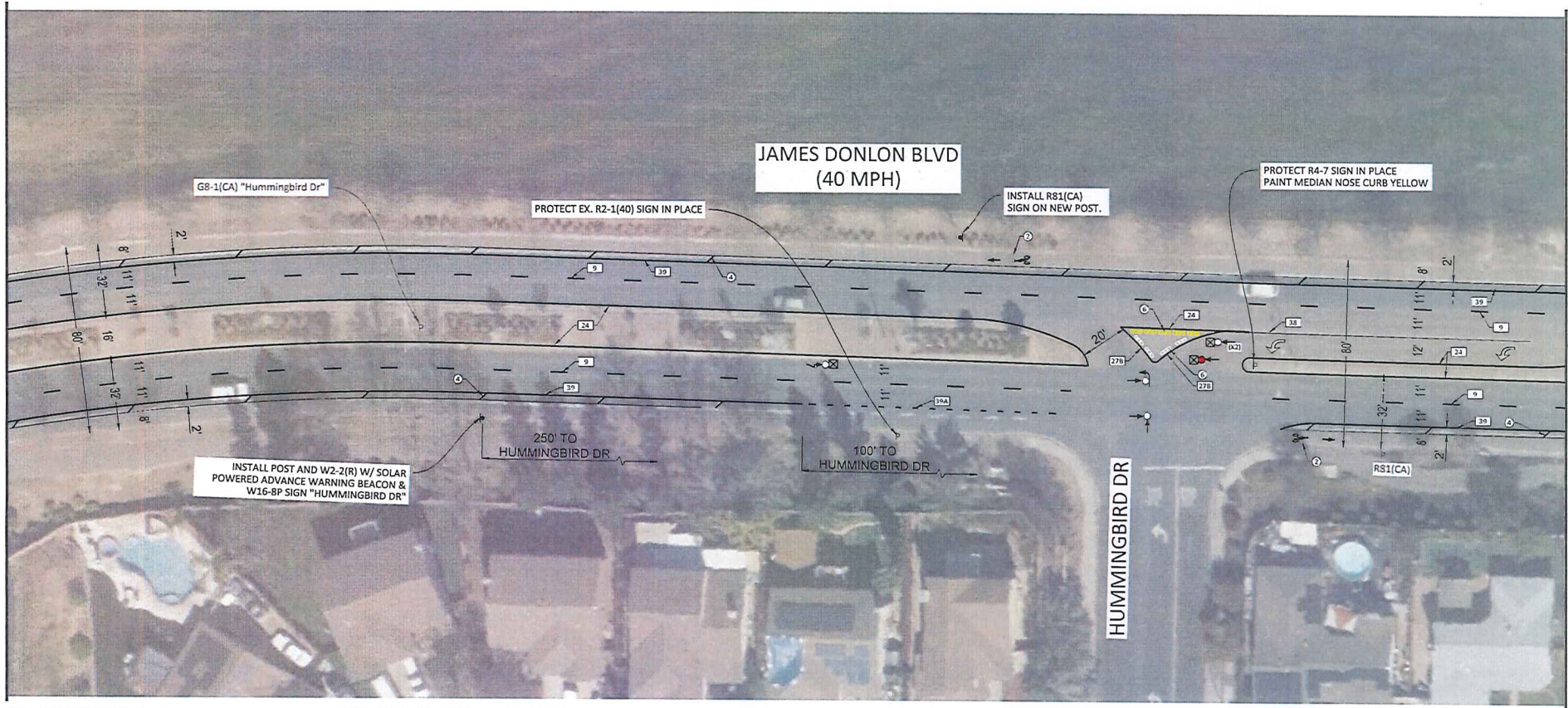
DATE: 7/7/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOJLA	CITY ENGINEER
DRAWN BY: SDJ	DATE: C.E.
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

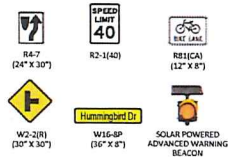
SCALE: 1"=20'	PUBLIC WORKS PROJECT NO. FW XXX-XX
SHEET 5	OF 24 SHEETS

MATCHLINE D - SEE PREVIOUS SHEET



MATCHLINE E - SEE NEXT SHEET

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	1
INJURY CRASH	5
MAJOR CRASH	6
NOT DRAWN	5
TOTAL	11

CRASH DIAGRAM LEGEND:



DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINES (DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6\"/>

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

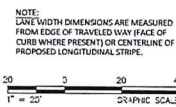
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A244, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BICYCLE LANE ARROW AND BICYCLE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A244 & A246 WITH DIMENSIONS 20\"/>
- FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4\"/>
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4\"/>
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A240 & A246.
- FURNISH & INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12\"/>

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (1) ARROW MARKING PER CALTRANS STD PLAN A244.



ANTIPOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOLA	CITY ENGINEER
DRAWN BY: SDJ	DATE: _____
REVISIONS:	NO. BY DATE

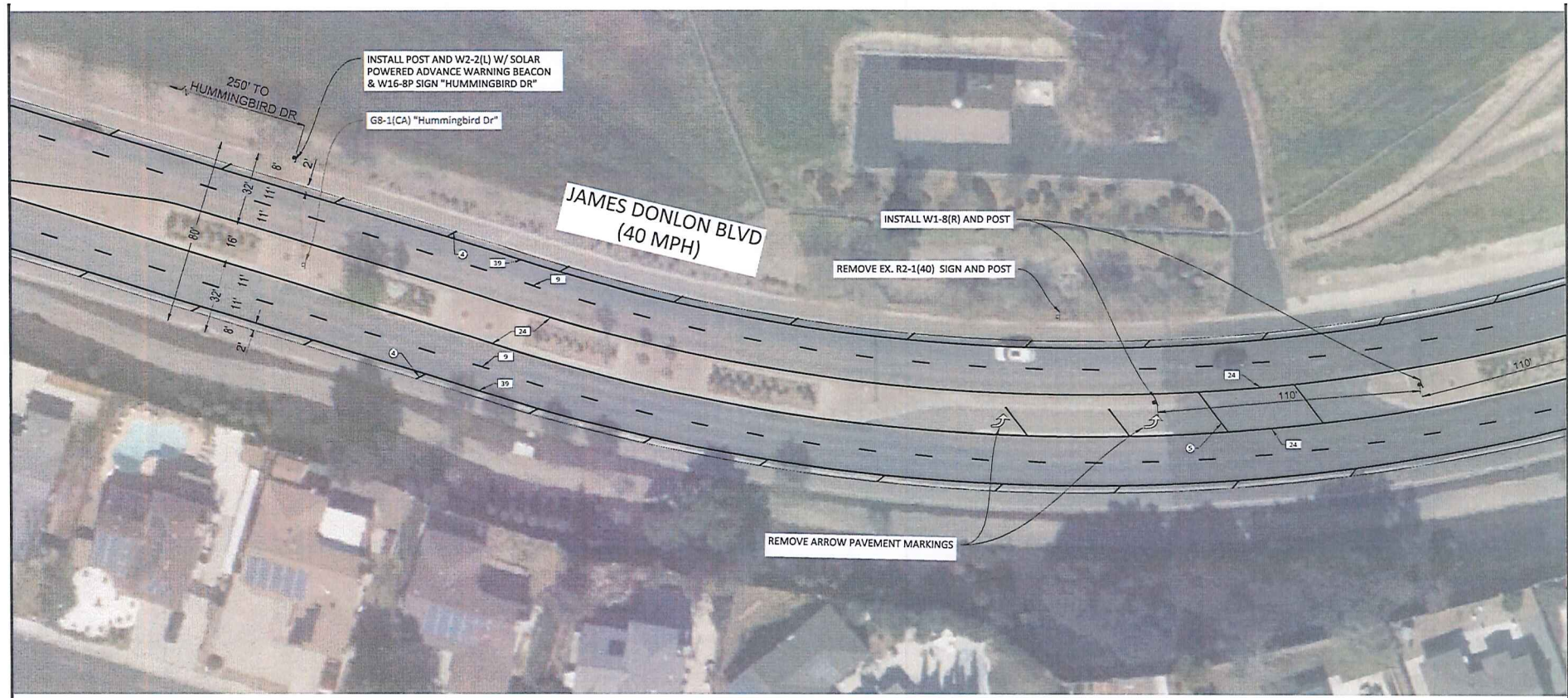
PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1\"/>
PUBLIC WORKS PROJECT NO. FW XXX-XX
SHEET 6
OF 24 SHEETS

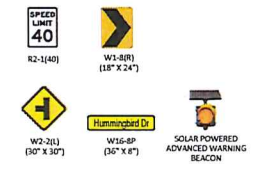
C6

MATCHLINE E - SEE PREVIOUS SHEET



MATCHLINE F - SEE NEXT SHEET

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



DRAWING LEGEND:

- di EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- Ⓢ SIGNALIZED INTERSECTION

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINES (DETAILS 8.0.1.1 OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

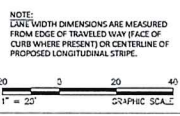
- THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:
- 1) FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A244, ORIENTATION PER PLAN.
 - 2) FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A244 & A246 WITH DIMENSIONS 20'x5', ORIENTATION PER PLAN.
 - 3) FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 394L WIDTH PER PLAN).

CONSTRUCTION NOTES (CONTINUED):

- 4) FURNISH & INSTALL WHITE, THERMOPLASTIC 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- 5) FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- 6) FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- 7) FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24C.
- 8) FURNISH & INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

- 9) FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- 10) FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24C.
- 11) FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A244.



ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____

INSPECTED BY: _____

AS BUILT REVISIONS: _____

DATE: _____

BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SO-IA	CITY ENGINEER
DRAWN BY: SDJ	DATE: C.E.
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

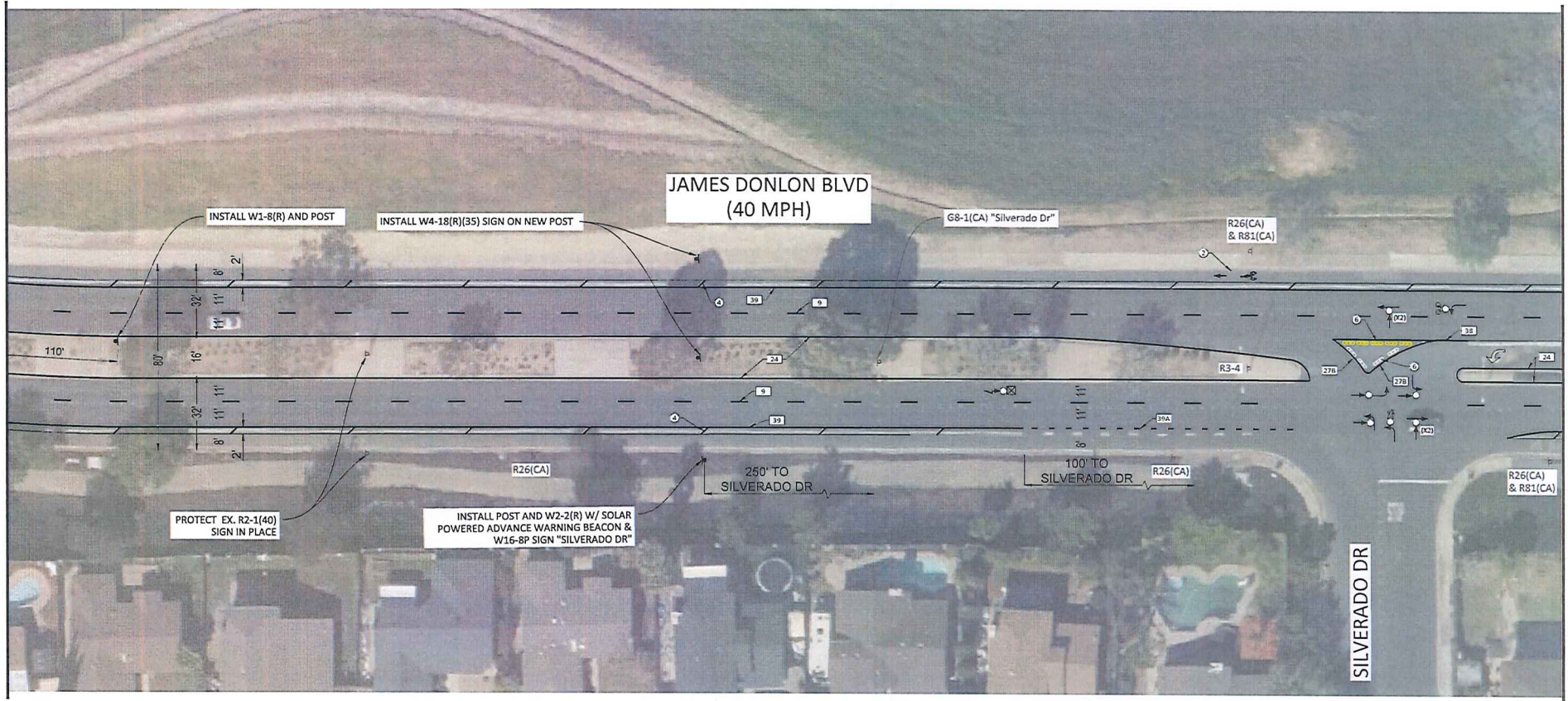
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PUBLIC WORKS
PROJECT NO.
FW XXX-XX

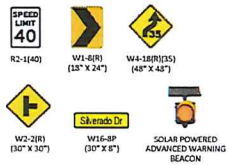
SHEET 7

OF 24 SHEETS

5



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	0
INJURY CRASH	10
MAPPED	2
NOT DRAWN	12
TOTAL	

DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CRASH DIAGRAM LEGEND:

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- U-TURN
- OVERTURNED
- RAN OFF ROAD
- STOPPED
- PARKED
- PEDESTRIAN
- BICYCLE
- OBJECT
- FATAL CRASH
- INJURY CRASH

NOTE:
CARE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:



ALL LANELINES (DETAILS R.9.1.1, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6\"/>

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

- ① FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- ② FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20\"/>

CONSTRUCTION NOTES (CONTINUED):

- ④ FURNISH & INSTALL WHITE, THERMOPLASTIC, 4\"/>
- ⑤ FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4\"/>
- ⑥ FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- ⑦ FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
- ⑧ FURNISH & INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12\"/>

CONSTRUCTION NOTES (CONTINUED):

- ⑨ FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- ⑩ FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- ⑪ FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVIEWS: _____
DATE: _____
BY: _____

DATE: 7/2/23

DESIGNED BY: SDJ

CHECKED BY: C. SO. LA

DRAWN BY: SDJ

REVISAS: _____

DATE: _____

BY: _____

APPROVED BY:

PUBLIC WORKS DIRECTOR

CITY ENGINEER

DATE: _____

NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'

PUBLIC WORKS

PROJECT NO.

FW XXX-XX

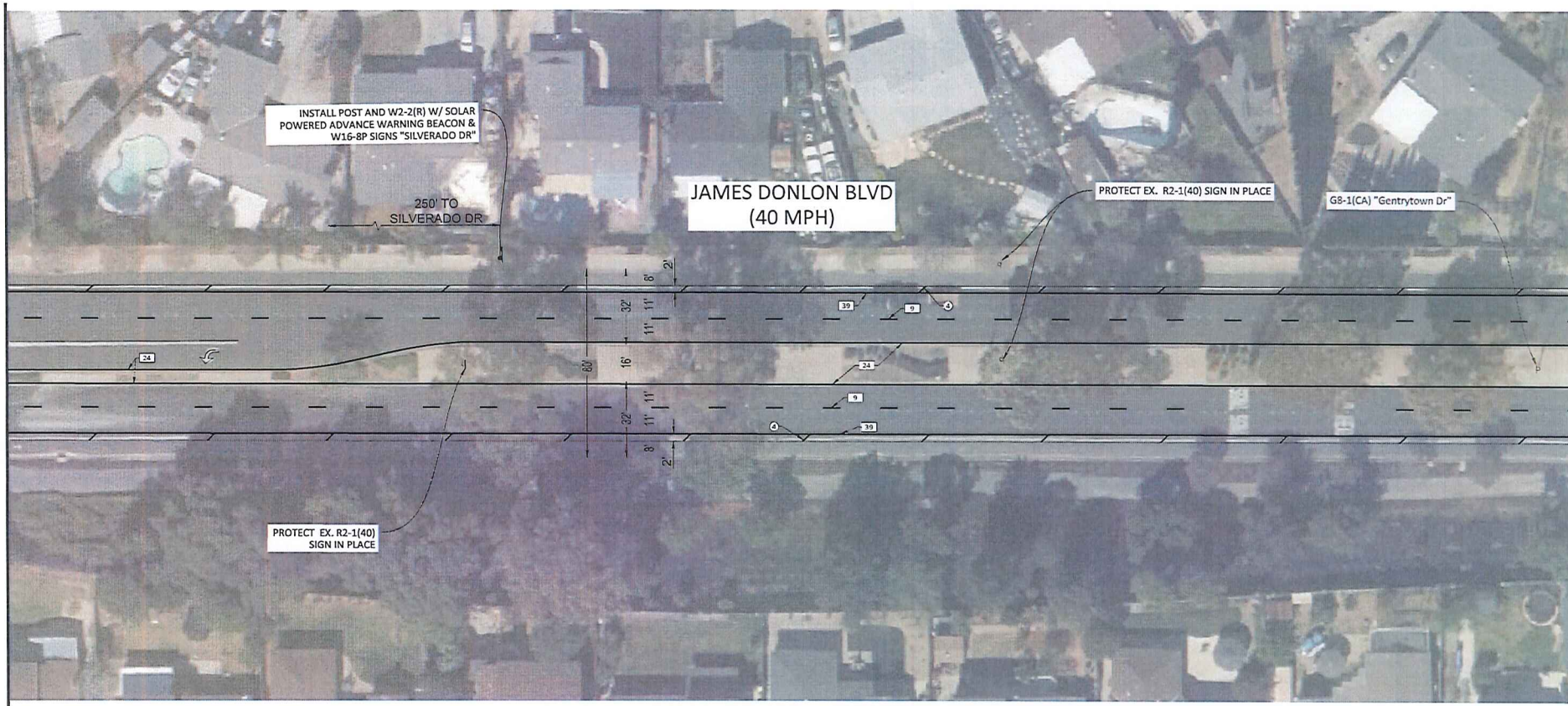
SHEET 8

OF 24 SHEETS



MATCHLINE G - SEE PREVIOUS SHEET

MATCHLINE H - SEE NEXT SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANELINES (DETAILS 8.0.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 4" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:
1. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
 2. FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20"X5", ORIENTATION PER PLAN.
 3. FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A) WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

4. FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
5. FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
6. FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
7. FURNISH AND INSTALL PAVEMENT MARKING WORKS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
8. FURNISH AND INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

9. FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
10. FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
11. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.

NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



ANTIPOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

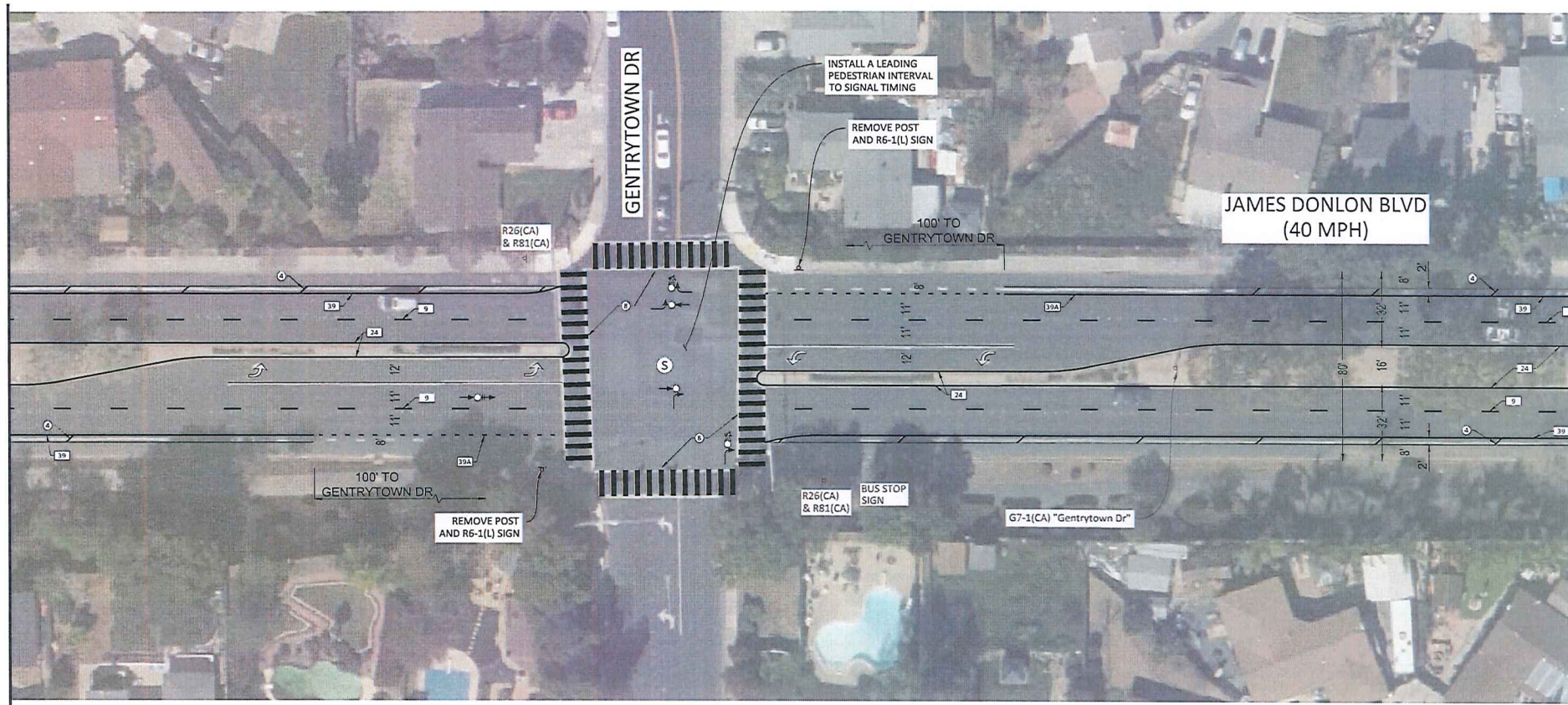
AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOLLA	CITY ENGINEER
DRAWN BY: SDJ	C.E.
DATE:	NO. BY DATE
REVISIONS:	

PUBLIC WORKS DEPARTMENT CAPITAL IMPROVEMENTS DIVISION	SCALE: 1"=20'
TRAFFIC CALMING IMPROVEMENTS JAMES DONLON BLVD	PUBLIC WORKS PROJECT NO. FW 2023-XX
	SHEET 9
	OF 24 SHEETS

MATCHLINE H - SEE PREVIOUS SHEET



MATCHLINE I - SEE NEXT SHEET

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	0
INJURY CRASH	5
MAJOR CRASH	1
NOT DRAWN	1
TOTAL	6

CRASH DIAGRAM LEGEND:

STRAIGHT	PARKED
LEFT TURN	PEDESTRIAN
RIGHT TURN	BICYCLE
U-TURN	OBJECT
OVERTURNED	FATAL CRASH
RAN OFF ROAD	INJURY CRASH
STOPPED	

DRAWING LEGEND:

EXISTING SIGN AND POST
INSTALL NEW SIGN AND POST
INSTALL NEW SIGN ON EXISTING POST
SIGNALIZED INTERSECTION

NOTE:
LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:



ALL LANE LINE DETAILS 8.9.11, OR 121 SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 4\"/>

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20\"/>

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4\"/>
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4\"/>
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH AND INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24B & A24C.
- FURNISH AND INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12\"/>

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (6) ARROW MARKING PER CALTRANS STD PLAN A24A.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOJA	CITY ENGINEER
DRAWN BY: SDJ	DATE: _____
REVISIONS:	NO. BY DATE

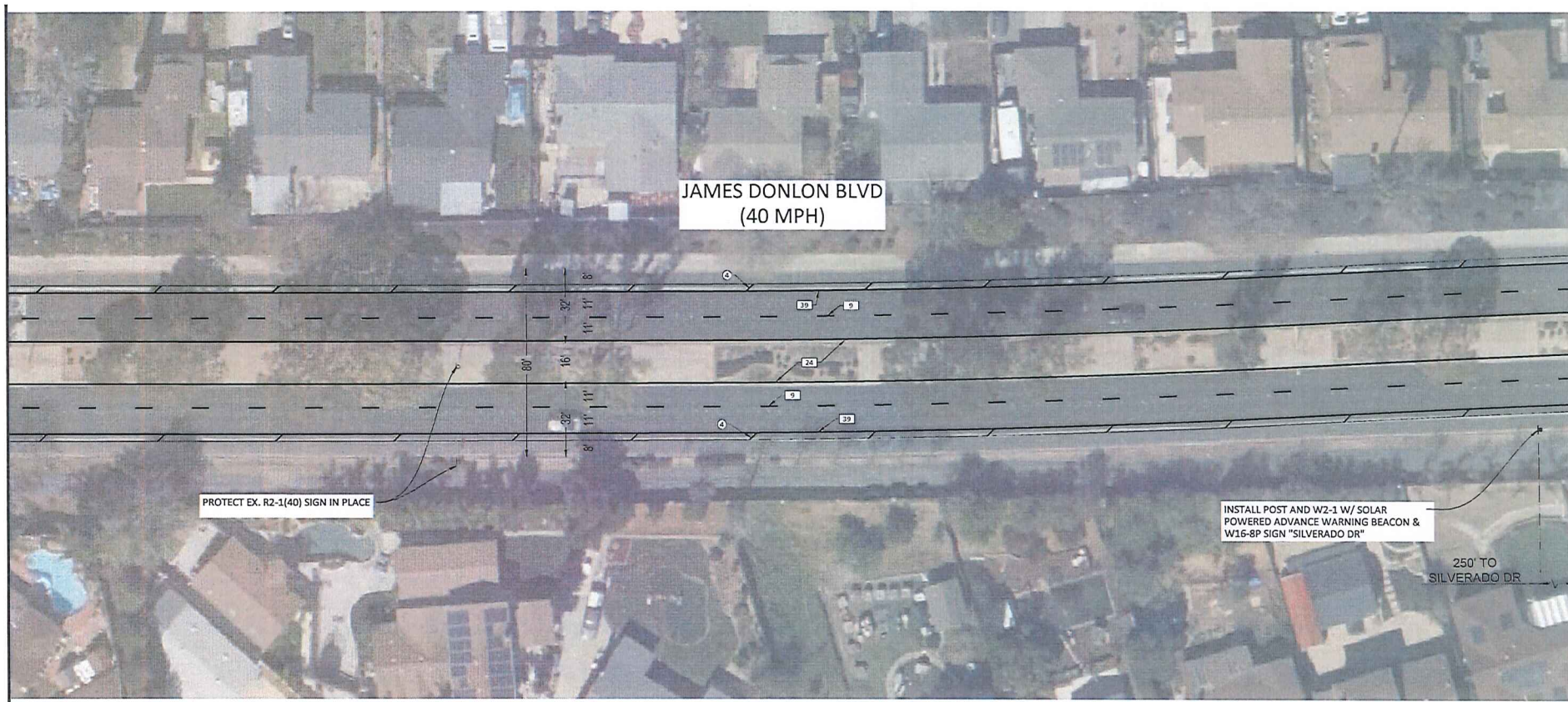
PUBLIC WORKS DEPARTMENT CAPITAL IMPROVEMENTS DIVISION	SCALE: 1\"/>
TRAFFIC CALMING IMPROVEMENTS JAMES DONLON BLVD	PUBLIC WORKS PROJECT NO. FW 300-30
	SHEET 10
	OF 24 SHEETS

010



MATCHLINE I - SEE PREVIOUS SHEET

MATCHLINE J - SEE NEXT SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):

R2-1(40)

W2-1
(30" x 36")

W16-8P
(36" x 60")

SOLAR POWERED
ADVANCED WARNING
BEACON

DRAWING LEGEND:

- 1 EXISTING SIGN AND POST
- 2 INSTALL NEW SIGN AND POST
- 3 INSTALL NEW SIGN ON EXISTING POST
- 4 SIGNALIZED INTERSECTION

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANELINES (DETAILS 8.9.1.1, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- 1 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A244, ORIENTATION PER PLAN.
- 2 FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A244 & A24C WITH DIMENSIONS 20"X5', ORIENTATION PER PLAN.
- 3 FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A) WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- 4 FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- 5 FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- 6 FURNISH AND INSTALL SEPARATION CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- 7 FURNISH AND INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A240 & A24E.
- 8 FURNISH AND INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

- 9 FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- 10 FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- 11 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (1) ARROW MARKING PER CALTRANS STD PLAN A24A.

NOTE:
LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.

20 0 20 40
1" = 20'
GRAPHIC SCALE

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____

INSPECTED BY: _____

AS BUILT REVISIONS: _____

DATE: _____

BY: _____

DATE: 7/2/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOLLA	CITY ENGINEER
DRAWN BY: SDJ	DATE: _____
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'

PUBLIC WORKS
PROJECT NO.
FW XXX-XX

SHEET 11

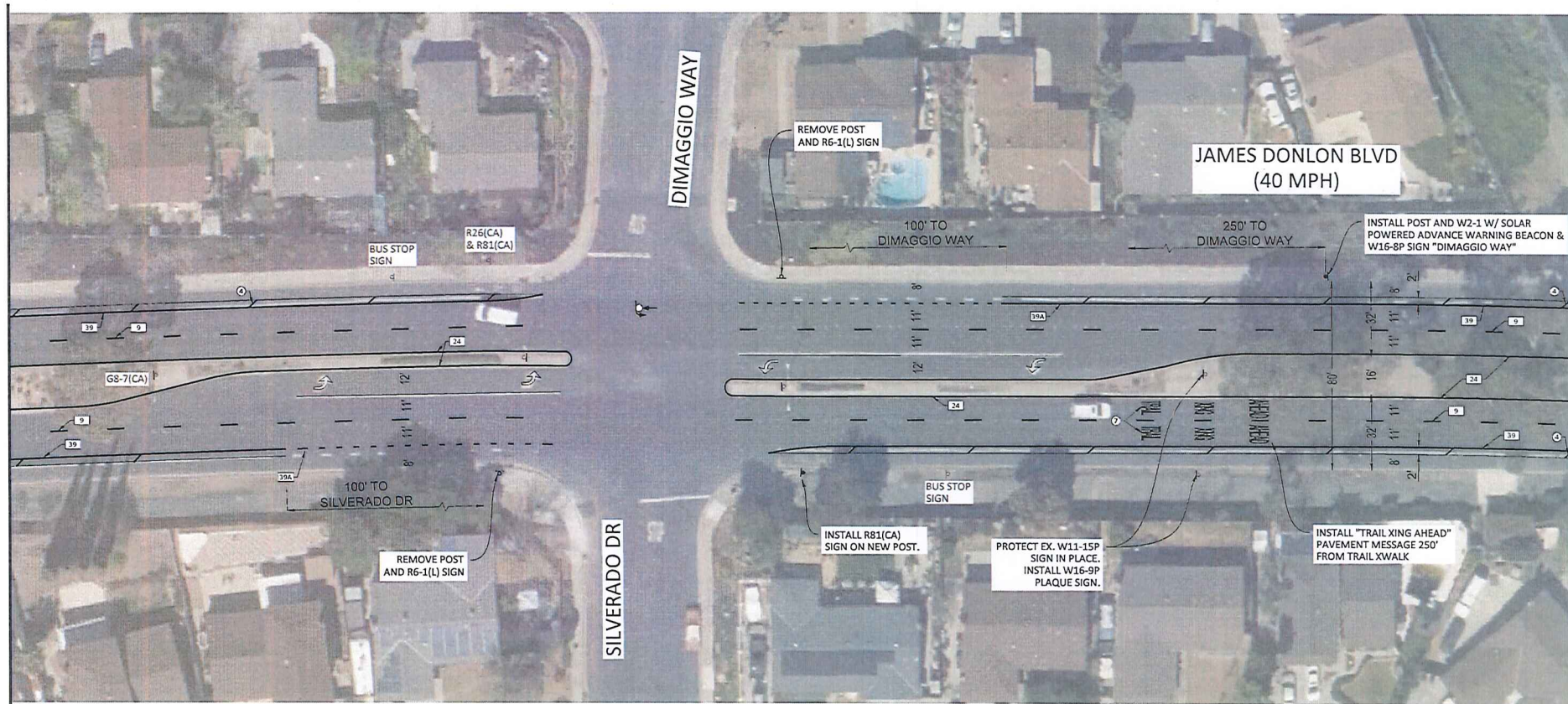
OF 24 SHEETS

CM

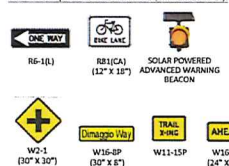


MATCHLINE J - SEE PREVIOUS SHEET

MATCHLINE K - SEE NEXT SHEET



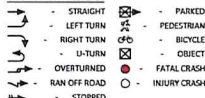
SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	0
INJURY CRASH	1
NOT DRAWN	3
TOTAL	3

CRASH DIAGRAM LEGEND:



DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:



ALL LANE LINES (DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6\"/>

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24L, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24L & A24C WITH DIMENSIONS 20\"/>
- FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4\"/>
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4\"/>
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH AND INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
- FURNISH & INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12\"/>

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS:
DATE: _____
BY: _____

DATE: 7/2/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOLLA	CITY ENGINEER
DRAWN BY: SDJ	C.E.
REVISIONS:	NO. BY DATE

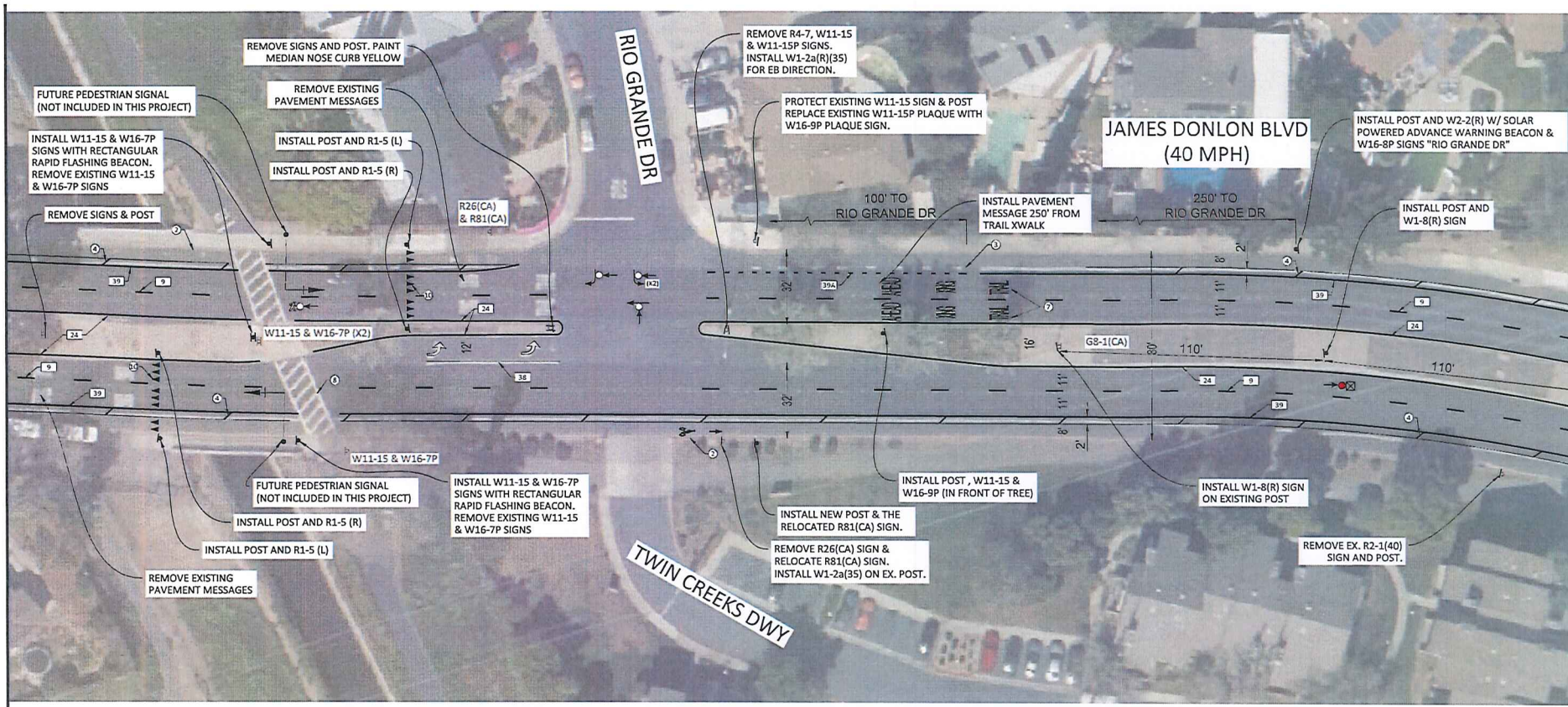
PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

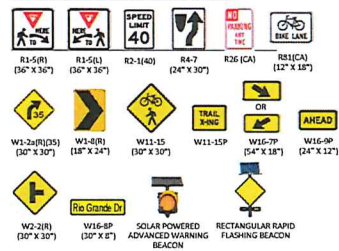
SCALE: 1\"/>
PUBLIC WORKS PROJECT NO. FW XXX-XX
SHEET 12
OF 24 SHEETS



MATCHLINE L - SEE NEXT SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	1
INJURY CRASH	5
MAPPED	6
NOT DRAWN	1
TOTAL	7

DRAWING LEGEND:

-  EXISTING SIGN AND POST
-  INSTALL NEW SIGN AND POST
-  INSTALL NEW SIGN ON EXISTING POST
-  SIGNALIZED INTERSECTION

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

- ① FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- ② FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20'X5', ORIENTATION PER PLAN.
- ③ FURNISH & INSTALL THERMOPLASTIC DASHES [DETAIL 39A], WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- 4 FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- 5 FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- 6 FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- 7 FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A240 & A24E.
- 8 FURNISH & INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

- 9 FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- 10 FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- 11 FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.

NOTE:
LANE WIDTH DIMENSIONS ARE MEASURED
FROM EDGE OF TRAVELED WAY (FACE OF
CURB WHERE PRESENT) OR CENTERLINE OF
PROPOSED LONGITUDINAL STRIPE.



ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS:
DATE: _____
BY: _____

DATE: 7/12/23

DESIGNED BY: SDJ

CHECKED BY: C. SOLLA

DRAWN BY: SDJ

APPROVED BY:

PUBLIC WORKS DIRECTOR
/CITY ENGINEER

DATE:		C.E.	
	NO.	BY	DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

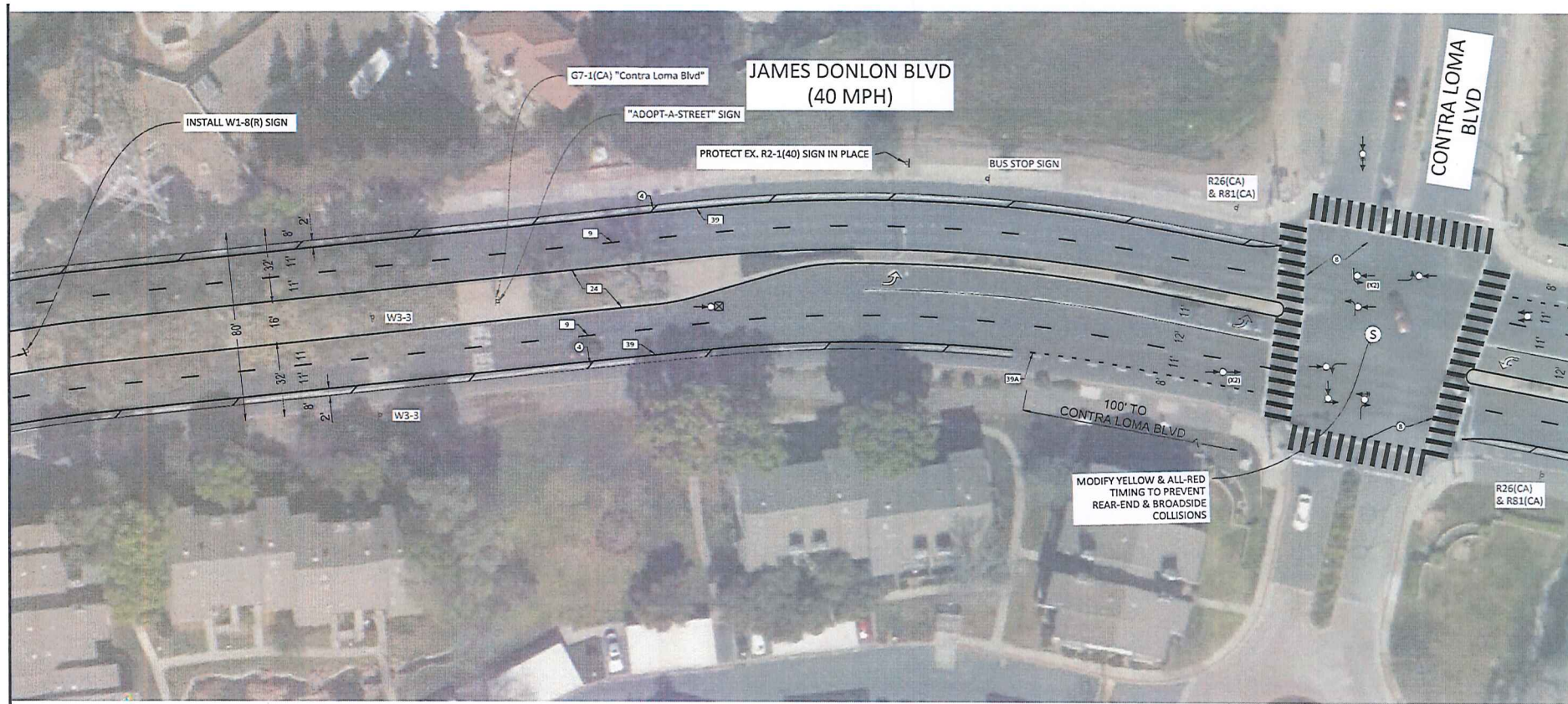
SCALE: 1"=20'

PUBLIC WORKS
PROJECT NO.
FW XXX-XX

SHEET 13
OF 24 SHEETS

6/3

MATCHLINE L - SEE PREVIOUS SHEET



MATCHLINE M - SEE NEXT SHEET

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	0
INJURY CRASH	12
MAINTAINED	1
NOT DRAWN	13
TOTAL	13

DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CRASH DIAGRAM LEGEND:

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- U-TURN
- OVERTURNED
- RAN OFF ROAD
- STOPPED
- PARKED
- PEDESTRIAN
- BICYCLE
- OBJECT
- FATAL CRASH
- INJURY CRASH

NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) ON CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:



ALL LANELINES (DETAILS 8-9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:

1. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24L, ORIENTATION PER PLAN.
2. FURNISH & INSTALL WHITE, THERMOPLASTIC BIKELANE ARROW AND BIKELANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20'X5', ORIENTATION PER PLAN.
3. FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

4. FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
5. FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
6. FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
7. FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
8. FURNISH & INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

9. FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
10. FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
11. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS:
DATE: _____
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOLLA	CITY ENGINEER
DRAWN BY: SDJ	DATE:
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

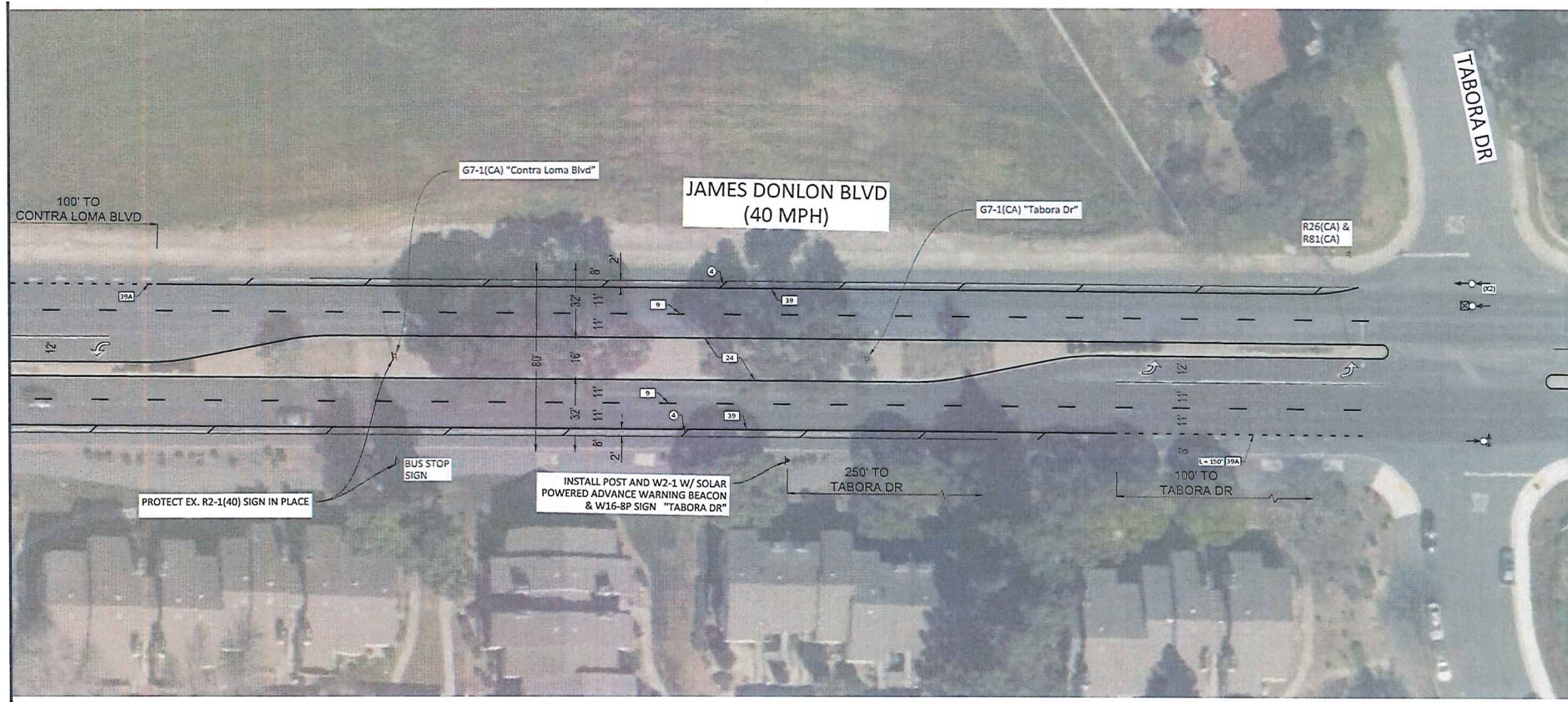
SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO.
FW XXX-XX
SHEET 14
OF 24 SHEETS

614



MATCHLINE M - SEE PREVIOUS SHEET

MATCHLINE N - SEE NEXT SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):

R2-1(40)
 W2-1 (30" x 30")
 W16-6P (24" x 8")
 SOLAR POWERED ADVANCED WARNING BEACON

COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	0
INJURY CRASH	4
MAPPED	0
NOT DRAWN	4
TOTAL	4

CRASH DIAGRAM LEGEND:

	STRAIGHT		PARKED
	LEFT TURN		PEDESTRIAN
	RIGHT TURN		BICYCLE
	U-TURN		OBJECT
	OVERTURNED		FATAL CRASH
	RAN OFF ROAD		INJURY CRASH
	STOPPED		

DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.

30 0 20 40
1" = 20' GRAPHIC SCALE

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINES (DETAILS 8-0.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24L, ORIENTATION PER PLAN.
 - FURNISH & INSTALL WHITE, THERMOPLASTIC BIKELANE ARROW AND BIKELANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20" X 5", ORIENTATION PER PLAN.
 - FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH AND INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
- FURNISH & INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (K) ARROW MARKING PER CALTRANS STD PLAN A24A.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
DESIGNED BY: SDJ
CHECKED BY: C. SOLLA
DRAWN BY: SDJ
REVISIONS: _____
DATE: _____
BY: _____

DATE: 7/12/23
DESIGNED BY: SDJ
CHECKED BY: C. SOLLA
DRAWN BY: SDJ
REVISIONS: _____
DATE: _____
BY: _____

APPROVED BY: _____
PUBLIC WORKS DIRECTOR
/ CITY ENGINEER
C.E.
DATE: _____
NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION
TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

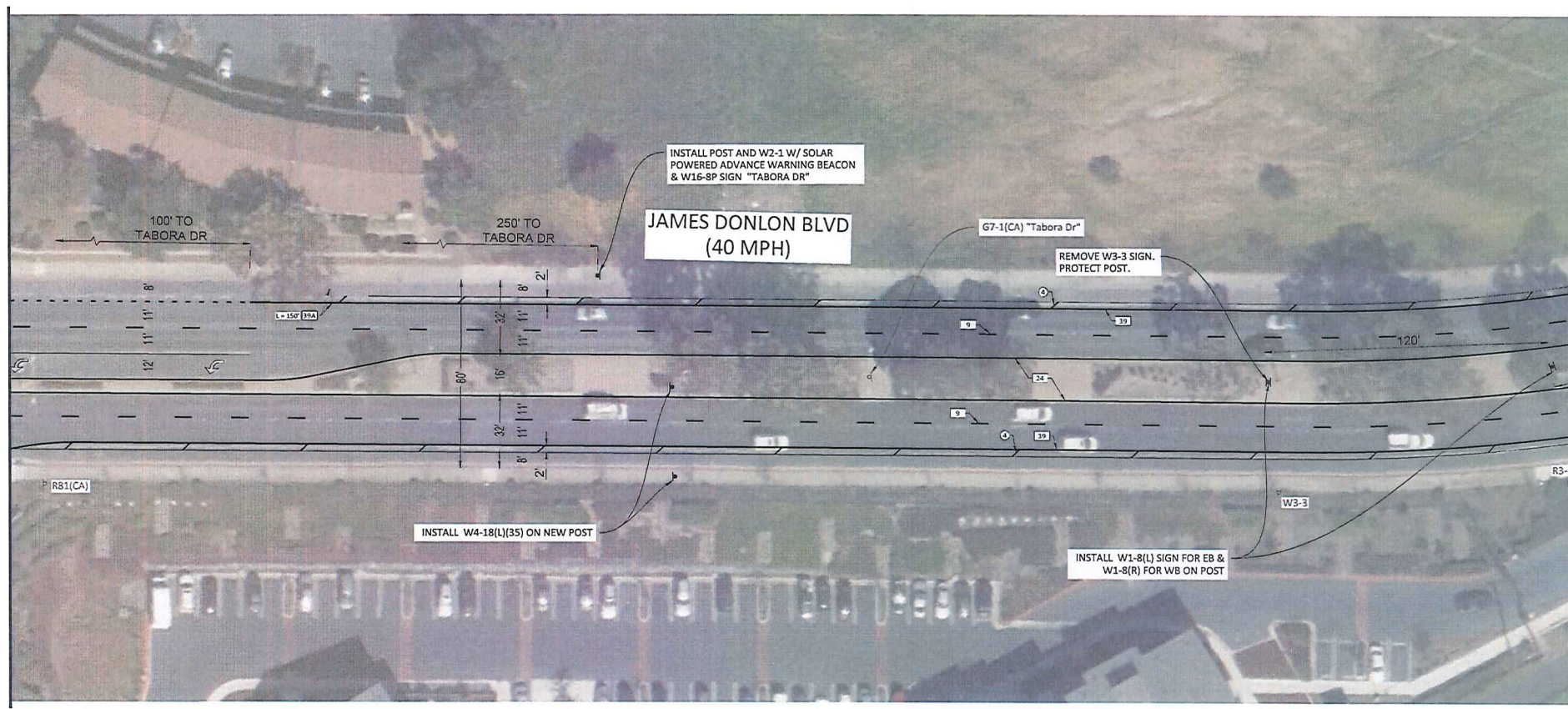
SCALE: 1" = 20'
PUBLIC WORKS PROJECT NO. FW 333-333
SHEET 15
OF 24 SHEETS

015



MATCHLINE N - SEE PREVIOUS SHEET

MATCHLINE O - SEE NEXT SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANELINES (DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

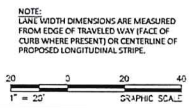
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A244, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW AND BIKELANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A244 & A24C WITH DIMENSIONS 20"X5", ORIENTATION PER PLAN.
- FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A) WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH AND INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
- FURNISH & INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.



ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____

INSPECTED BY: _____

AS BUILT REVISIONS: _____

DATE: _____

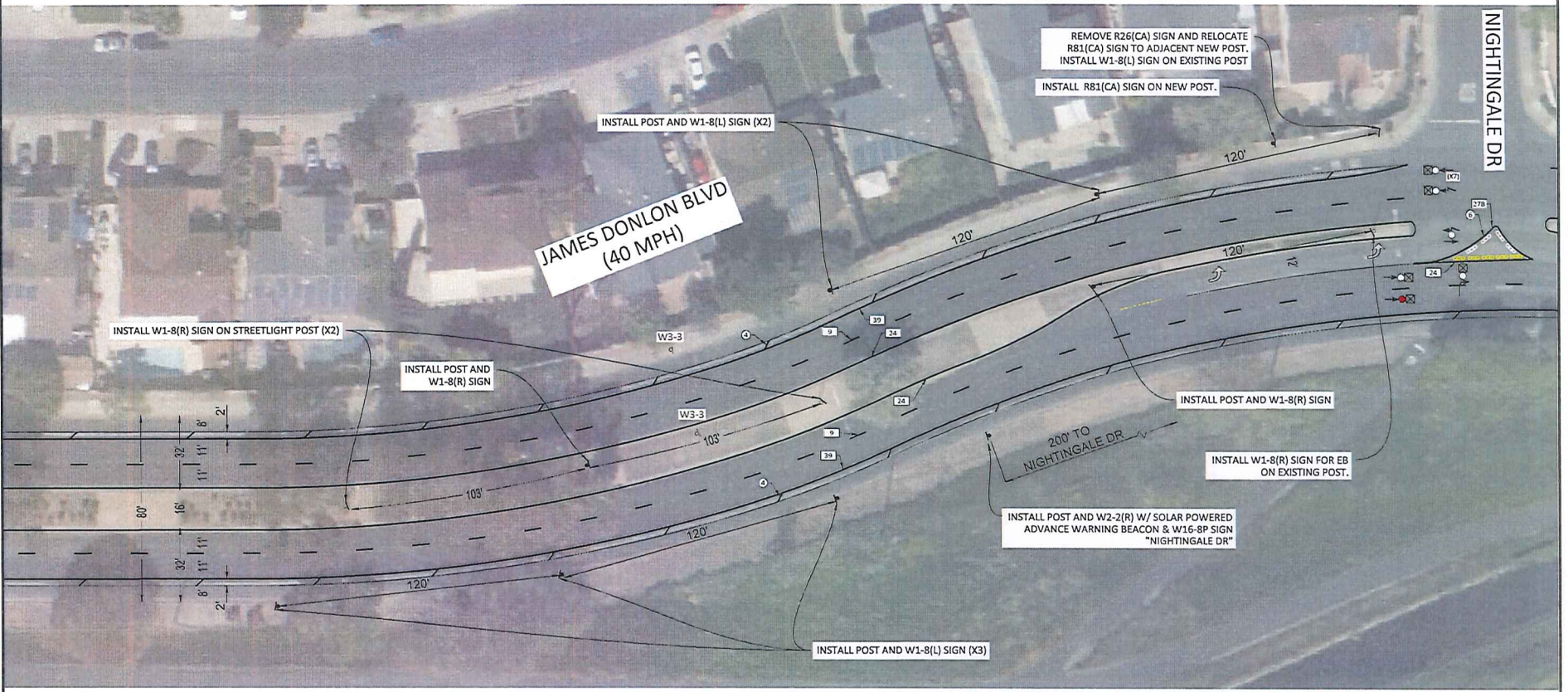
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOLLA	CITY ENGINEER
DRAWN BY: SDJ	DATE: _____
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT CAPITAL IMPROVEMENTS DIVISION	SCALE: 1"=20'
TRAFFIC CALMING IMPROVEMENTS JAMES DONLON BLVD	PUBLIC WORKS PROJECT NO. FW XXX-XX
	SHEET 16
	OF 24 SHEETS

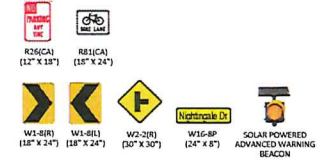
C16

MATCHLINE P - SEE PREVIOUS SHEET



MATCHLINE Q - SEE NEXT SHEET

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	1
INJURY CRASH	11
NOT DRAWN	12
TOTAL	14

DRAWING LEGEND:

- Existing sign and post
- Install new sign and post
- Install new sign on existing post
- Signalized intersection

CRASH DIAGRAM LEGEND:

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- U-TURN
- OVERTURNED
- RAN OFF ROAD
- STOPPED
- PARKED
- PEDESTRIAN
- BICYCLE
- OBJECT
- FATAL CRASH
- INJURY CRASH

NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.

20 0 20 40
1" = 20'
GRAPHIC SCALE

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANELINES (DETAILS 8.0.1.1 OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G, RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A244, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BICYCLE LANE ARROW AND BICYCLE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A244 & A246 WITH DIMENSIONS 20'x5', ORIENTATION PER PLAN.
- FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 394), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A240 & A246.
- FURNISH & INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A240 (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A246.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A246.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A244.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT
DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS:
DATE: _____
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SO-IA	CITY ENGINEER
DRAWN BY: SDJ	C.E.
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT CAPITAL IMPROVEMENTS DIVISION	SCALE: 1"=20'
TRAFFIC CALMING IMPROVEMENTS JAMES DONLON BLVD	PUBLIC WORKS PROJECT NO. FW XXX-XXX
	SHEET 18
	OF 24 SHEETS

018



JAMES DONLON BLVD
(40 MPH)

INSTALL W1-4 & W13-1P(35)
SIGNS ON EXISTING POST

100' TO
NIGHTINGALE DR

250' TO
NIGHTINGALE DR

INSTALL POST AND W2-2(R) W/ SOLAR POWERED
ADVANCE WARNING BEACON & W16-8P SIGN
"NIGHTINGALE DR"

W1-4
W13-1P(35)

G7-1(CA) "Nightingale Dr"

G8-1(CA) "G Street"

BUS STOP
SIGN

PROTECT EX. R2-1(40) IN PLACE

INSTALL R81(CA) ON NEW POST.

INSTALL W1-8(R) SIGN FOR EB ON EXISTING POST.

SPORTS COMPLEX
GUIDE SIGN

MATCHLINE Q - SEE PREVIOUS SHEET

MATCHLINE R - SEE NEXT SHEET

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTED), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:
ALL LANE LINE DETAILS 8.9.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 4" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL.
- 1) FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- 2) FURNISH & INSTALL WHITE, THERMOPLASTIC BIKE LANE ARROW AND BIKE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20"X5', ORIENTATION PER PLAN.
- 3) FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 379A) WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- 4) FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- 5) FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- 6) FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- 7) FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24B & A24C.
- 8) FURNISH & INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12' WIDE).

CONSTRUCTION NOTES (CONTINUED):

- 9) FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- 10) FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- 11) FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (6) ARROW MARKING PER CALTRANS STD PLAN A24A.

NOTE:
LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) ON CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

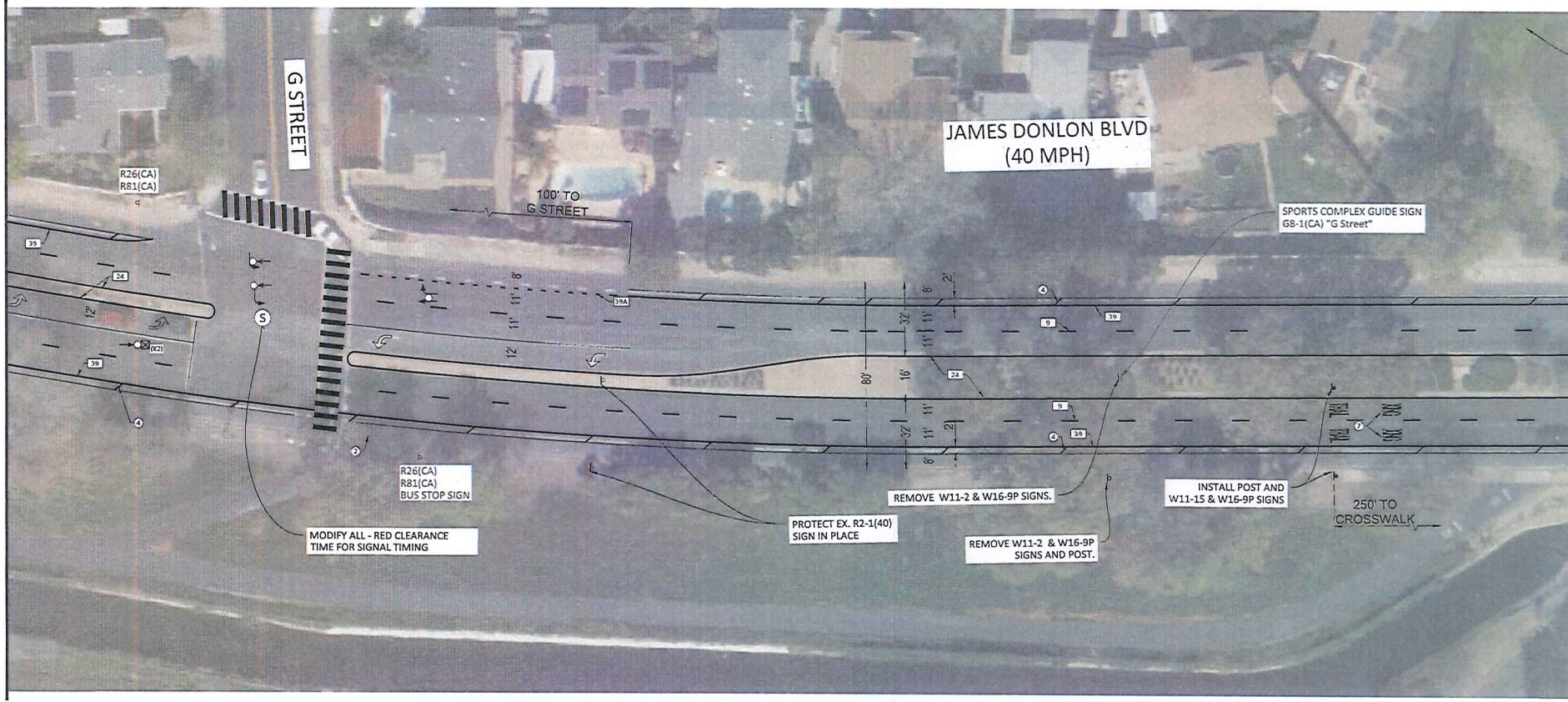
DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SO.LA	CITY ENGINEER
DRAWN BY: SDJ	C.E.
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT CAPITAL IMPROVEMENTS DIVISION	SCALE: 1"=20'
TRAFFIC CALMING IMPROVEMENTS JAMES DONLON BLVD	PUBLIC WORKS PROJECT NO. FW 300-XX
	SHEET 19
	OF 24 SHEETS

Q19

MATCHLINE R - SEE PREVIOUS SHEET



MATCHLINE S - SEE NEXT SHEET

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY)



COLLISION SUMMARY (THIS SHEET ONLY)

FATAL CRASH	0
INJURY CRASH	5
UNINJURED CRASH	2
NOT DRAWN	7
TOTAL	14

CRASH DIAGRAM LEGEND:



DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ANTIOCH CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

CONSTRUCTION NOTES (CONTINUED):

- 1. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24L, ORIENTATION PER PLAN.
- 2. FURNISH & INSTALL WHITE, THERMOPLASTIC BIKELANE ARROW AND BIKELANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20" X 50", ORIENTATION PER PLAN.
- 3. FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- 4. FURNISH & INSTALL WHITE, THERMOPLASTIC 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- 5. FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- 6. FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE Delineators, COLOR PER PLAN.
- 7. FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
- 8. FURNISH & INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

- 9. FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24L.
- 10. FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- 11. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (A) ARROW MARKING PER CALTRANS STD PLAN A24A.

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SOLLA	CITY ENGINEER
DRAWN BY: SDJ	DATE: _____
REVISIONS:	NO. BY DATE

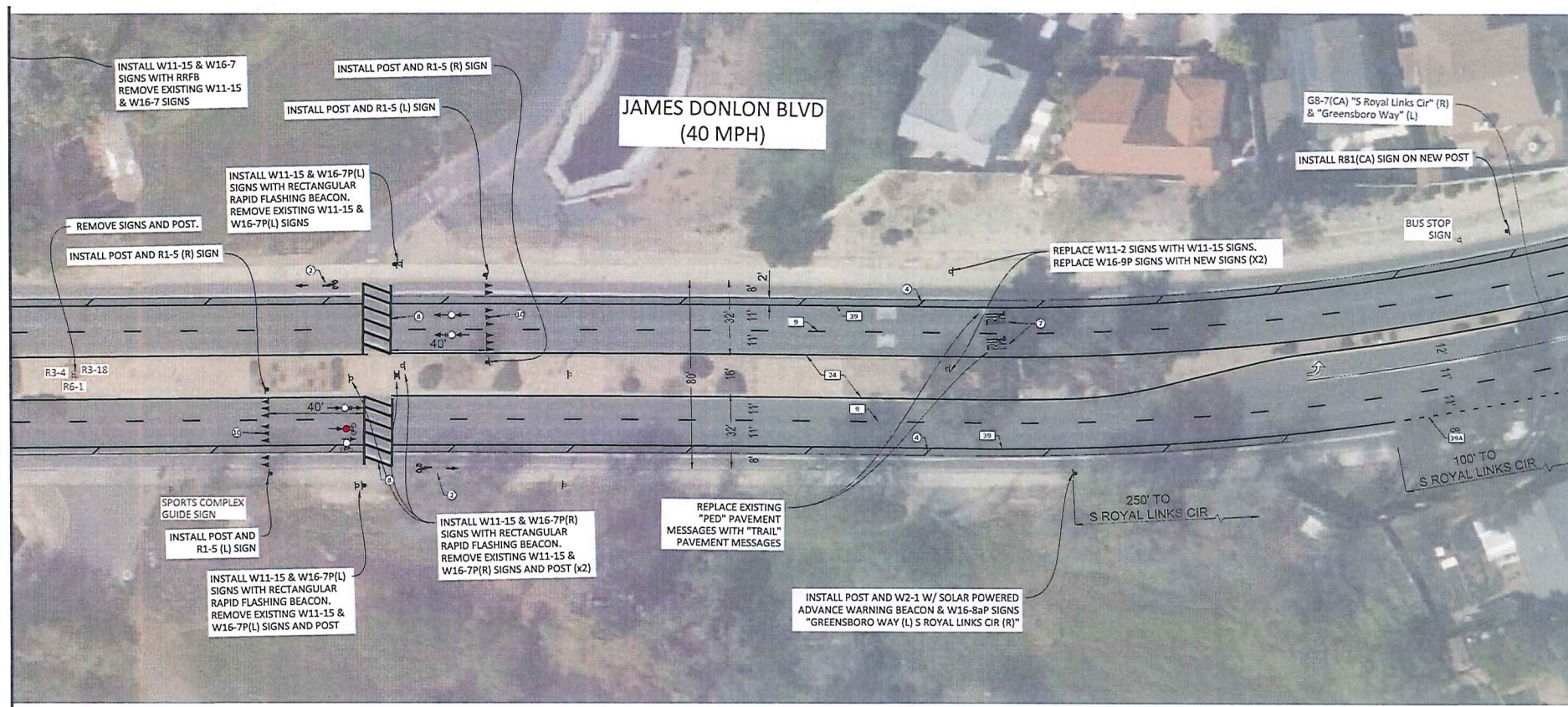
PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'
PUBLIC WORKS PROJECT NO. FW XXX-XX
SHEET 20
OF 24 SHEETS

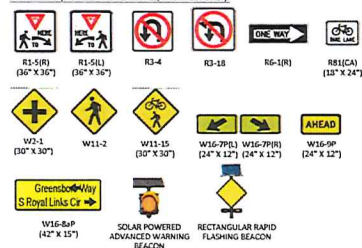


MATCHLINE S - SEE PREVIOUS SHEET



MATCHLINE T - SEE NEXT SHEET

SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	1
INJURY CRASH	4
MAPPED	5
TOTAL	10

DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CRASH DIAGRAM LEGEND:

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- U-TURN
- OVERTURNED
- RAN OFF ROAD
- STOPPED
- PARKED
- PEDESTRIAN
- BICYCLE
- OBJECT
- FATAL CRASH
- INJURY CRASH

NOTE: CURB WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANELINES (DETAILS 8.0.11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A24A, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BICYCLE LANE ARROW AND BICYCLE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A24A & A24C WITH DIMENSIONS 20'X3', ORIENTATION PER PLAN.
- FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39A) WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
- FURNISH & INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12' WIDE).

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SO-LA	CITY ENGINEER
DRAWN BY: SDJ	C.E.
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

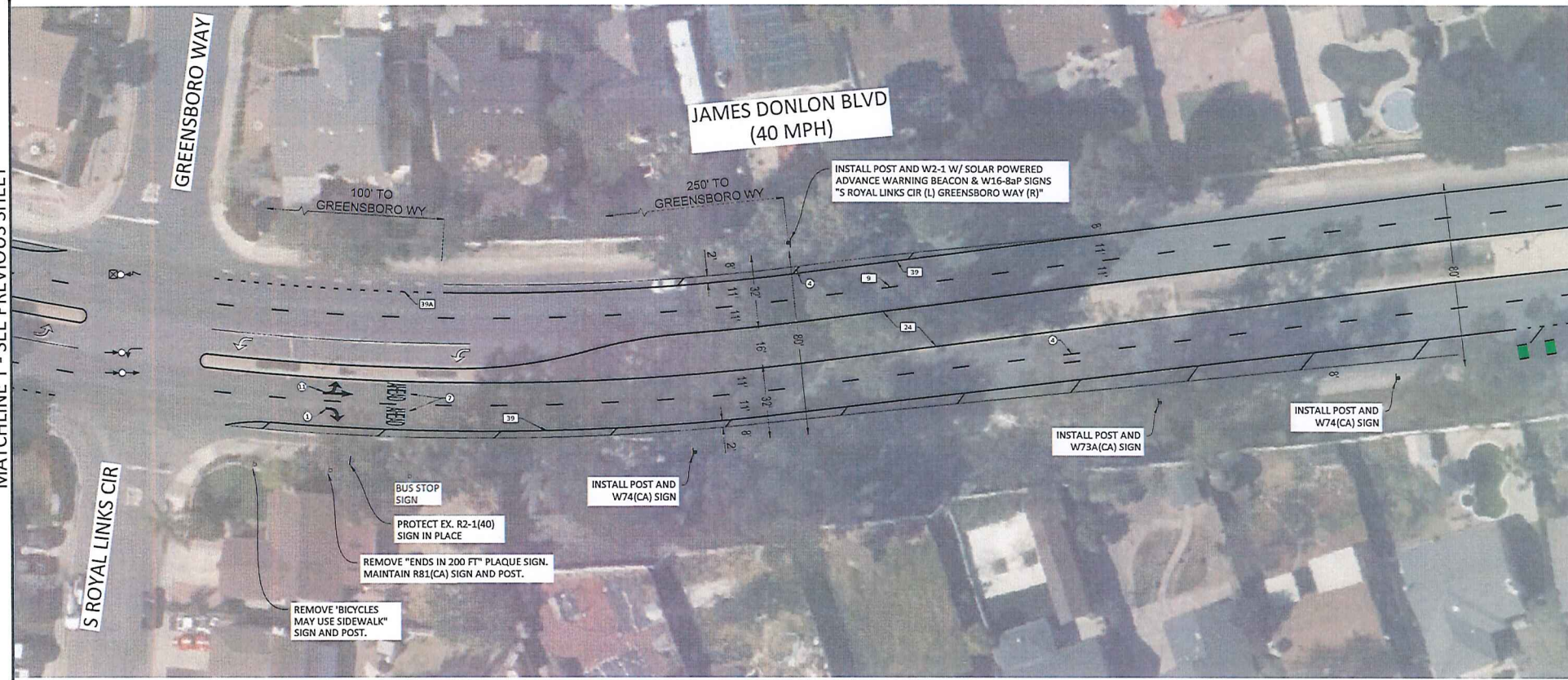
S.C.E. 1"=20'
PUBLIC WORKS
PROJECT NO.
FW XXX-XX

SHEET 21
OF 24 SHEETS



MATCHLINE T - SEE PREVIOUS SHEET

MATCHLINE U - SEE NEXT SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLUSION SUMMARY (THIS SHEET ONLY):

FATAL CRASH
INJURY CRASH
NOT DRAWN
TOTAL



DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.

20 0 20 40
1" = 20' GRAPHIC SCALE

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANELINES (DETAILS 8-9.11 OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 6" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:
- 1. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A244, ORIENTATION PER PLAN.
- 2. FURNISH & INSTALL WHITE, THERMOPLASTIC BICYCLE LANE ARROW AND BICYCLE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A244 & A246 WITH DIMENSIONS 20'x5', ORIENTATION PER PLAN.
- 3. FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 394L) WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- 4. FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- 5. FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- 6. FURNISH AND INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- 7. FURNISH AND INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A240 & A246.
- 8. FURNISH AND INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A246 (12" WIDE).

CONSTRUCTION NOTES (CONTINUED):

- 9. FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A246.
- 10. FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A246.
- 11. FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A244.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT
DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 7/12/23
DESIGNED BY: SDJ
CHECKED BY: C. SOJLA
DRAWN BY: SDJ
REVISIONS: _____
DATE: _____
BY: _____

APPROVED BY: _____
PUBLIC WORKS DIRECTOR
DATE: _____
C.E.

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION
TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

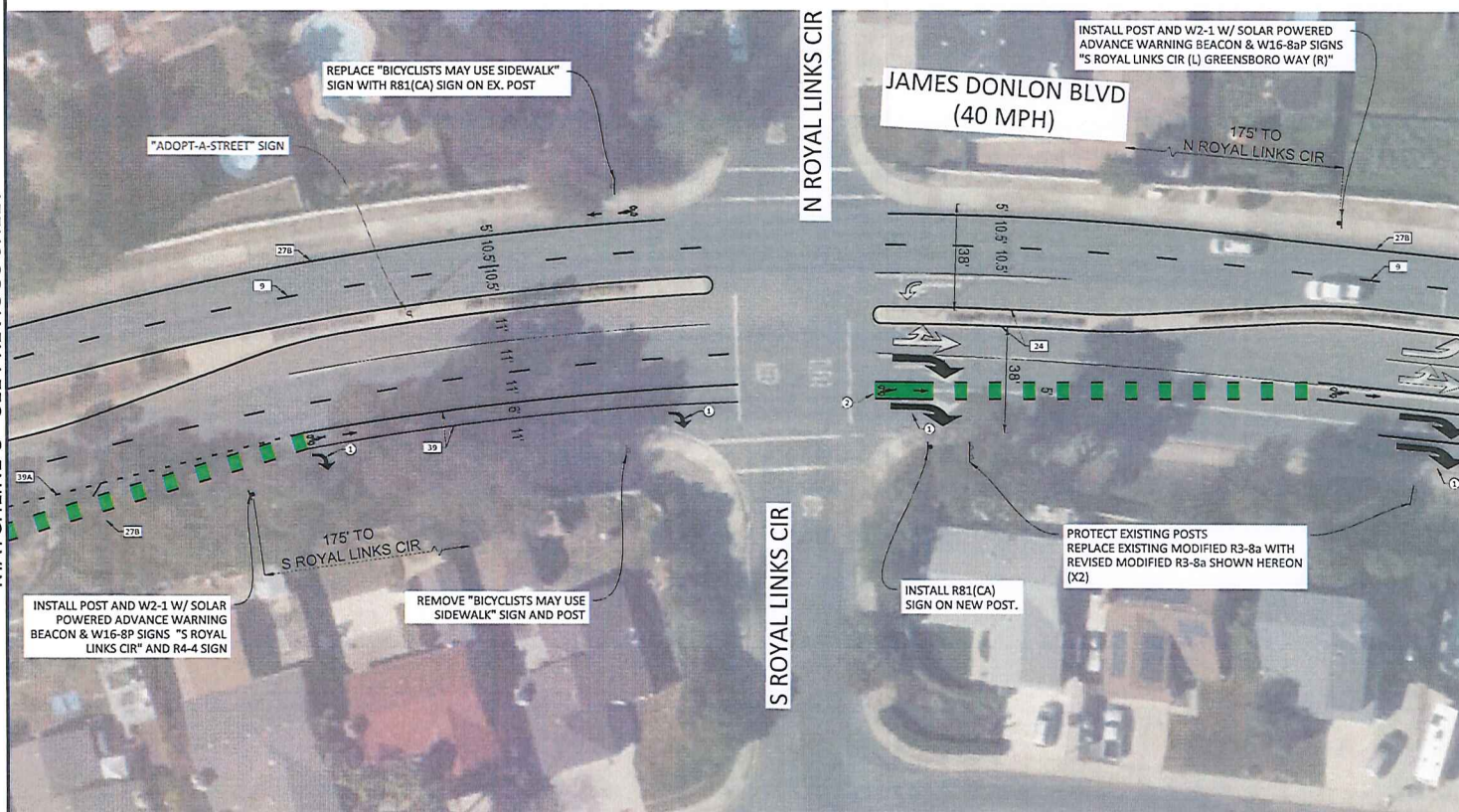
SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO.
PW XXX-XX
SHEET 22
OF 24 SHEETS

22

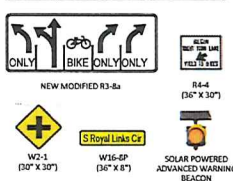


MATCHLINE U - SEE PREVIOUS SHEET

MATCHLINE V - SEE NEXT SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	0
INJURY CRASH	31
NOT DRAWN	2
TOTAL	33

DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CRASH DIAGRAM LEGEND:

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- U-TURN
- OVERTURNED
- RAN OFF ROAD
- STOPPED

- PARKED
- PEDESTRIAN
- BICYCLE
- OBJECT
- FATAL CRASH
- INJURY CRASH

NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.

20 0 20 40
1" = 20' GRAPHIC SCALE

CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINES (DETAILS 8.0, 11, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 50' LONG, 4" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE C RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A244, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BICYCLE LANE ARROW AND BICYCLE LANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A244 & A24C WITH DIMENSIONS 20'X5', ORIENTATION PER PLAN.
- FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 394), WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- FURNISH & INSTALL SEPARATOR CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH AND INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A24D & A24E.
- FURNISH AND INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12' WIDE).

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A24A.

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT
DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS:
DATE: _____
BY: _____

DATE: 7/12/23	APPROVED BY:
DESIGNED BY: SDJ	PUBLIC WORKS DIRECTOR
CHECKED BY: C. SO. LA	CITY ENGINEER
DRAWN BY: SDJ	C.E.
REVISIONS:	NO. BY DATE

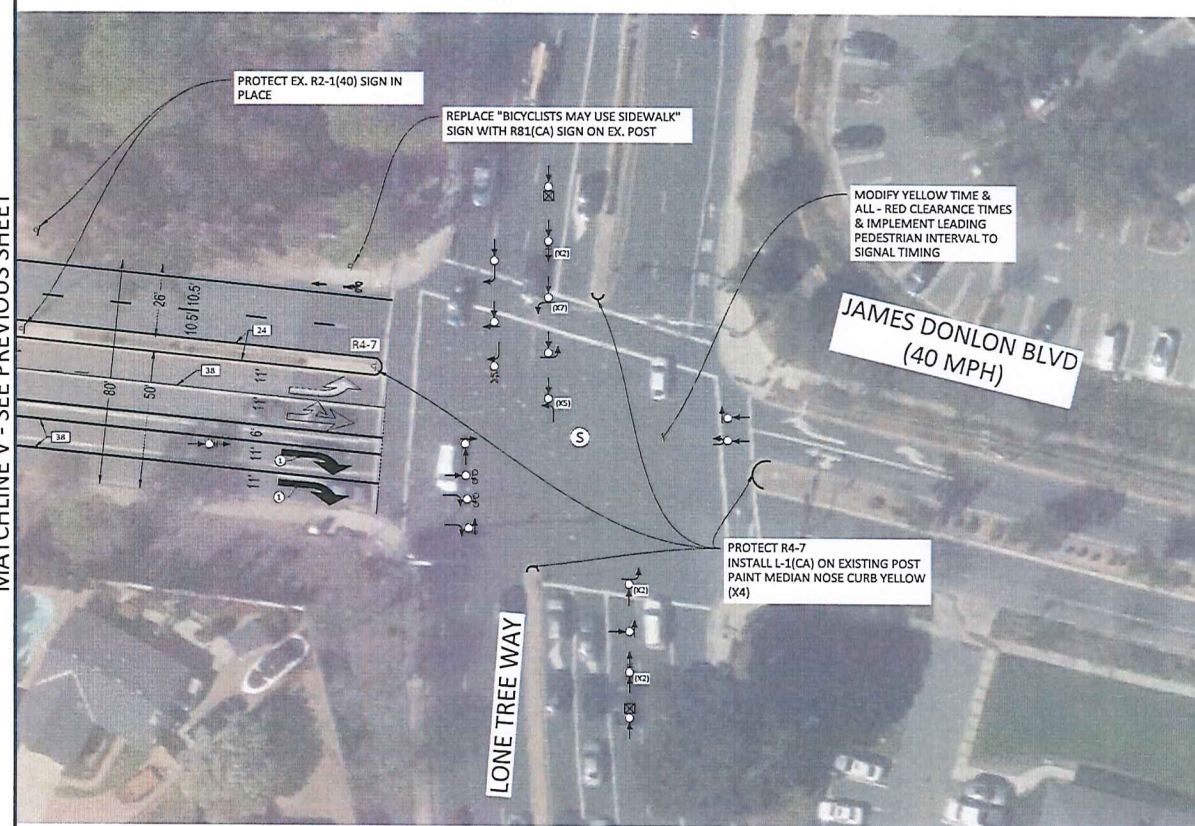
PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION
TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO. FW XXX-XX
SHEET 23
OF 24 SHEETS

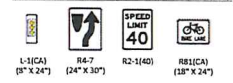
23



MATCHLINE V - SEE PREVIOUS SHEET



SIGN LEGEND (INSTALLS AND REMOVALS, THIS SHEET ONLY):



COLLISION SUMMARY (THIS SHEET ONLY):

FATAL CRASH	0
INJURY CRASH	31
NOT DRAWN	2
TOTAL	33

DRAWING LEGEND:

- EXISTING SIGN AND POST
- INSTALL NEW SIGN AND POST
- INSTALL NEW SIGN ON EXISTING POST
- SIGNALIZED INTERSECTION

CRASH DIAGRAM LEGEND:

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- U-TURN
- OVERTURNED
- RAN OFF ROAD
- STOPPED
- PARKED
- PEDESTRIAN
- BICYCLE
- OBJECT
- FATAL CRASH
- INJURY CRASH

NOTE: LANE WIDTH DIMENSIONS ARE MEASURED FROM EDGE OF TRAVELED WAY (FACE OF CURB WHERE PRESENT) OR CENTERLINE OF PROPOSED LONGITUDINAL STRIPE.



CONSTRUCTION NOTES:

ALL STRIPING AND PAVEMENT MARKING DETAILS AND LAYOUTS SHALL CONFORM TO THE CURRENT STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CALTRANS STANDARD SPECIFICATIONS AND CALTRANS STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.

INSTALLATION OF NEW STRIPING IS INDICATED BY A SOLID-LINE BOX THAT CONTAINS THE CALTRANS STANDARD STRIPING DETAIL NO. AS SHOWN:

ALL LANE LINES (DETAILS 8.9.1.1, OR 12) SHALL BEGIN AND END AT EVERY INTERSECTION WITH A 5' LONG, 4" WIDE, WHITE, THERMOPLASTIC LINE WITH ONE, TYPE G RETROREFLECTIVE PAVEMENT MARKER (RPM) AT EACH END.

CONSTRUCTION NOTES (CONTINUED):

- THE NUMBERED CONSTRUCTION NOTES BELOW ARE PROVIDED FOR ADDED CLARITY. A SOLID-LINE CIRCLE INDICATES A NEW INSTALLATION, AND A DOTTED-LINE CIRCLE INDICATES A REMOVAL:
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE IV ARROW MARKING PER CALTRANS STD PLAN A244, ORIENTATION PER PLAN.
- FURNISH & INSTALL WHITE, THERMOPLASTIC BIKELANE ARROW AND BIKELANE SYMBOL WITH PERSON PER CALTRANS STD PLANS A244 & A24C WITH DIMENSIONS 20'X5', ORIENTATION PER PLAN.
- FURNISH & INSTALL THERMOPLASTIC DASHES (DETAIL 39AL WIDTH PER PLAN.

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL WHITE, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 20' APART FOR THE ENTIRE LENGTH OF BIKE LANE BUFFER, WIDTH PER PLAN.
- FURNISH & INSTALL YELLOW, THERMOPLASTIC, 4" WIDE DIAGONAL STRIPES 50' APART.
- FURNISH & INSTALL SEPARATION CURB SYSTEM WITH FLEXIBLE DELINEATORS, COLOR PER PLAN.
- FURNISH & INSTALL PAVEMENT MARKING WORDS AS SHOWN AND PER CALTRANS STD PLANS A240 & A24E.
- FURNISH & INSTALL THERMOPLASTIC CONTINENTAL CROSSWALK PER CALTRANS STD PLAN A24F (12' WIDE).

CONSTRUCTION NOTES (CONTINUED):

- FURNISH & INSTALL THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL THERMOPLASTIC YIELD LINE PER CALTRANS STD PLAN A24E.
- FURNISH & INSTALL WHITE, THERMOPLASTIC TYPE VII (L) ARROW MARKING PER CALTRANS STD PLAN A244.

ANTIOCH CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 7/12/23
DESIGNED BY: SDJ
CHECKED BY: C. SO-IA
DRAWN BY: SDJ
REVISIONS: _____

APPROVED BY: _____
PUBLIC WORKS DIRECTOR
DATE: C.E.
NO. BY DATE

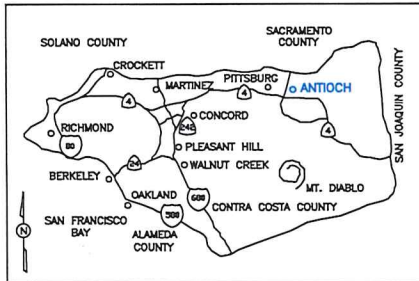
PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION
TRAFFIC CALMING IMPROVEMENTS
JAMES DONLON BLVD

SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO.
FW XXX-XX
SHEET 24
OF 24 SHEETS

024

CITY OF ANTIOCH
CAPITAL IMPROVEMENTS DEPARTMENT

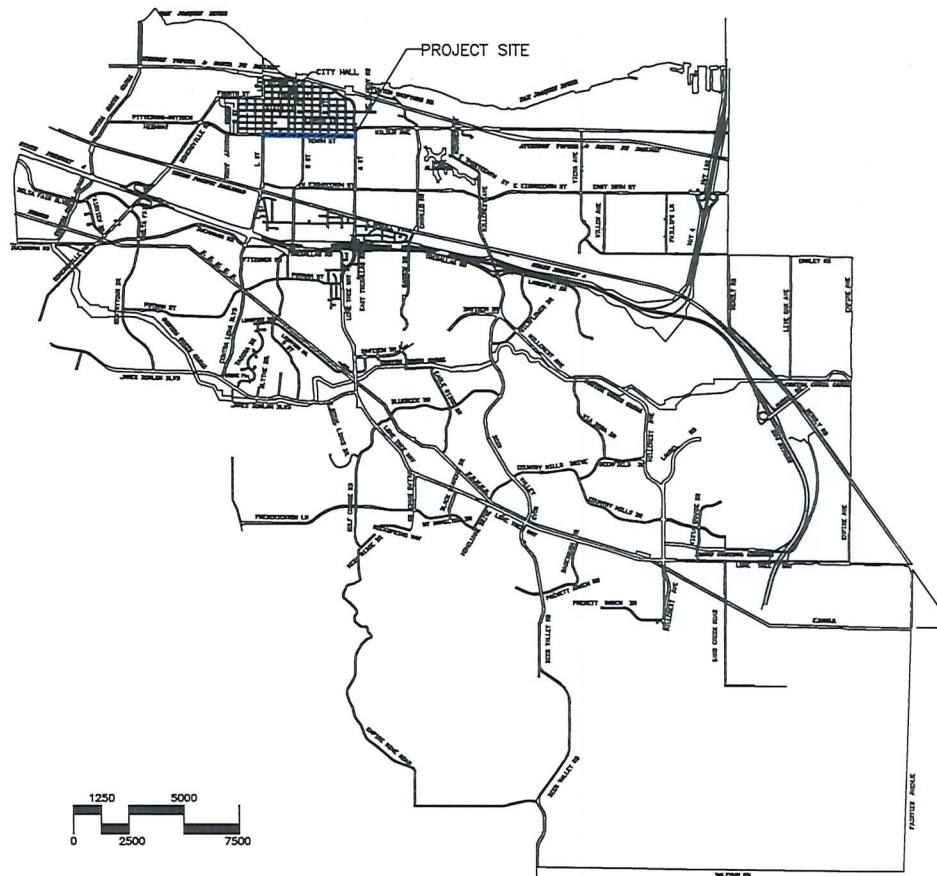
TRAFFIC CALMING IMPROVEMENTS
WEST 10TH STREET
L Street to A Street



VICINITY MAP
N.T.S.

SHEET INDEX

SHEET NUMBER	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES, LEGEND, & DETAILS
3	SIGNING & STRIPING - L ST TO J ST
4	SIGNING & STRIPING - J ST TO H ST
5	SIGNING & STRIPING - H ST TO F ST
6	SIGNING & STRIPING - F ST TO D ST
7	SIGNING & STRIPING - D ST TO B ST
8	SIGNING & STRIPING - B ST TO A ST



ATTACHMENT "D"

CITY OF ANTIOCH

SCOTT BUENTING
PUBLIC WORKS DIRECTOR/CITY ENGINEER
R.C.E. NO. 67442
EXPIRES 12-31-2024

DATE

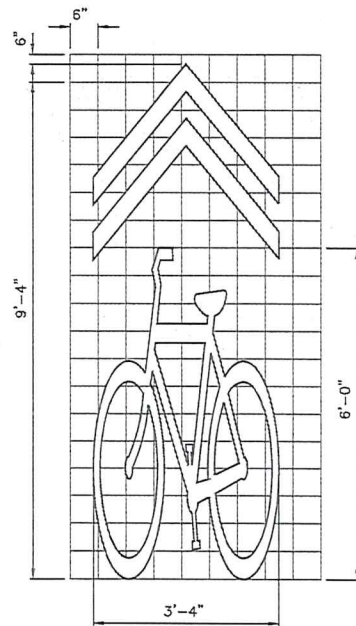
SHEET 1 OF 8 SHEETS

SIGN LEGEND

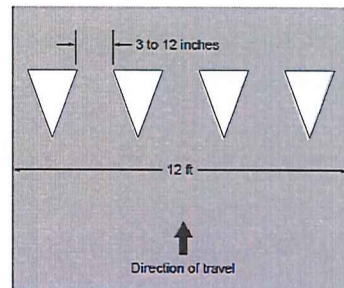
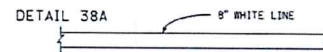
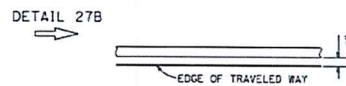
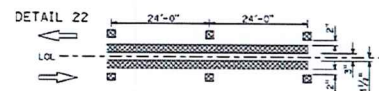
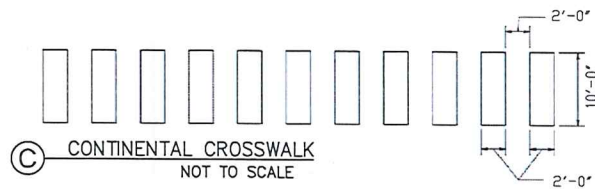


SIGN SIZES

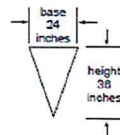
SIGN	SIZE
R1-5	36" X 36"
R2-1	24" X 30"
R28	12" X 18"
SW24-2 (CA)	36" X 48"
SW24-3 (CA)	36" X 48"
W11-2	30" X 30"
W11-8	30" X 30"
W16-7P	24" X 12"
W16-9P	24" X 12"



STRIPING LEGEND

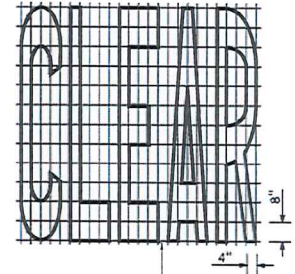


(B) "SHARK TEETH" YIELD LINE
NOT TO SCALE

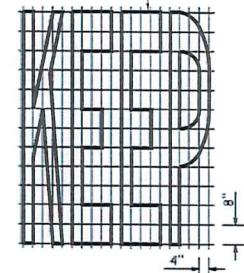


Notes:
Triangle height is equal to
1.5 times the base dimension.

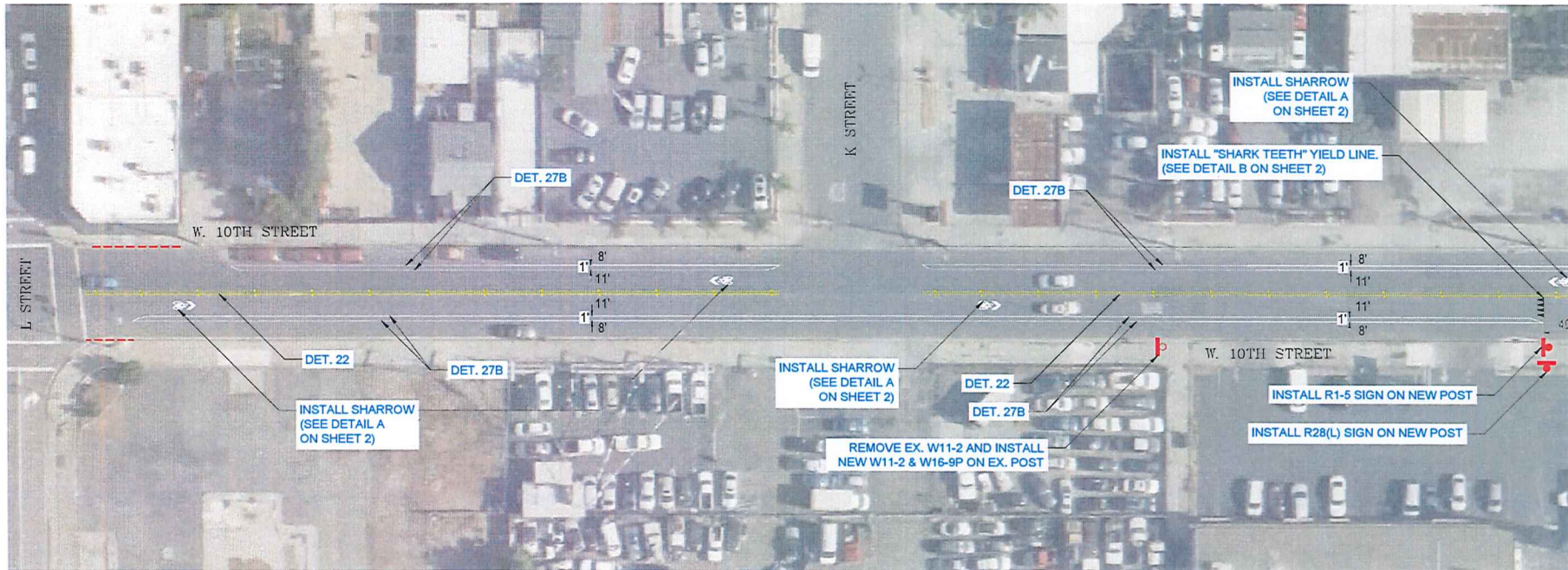
Yield lines may be smaller than suggested when installed on much narrower, slow-speed facilities such as shared-use paths.



A=27 ft²
32'-0" DISTANCE
BETWEEN WORDS

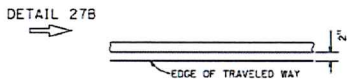
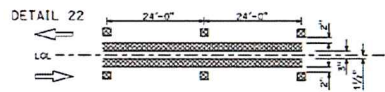

$$A=24 \quad f+2$$

(D) "KEEP CLEAR" PAVEMENT MESSAGE
NOT TO SCALE



MATCHLINE A - SEE SHEET 4

LEGEND



W11-2



W16-9P



R1-5



R28 (CA)

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

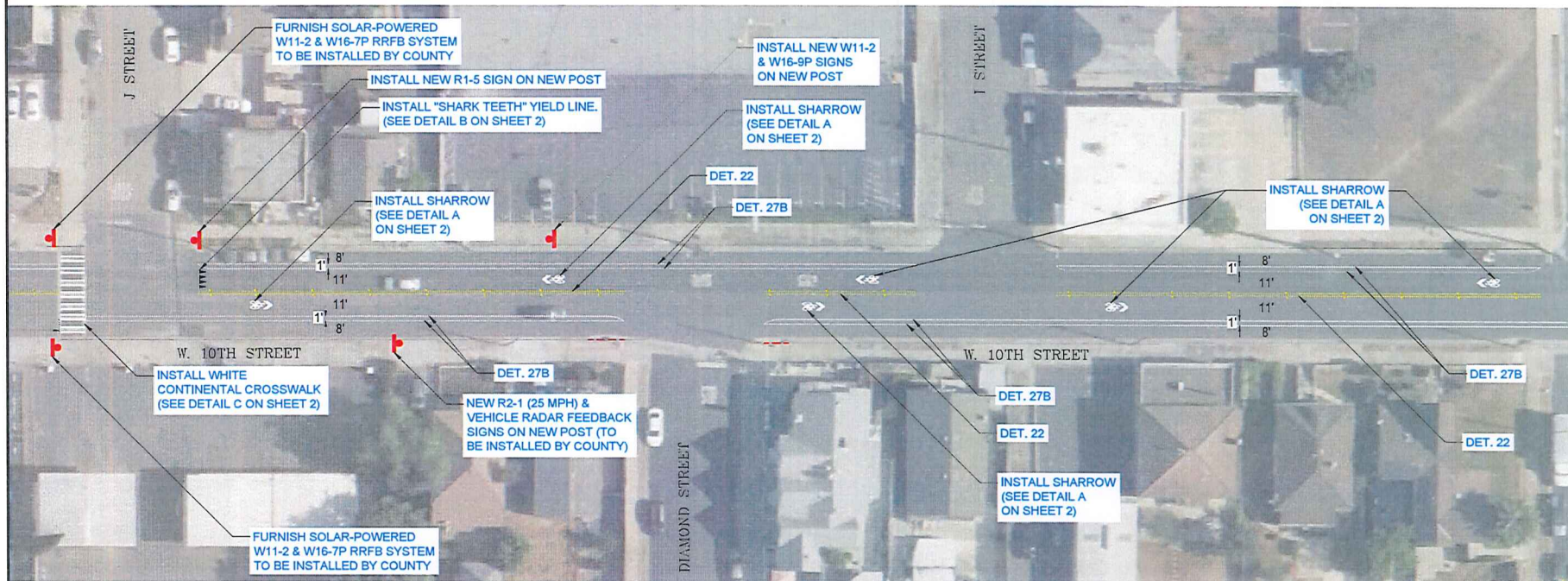
DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 11-03-22	APPROVED BY:
DESIGNED BY: C. SOLA	PUBLIC WORKS ENGINEER
CHECKED BY:	CITY ENGINEER
DRAWN BY:	DATE: C.E. 67442
REVISIONS:	NO. BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

TRAFFIC CALMING IMPROVEMENTS
W. 10TH STREET
FROM L STREET TO J STREET

SCALE: 1"=20'
PUBLIC WORKS PROJECT NO. 1000
SHEET 3
OF 8 SHEETS



DETAIL 22

24'-0" 24'-0"

LOL

2'-0" 2'-0" 2'-0"

1/4"



Vehicle Speed

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS:
DATE: _____
BY: _____

DATE: 11-03-22
DESIGNED BY: C. SOLLA
CHECKED BY:
DRAWN BY:
REVISIONS:

APPROVED BY:		
PUBLIC WORKS DIRECTOR /CITY ENGINEER		
DATE: C.E. 67442		
NO.	BY	DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION

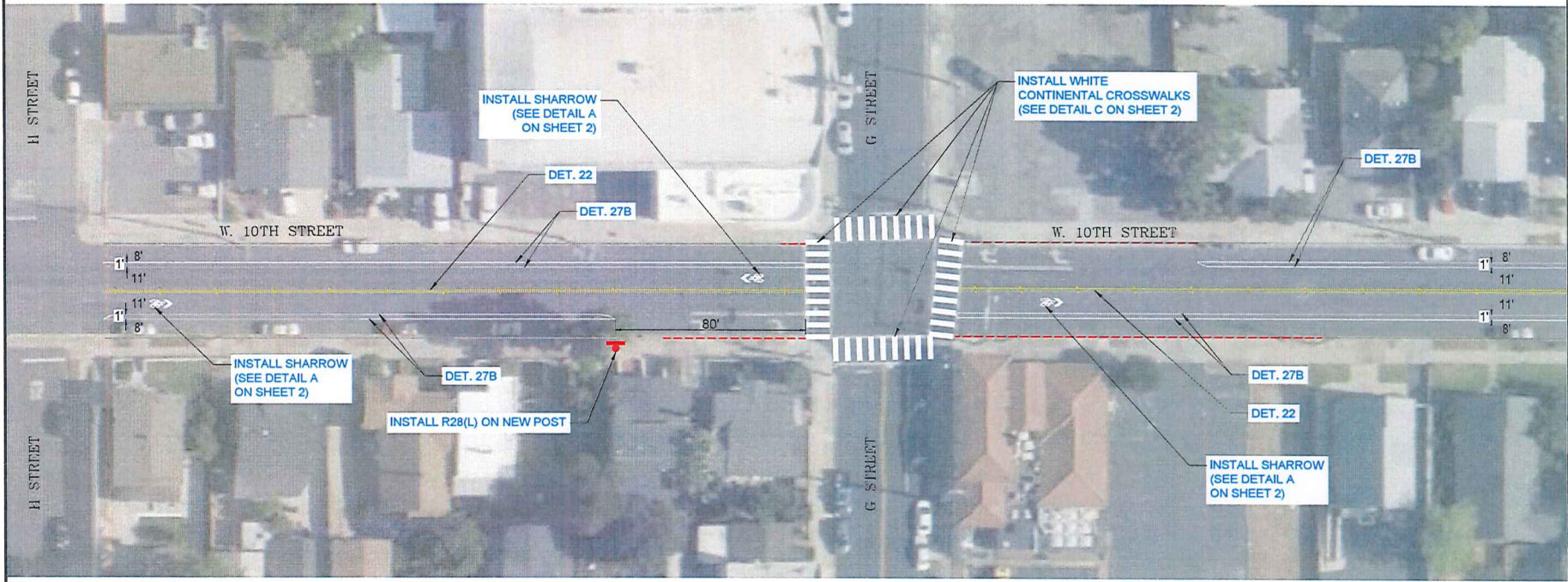
TRAFFIC CALMING IMPROVEMENTS
W. 10TH STREET
FROM J STREET TO H STREET

SCALE: 1"=20'

PUBLIC WORKS
PROJECT NO.
XXXX

SHEET 4

OF 8 SHEETS



DETAIL 22

LQ

24'-0"

24'-0"

2'-0"

2'-0"

1'-0"



EDGE OF TRAVELED WAY

SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO.
XXXX
SHEET 5
OF 8 SHEETS

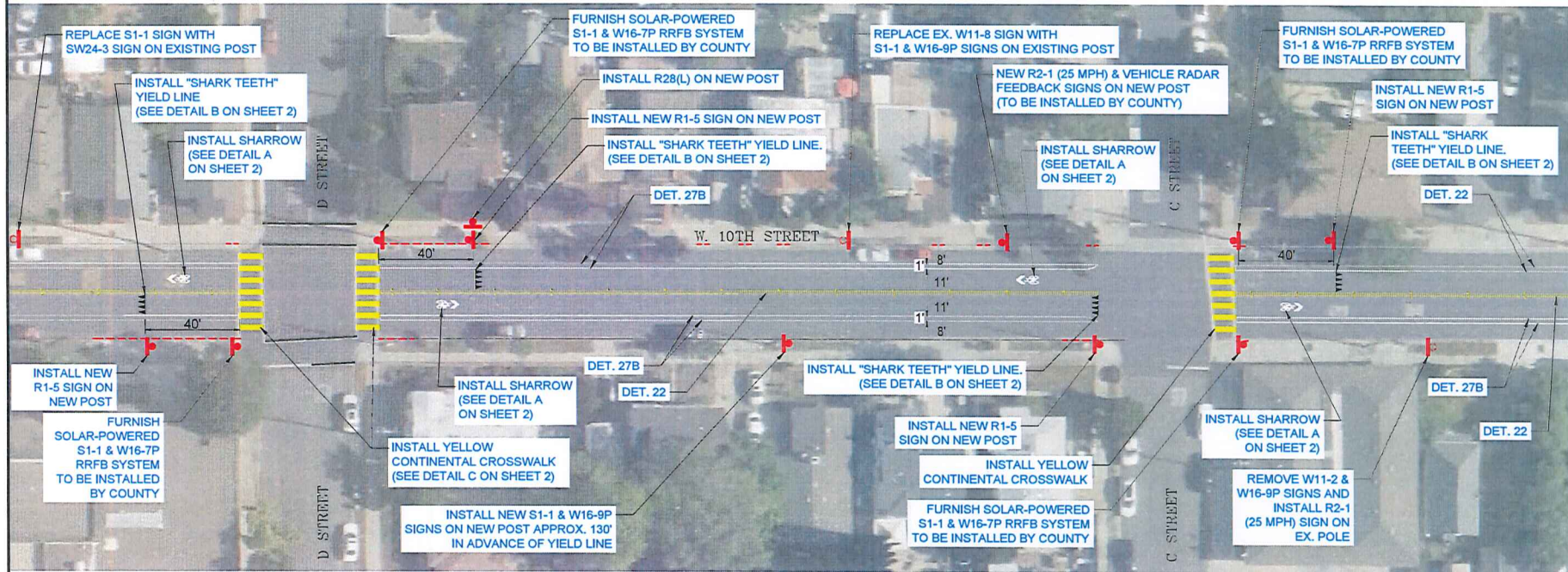


A collection of traffic signs including:

- R28 (CA):** A red rectangular sign with a white border, reading "NO PARKING ANY TIME" in red, with a red arrow pointing left.
- S1-1:** A green pentagon-shaped sign with a black silhouette of two people walking.
- R1-5:** A white rectangular sign with a black border, featuring a red inverted triangle and the text "HERE TO" with an arrow pointing left.
- SW24-2 (CA):** A yellow pentagon-shaped sign with a black silhouette of two people walking and a black arrow pointing left.
- SW24-3 (CA):** A yellow pentagon-shaped sign with a black silhouette of two people walking and the word "AHEAD" in black.
- W16-5P:** A yellow rectangular sign with a black border and the word "AHEAD" in black.
- W11-8:** A yellow diamond-shaped sign with a black silhouette of a school bus.

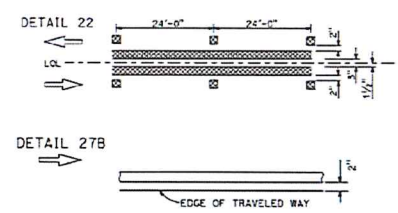
SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO.
XXXX
SHEET 6
OF 8 SHEETS

MATCHLINE D - SEE SHEET 6



MATCHLINE E - SEE SHEET 8

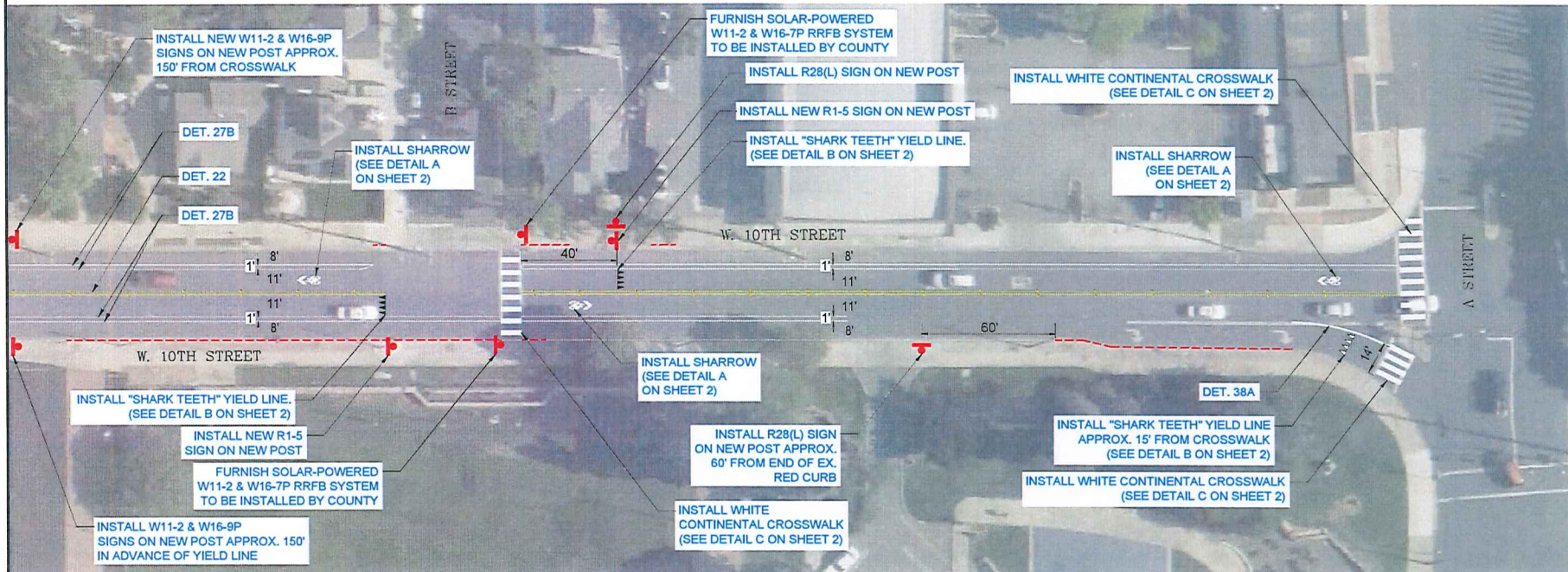
LEGEND



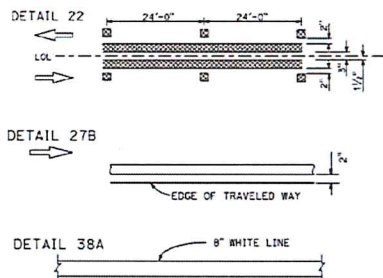
ANTIOCH CALIFORNIA OPPORTUNITY LIVES HERE	AS BUILT	DATE: 11-03-22	APPROVED BY:	PUBLIC WORKS DEPARTMENT CAPITAL IMPROVEMENTS DIVISION TRAFFIC CALMING IMPROVEMENTS W. 10TH STREET FROM D STREET TO B STREET	SCALE: 1"=20'
	DATE ACCEPTED:	DESIGNED BY: C. SOLLA	PUBLIC WORKS DIRECTOR / CITY ENGINEER		PUBLIC WORKS PROJECT NO.
	INSPECTED BY:	CHECKED BY:	DATE: C.E. 67442		SHEET 7
	AS BUILT REVISIONS:	DRAWN BY:	NO. BY DATE		OF 5 SHEETS



MATCHLINE E - SEE SHEET 7



LEGEND



R26 (CA)



W11-2



R1-5



W16-9P



W16-7P

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE

AS BUILT

DATE ACCEPTED: _____
INSPECTED BY: _____
AS BUILT REVISIONS: _____
DATE: _____
BY: _____

DATE: 11-01-22	APPROVED BY: _____
DESIGNED BY: C. SOLLA	PUBLIC WORKS DIVISION
CHECKED BY: _____	CITY ENGINEER
DRAWN BY: _____	DATE: C.E. 67442
REVISIONS:	NO. 1 BY DATE

PUBLIC WORKS DEPARTMENT
CAPITAL IMPROVEMENTS DIVISION
TRAFFIC CALMING IMPROVEMENTS
W. 10TH STREET
FROM B STREET TO A STREET

SCALE: 1"=20'
PUBLIC WORKS
PROJECT NO. XXXX
SHEET 8
OF 8 SHEETS

Sycamore Drive Traffic Calming
Cost Estimate

STRIPING INSTALLATION

No.	Description	Quantity	Unit	Unit Price	Extension
1	6" Broken White	2,790	Lin Ft	\$3.00	\$8,370
2	6" Solid White	6,240	Lin Ft	\$3.00	\$18,720
3	8" Solid White	250	Lin Ft	\$4.00	\$1,000
4	6" Solid Yellow (Detail 24)	5,230	Lin Ft	\$3.00	\$15,690
5	Double Yellow	250	Lin Ft	\$6.00	\$1,500
6	Green/Red Lane - thermoplastic	3,570	Sq Ft	\$22.43	\$80,062
7	Markings & Messages (see page 2)	522	Sq Ft	\$8.52	\$4,447
8	Staggered Yellow/White Continental Crosswalks (see page 3)		Lump Sum	-	\$8,042
9	Existing Striping Removal	2,290	Lin Ft	\$6.00	\$13,740
10	Dots Removal	944	EA	\$2.00	\$1,888
					\$153,460

SIGN INSTALLATION

No.	Sign Type	Quantity	Unit	Unit Price	Extension
1	R1-5	1	Each	\$250.00	\$250
2	R2-1 (30mph)	4	Each	\$250.00	\$1,000
3	R81	9	Each	\$250.00	\$2,250
4	R81B	1	Each	\$250.00	\$250
5	W2-2	3	Each	\$250.00	\$750
6	W11-2	4	Each	\$250.00	\$1,000
7	W16-7P	3	Each	\$250.00	\$750
8	W16-9P	1	Each	\$250.00	\$250
9	Radar Feedback Sign	4	Each	\$7,200.00	\$28,800
10	New sign poles	15	Each	\$50.00	\$750
11	Sign Removals	6	Each	\$125.00	\$750
					\$36,800

DELINEATORS

No.	Description	Quantity	Unit	Unit Price	Extension
1	Tuff Curb - yellow	602	8 LF	\$303.73	\$182,847

BEACONS

No.	Description	Quantity	Unit	Unit Price	Extension
1	Solar Powered Amber Beacon	3	Each	\$2,500.00	\$7,500

Subtotal \$380,607
10% Contingency \$38,061
Total \$418,668

With Engineering Contingency **\$425,000**

**James Donlon Boulevard Traffic Calming
Somerville to Contra Loma
Cost Estimate**

Item No.	Description	Quantity	Unit	Unit Price	Extension
1	Det 38A (8" SW)		Lin Ft	\$4.00	\$0
2	Det 9, Det39A (6" Broken White)	17620	Lin Ft	\$3.00	\$52,860
3	Detail 39 (6" Solid White)	14775	Lin Ft	\$3.00	\$44,325
4	Messages** (see page 2)	4000	ea		\$4,000
5	4" SW for hatching in buffer	1330	Lin Ft	\$3.00	\$3,989
6	6" SY (Det 24)	25655	Lin Ft	\$3.00	\$76,965
7	Continental Xwalk (24" bar x11')	56.00	Each Bar	\$100.54	\$5,630
8	Green/Red Lane - thermoplastic	0	Sq Ft	\$22.43	\$0
					\$187,769

Item No.	Message or Arrow	Quantity	EA	Total Area	
1	Type I Straight Arrow (10')	0	200	0	
2	Type IV Left/Right Arrow (8')	0		0	0.00
3	Type III Left/Right Arrow (24')	0		0	
4	Type VII Straight+Lt/Rt Arrow (13')	0		0	
5	Type V Straight Arrow (24')	0		0	
6	Type VI Merge Arrow (10')	0		0	
7	Bike Lane Symbol (78")	6	300	1800	
8	TRAIL	2	400	800	48.00
9	AHEAD	2	400	800	62.00
10	XING	2	300	600	42.00
11	Yield Teeth (Typically 4 per lane)	8		0	

Item No.	Description	Quantity	Unit	Unit Price	
1	Grind Striping	152.00	SQFT	\$6.00	\$912.00
2	Remove buttons	15730.00	LF	\$2.50	\$39,325.00

No.	Sign Type	Estimated Signs	Unit	Unit Price	Extension
1	R1-5	4	Each	\$200.00	\$800.00
2	W1-8	9	Each	\$200.00	\$1,800.00
3	R3-2	1	Each	\$200.00	\$200.00
4	W2-1/ W2-2	10	Each	\$200.00	\$2,000.00
5	W16-8P (sns)	10	Each	\$200.00	\$2,000.00
6	W1-2a/ W1-4	8	Each	\$200.00	\$1,600.00
7	W11-2		Each	\$200.00	\$0.00
8	W11-15 (TRAIL XING)		Each	\$200.00	\$0.00
9	W16-7P (HERE)		Each	\$200.00	\$0.00

10	W73A / W74		Each	\$200.00	\$0.00
11	W16-9P (AHEAD)	1	Each	\$200.00	\$200.00
12	R81 (BIKE LANE)	4	Each	\$150.00	\$600.00
13	R3-8 (LANE ASSIGNMENT)		Each	\$200.00	\$0.00
14	Radar Feedback Sign	2	Each	\$7,200.00	\$14,400.00
15	Post	29	Each	\$50.00	\$1,450.00
16	Remove sign and post	11	Each	\$75.00	\$825.00
					\$25,875.00

No.	Delineator	Quantity	Unit	Unit Price	Extension
1	Tuff Curb - yellow	15	Each	\$303.73	\$4,555.95
2	Tuff Curb - white	12	Each	\$304.73	\$3,656.76

No.	Flashing beacon	Quantity	Unit	Unit Price	Extension
1	Flashing beacon	9	Each	\$2,500.00	\$22,500.00

Subtotal \$284,594.20
10% Contingency \$28,459.42
Total \$313,053.62

With Engineering Contingency **\$320,000**

**James Donlon Boulevard Traffic Calming
Contra Loma to Lone Tree Way
Cost Estimate**

Item No.	Description	Quantity	Unit	Unit Price	Extension
1	Det 38A (8" SW)		Lin Ft	\$6.57	\$0
2	Det 9, Det39A (6" Broken White)	12970	Lin Ft	\$3.69	\$47,859
3	Detail 39 (6" Solid White)	10480	Lin Ft	\$5.61	\$58,793
4	Messages** (see page 2)	12985	Sq Ft	\$8.52	\$12,985
5	4" SW for hatching in buffer	943	Lin Ft	\$4.49	\$4,235
6	6" SY (Det 24)	25655	Lin Ft	\$5.61	\$143,925
7	Continental Crosswalks 24" x11'	72	Each Bar	\$100.54	\$7,239
8	Green/Red Lane - thermoplastic	624	Sq Ft	\$22.43	\$13,996
					\$289,032

Item No.	Message or Arrow	Quantity	Unit Price	Total Area
1	Type I Straight Arrow (10')	0		0
2	Type IV Left/Right Arrow (8')	5	200	1000
3	Type III Left/Right Arrow (24')	6	710	4260
4	Type VII Straight+Lt/Rt Arrow (13')	1	325	325
5	Type V Straight Arrow (24')	0	710	0
6	Type VI Merge Arrow (10')	0		0
7	Bike Lane Symbol (78")	8	300	2400
8	TRAIL	4	400	1600
9	AHEAD	2	400	800
10	XING	2	300	600
11	Yield Teeth (Typically 4 per lane)	20	100	2000

Item No.	Description	Quantity	Unit	Unit Price
1	Grind Striping	5946	SQFT	6.00
2	Remove buttons	27225	LF	2.50

No.	Sign Type	Estimated Signs	Unit	Unit Price	Extension
1	R1-5	4	Each	\$200.00	\$800.00
2	W1-8	18	Each	\$200.00	\$3,600.00
3	R3-2		Each	\$200.00	\$0.00
4	W2-1/ W2-2	10	Each	\$200.00	\$2,000.00
5	W16-8P (sns)	10	Each	\$200.00	\$2,000.00
6	W1-2a/ W1-4	5	Each	\$200.00	\$1,000.00
7	W11-2		Each	\$200.00	\$0.00
8	W11-15 (TRAIL XING)	8	Each	\$200.00	\$1,600.00
9	W16-7P (HERE)	4	Each	\$200.00	\$800.00

10	W73A / W74	2	Each	\$200.00	\$400.00
11	W16-9P (AHEAD)	4	Each	\$200.00	\$800.00
12	R81 (BIKE LANE)	5	Each	\$150.00	\$750.00
13	R3-8 (LANE ASSIGNMENT)		Each	\$200.00	\$0.00
14	Radar Feedback Sign		Each	\$7,200.00	\$0.00
15	Post	23	Each	\$50.00	\$1,150.00
16	Remove sign and post	11	Each	\$75.00	\$825.00
					\$15,725.00

No.	Delineator	Quantity	Unit	Unit Price	Extension
1	Tuff Curb - yellow	5	Each	\$303.73	\$1,518.65
2	Tuff Curb - white	4	Each	\$304.73	\$1,218.92

No.	Flashing beacon	Quantity	Unit	Unit Price	Extension
1	Flashing beacon	10	Each	\$2,500.00	\$25,000.00

Subtotal \$488,732.89
10% Contingency \$48,873.29
Total \$537,606.18

With Engineering Contingency **\$545,000**

W 10th St Traffic Calming
Cost Estimate

STRIPING INSTALLATION

No.	Description	Quantity	Unit	Unit Price	Extension
1	12" Crosswalk Lines / Stop Bars	39	Lin Ft	\$12.00	\$468
2	6" Solid White	12,300	Lin Ft	\$3.00	\$36,900
3	8" Solid White or Yellow	45	Lin Ft	\$4.00	\$180
4	Double Yellow	3,300	Lin Ft	\$6.00	\$19,800
5	Raised Pavement Markers (White or Yellow)	279	Lin Ft	\$20.55	\$5,728
6	Messages** (see page 2)	486	Sq Ft	\$17.04	\$8,283
7	Color Curb Painting	1,150	Sq Ft	\$14.31	\$16,457
8	Staggered Yellow/White Continental Crosswalks (see page 3)		Lump Sum	-	\$8,042
9	Existing Striping Removal	320	Lin Ft	\$6.00	\$1,920
10	Dots removal	383	EA	\$2.00	\$766
					\$98,545

SIGN INSTALLATION

No.	Sign Type	Quantity	Unit	Unit Price	Extension
1	R1-5	10	Each	\$250.00	\$2,500
2	R2-1 (25mph)	3	Each	\$250.00	\$750
3	R28 (L)	6	Each	\$250.00	\$1,500
4	S1-1	0	Each	\$250.00	\$0
5	SW24-2	0	Each	\$250.00	\$0
6	SW24-3	2	Each	\$250.00	\$500
7	W11-2	16	Each	\$250.00	\$4,000
8	W11-8	2	Each	\$250.00	\$500
9	W16-7P	8	Each	\$250.00	\$2,000
10	W16-9P	8	Each	\$250.00	\$2,000
11	Radar Feedback Sign	2	Each	\$7,200.00	\$14,400
12	New sign poles	33	Each	\$50.00	\$1,650
13	Sign Removals	7	Each	\$125.00	\$875
					\$30,675

BEACONS

No.	Description	Quantity	Unit	Unit Price	Extension
1	RRFB	4	Each	\$16,000.00	\$64,000

Subtotal \$193,220
10% Contingency \$19,322
Total \$212,542

With Engineering Contingency **\$220,000**

TRAFFIC CALMING IMPROVEMENTS



- Sycamore Drive
- James Donlon Boulevard
- West 10th Street

ATTACHMENT "F"

City Council Meeting | August 8, 2023

Public Works Department – Traffic Section

Presented by: Charmine Solla, PE, TE, PTOE, PMP

BASIS OF DESIGN

- Collision Reports
- Public Concerns/Requests
- Speeds
- Volumes
- Proximity to schools
- Emergency vehicle routes
- Approval from Police and Fire

→ Straight	🚶 Pedestrian
↶ Left Turn	🚲 Bicycle
↷ Right Turn	📦 Object
↺ U-Turn	● Fatal Crash
↻ Overturned	○ Injury Crash
↘ Ran Off Road	
⚡ Stopped	
🅑🅓 Parked	

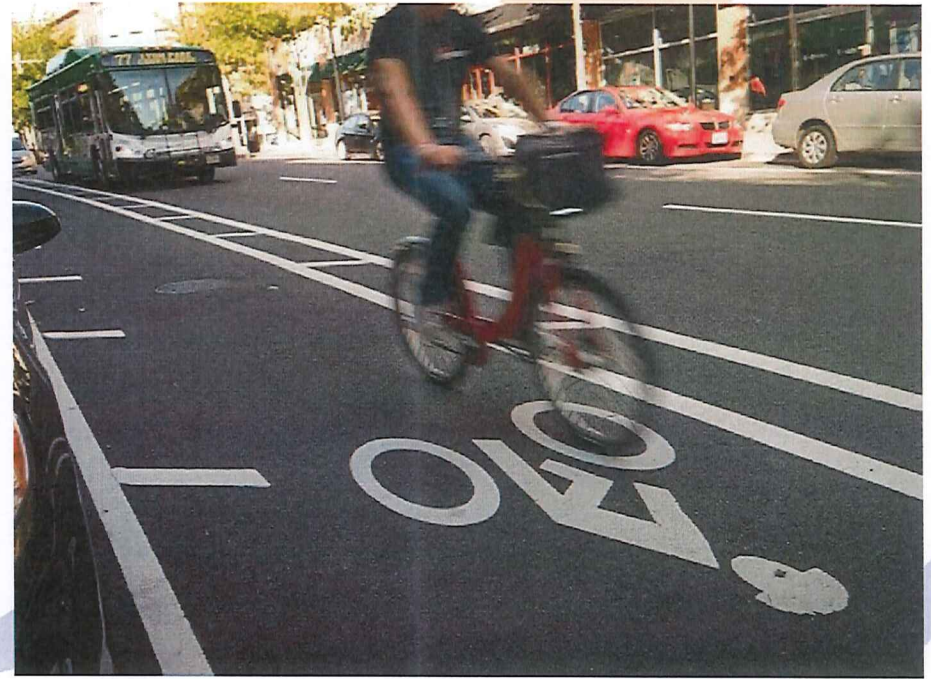


PROPOSED IMPROVEMENTS

Lane Narrowing



Buffered Bicycle Lanes



PROPOSED IMPROVEMENTS

High-Visibility Crosswalks and
Advanced Yield Lines “Shark Teeth”



Rectangular Rapid Flashing Beacons (RRFB)



PROPOSED IMPROVEMENTS

Advanced Warning Signs
with Flashing Beacons

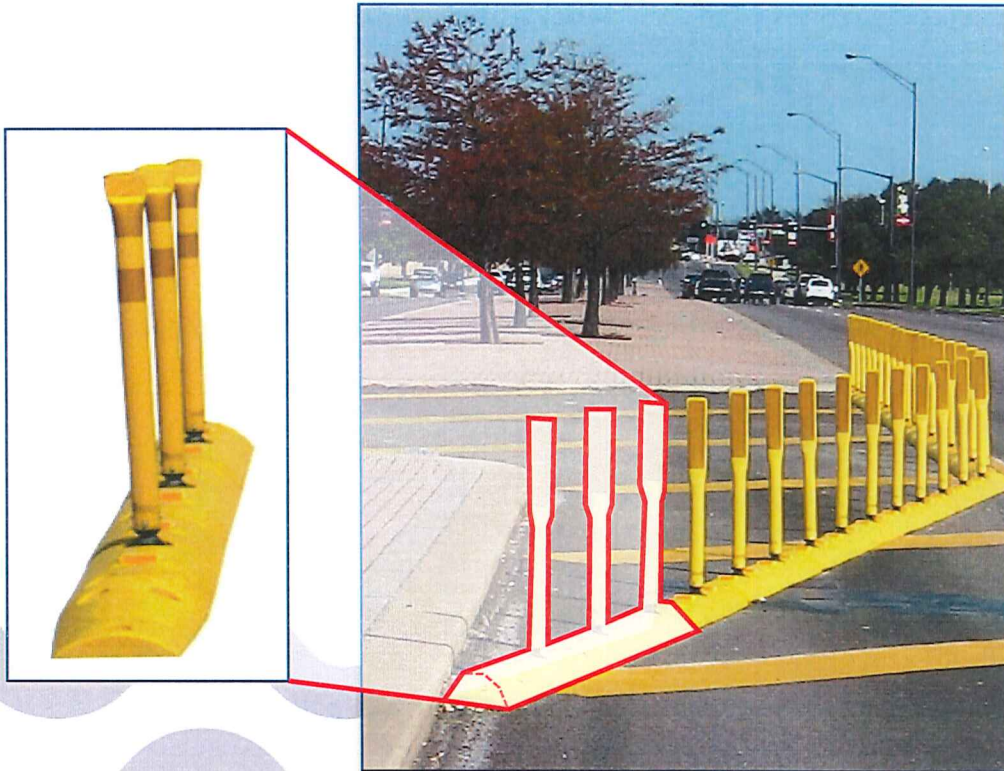


Vehicle Speed Feedback Sign

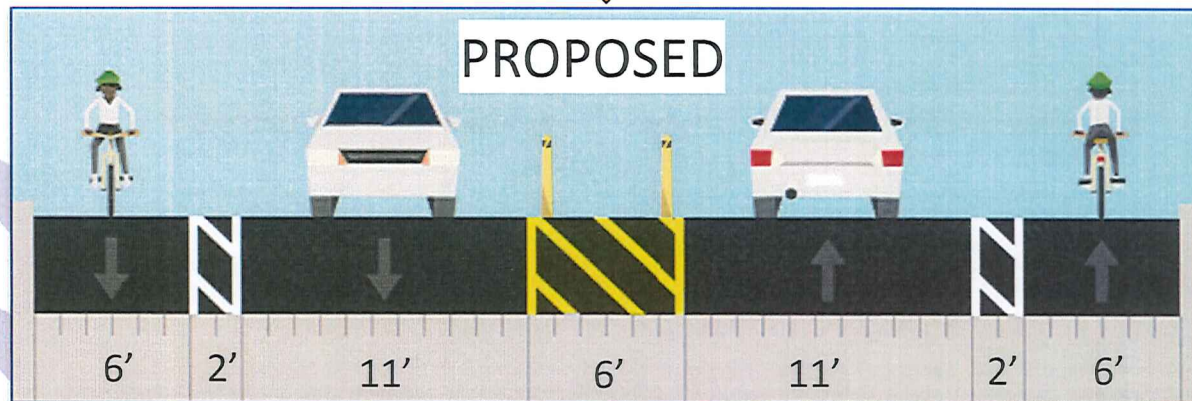
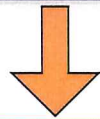
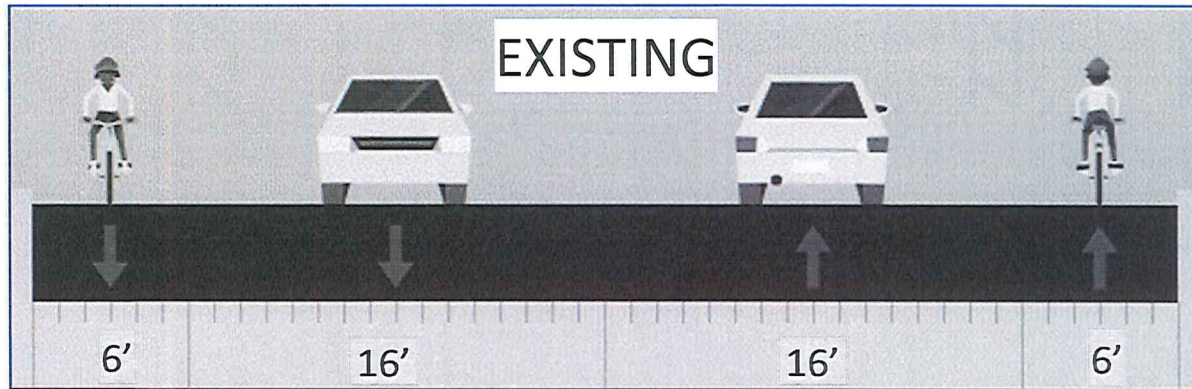


PROPOSED IMPROVEMENTS

Delineators – “Tuff Curb” separators with flexible posts

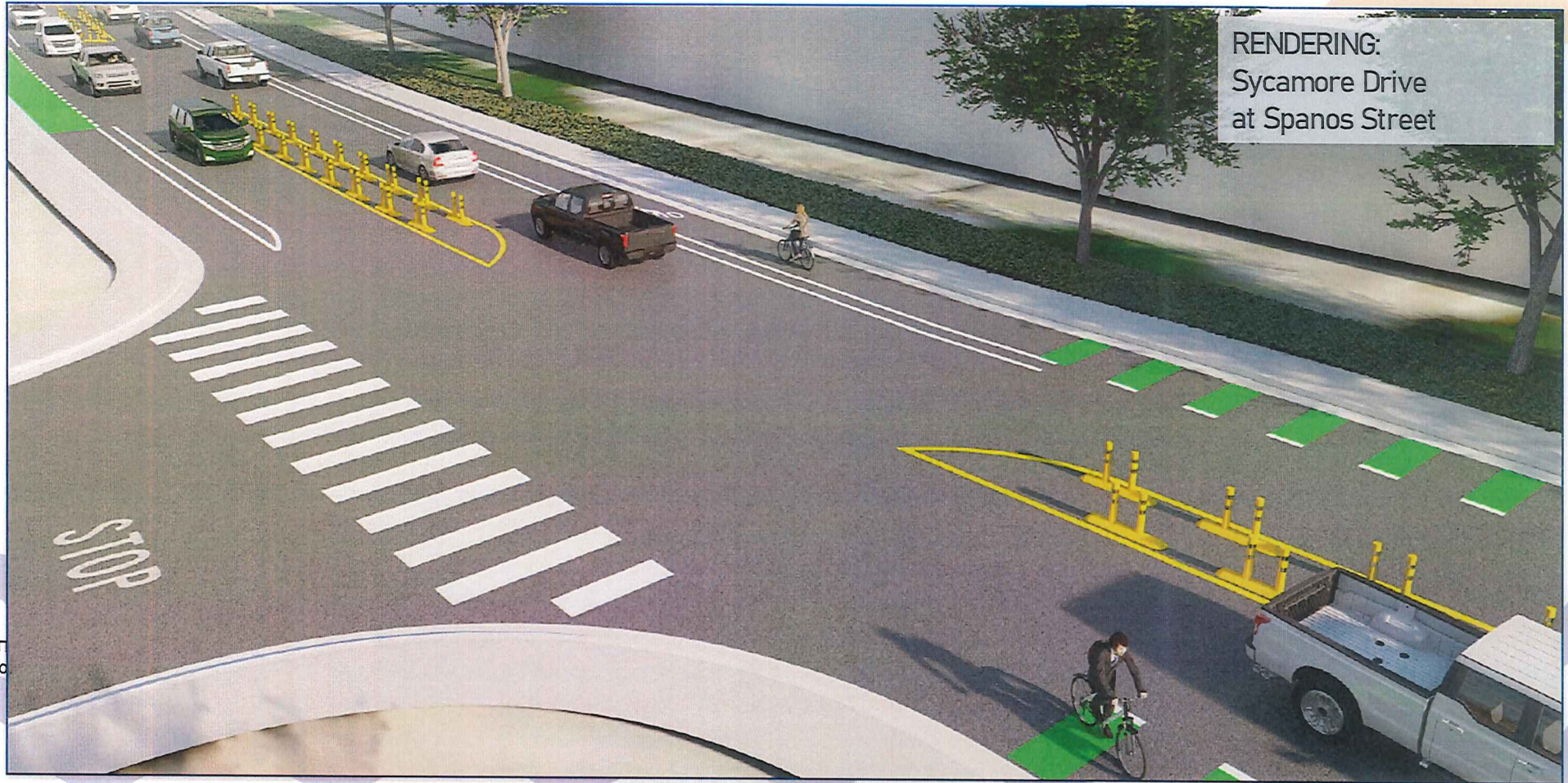


SYCAMORE DRIVE — Auto Center Drive to L Street

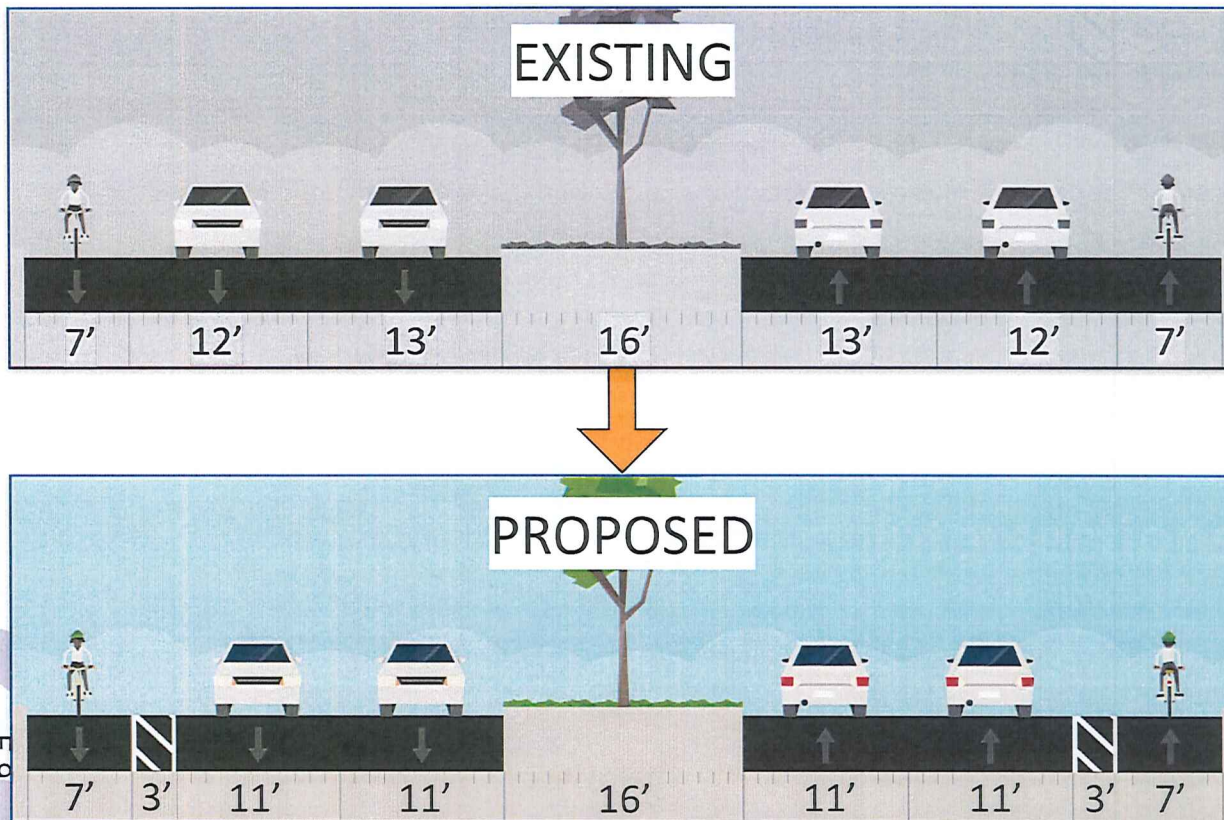


- Lane Narrowing
- Buffered Bike Lanes
- Low-cost median formed with delineators
- High-Visibility Crosswalks and Advanced Yield Lines
- Rectangular Rapid Flashing Beacons (RRFB)
- Speed Feedback Signs

SYCAMORE DRIVE — Intersections



JAMES DONLON BLVD — Somersville Rd to Lone Tree Wy



- Lane Narrowing
- Buffered Bike Lanes
- High-Visibility Crosswalks and Advanced Yield Lines
- Rectangular Rapid Flashing Beacons (RRFB)
- Warning signs with flashing beacons
- Speed Feedback Signs
- Low-cost pork chop islands formed with delineators

JAMES DONLON BLVD — Intersections

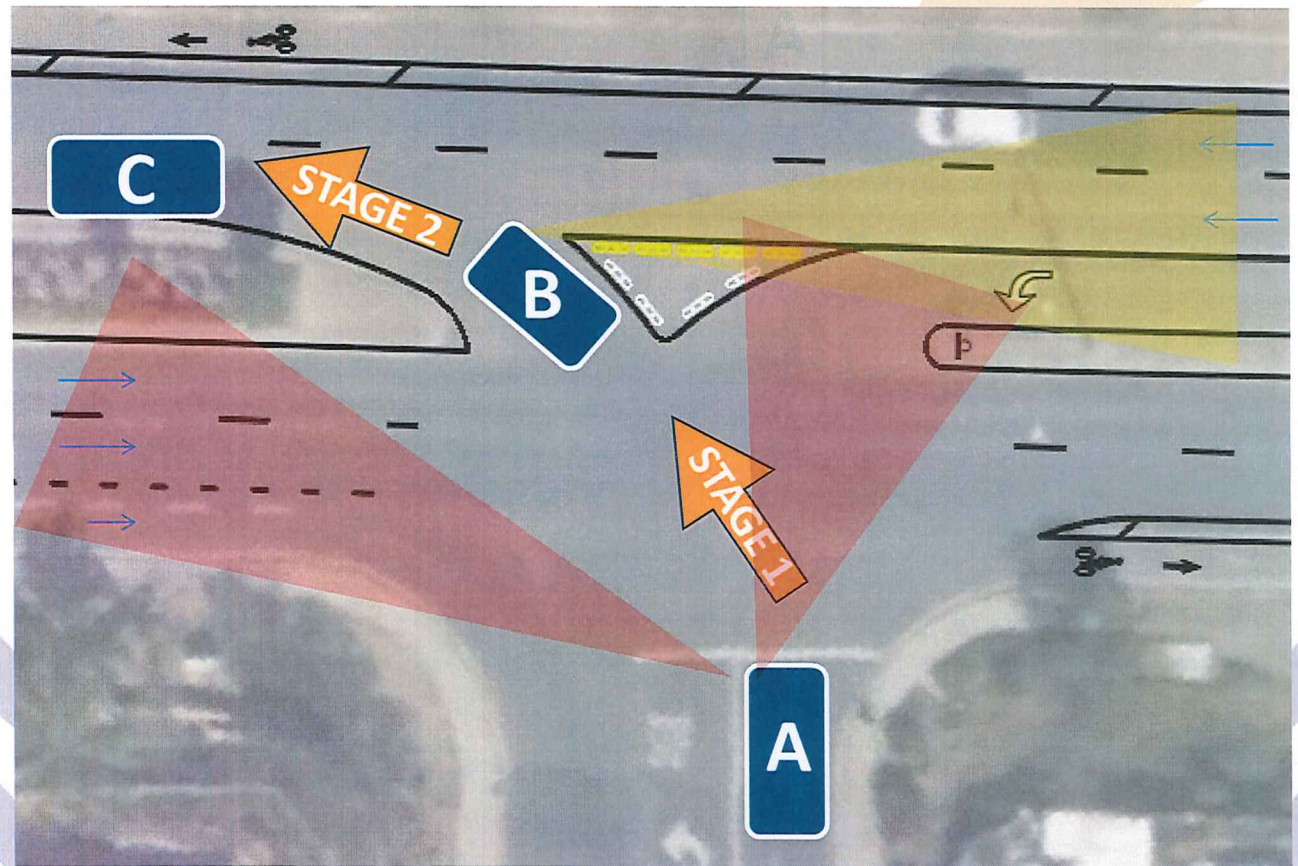
RENDERING:
James Donlon Boulevard
at Hummingbird Drive



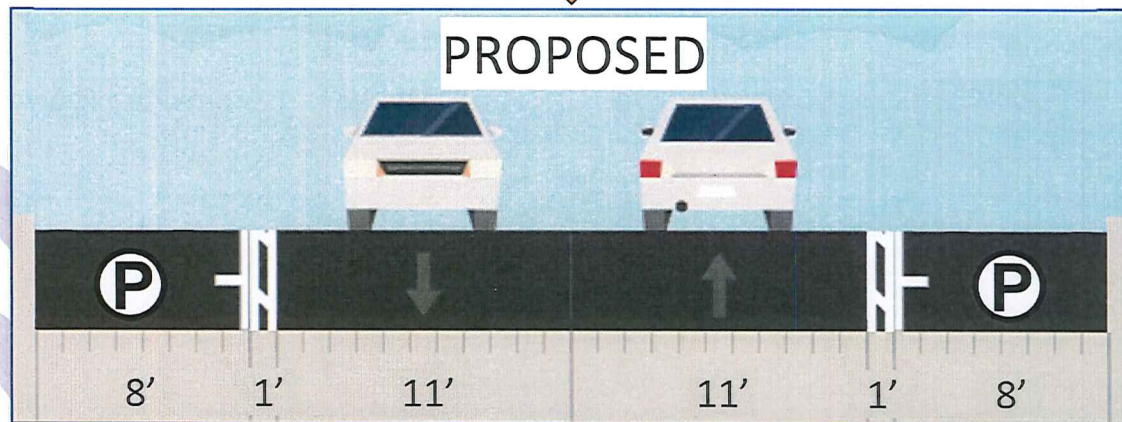
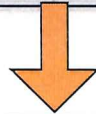
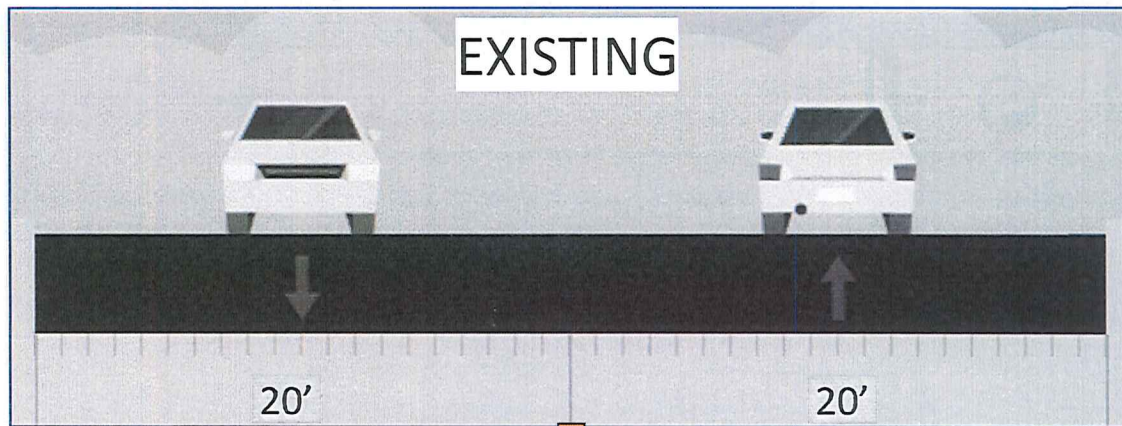
JAMES DONLON BLVD — Two-Stage Left Turns

“Pork chop” island facilitates two-stage left turn phasing onto James Donlon Blvd.

1. Check two lanes of oncoming traffic from the **left** side. Proceed to pork chop island once clear.
2. Check two lanes of oncoming traffic from the **right** side. Proceed to merge once clear.

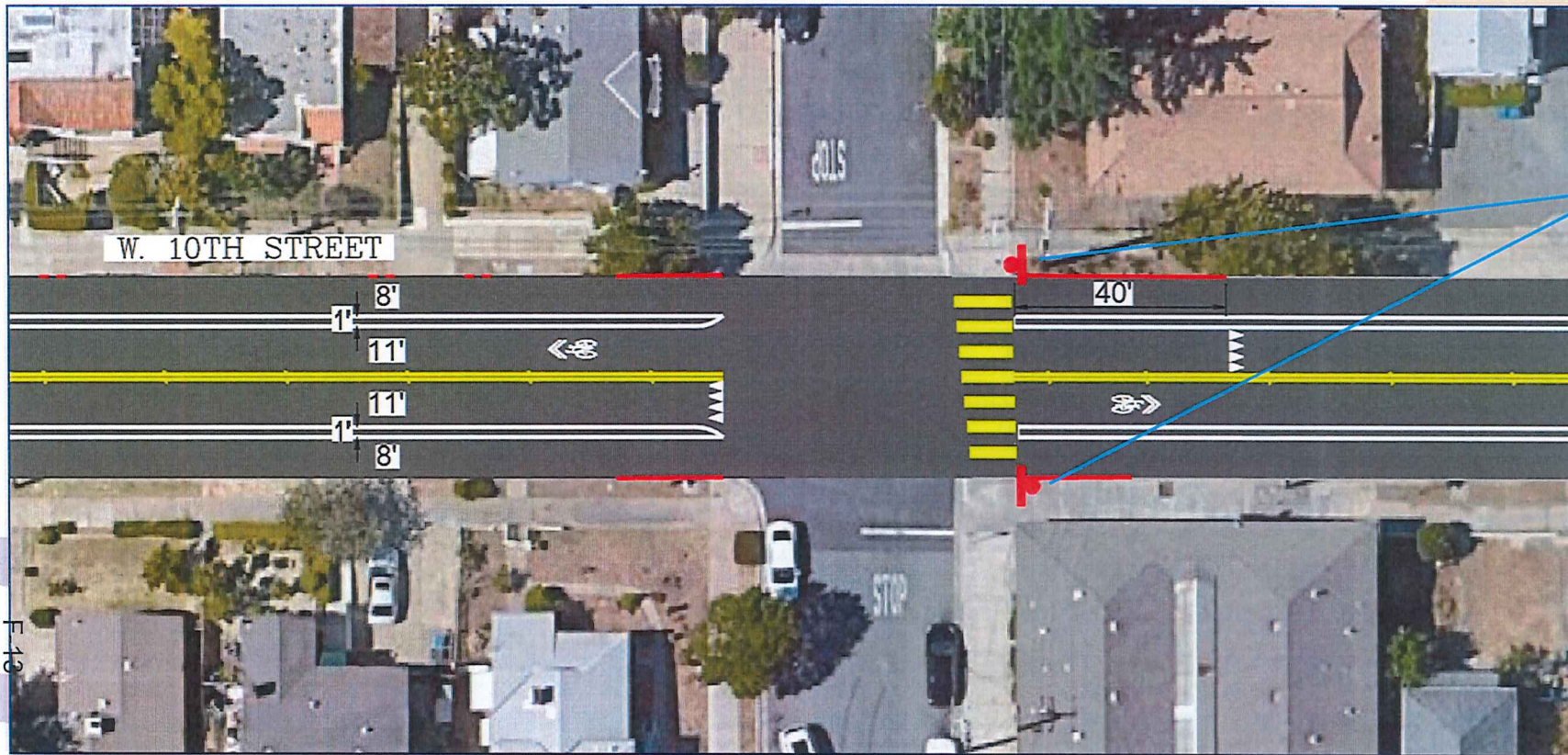


WEST 10TH STREET — L Street to A Street



- Lane Narrowing
- Buffered Lanes
- High-Visibility Crosswalks and Advanced Yield Lines
- Rectangular Rapid Flashing Beacons (RRFB)
- Warning signs with flashing beacons
- Speed Feedback Signs

WEST 10TH STREET — Intersections



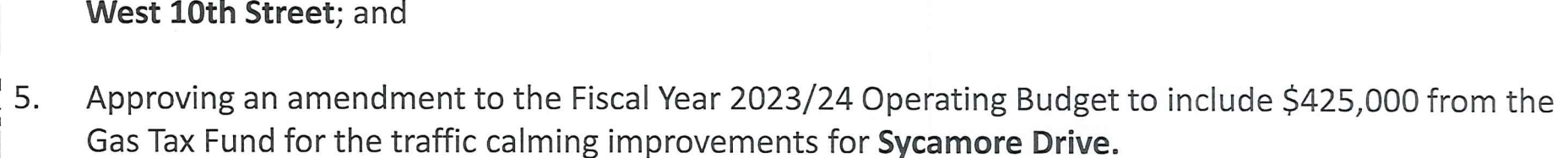
COST SUMMARY

Location	Total - Engineering, Materials, & Labor (with 10% Contingency)
Sycamore Dr	\$ 425,000
James Donlon Blvd 1 (Somerville - Contra Loma)	\$ 320,000
James Donlon Blvd 2 (Contra Loma - Lone Tree Wy)	\$ 545,000
W 10th St	\$ 220,000
TOTAL	\$ 1,510,000

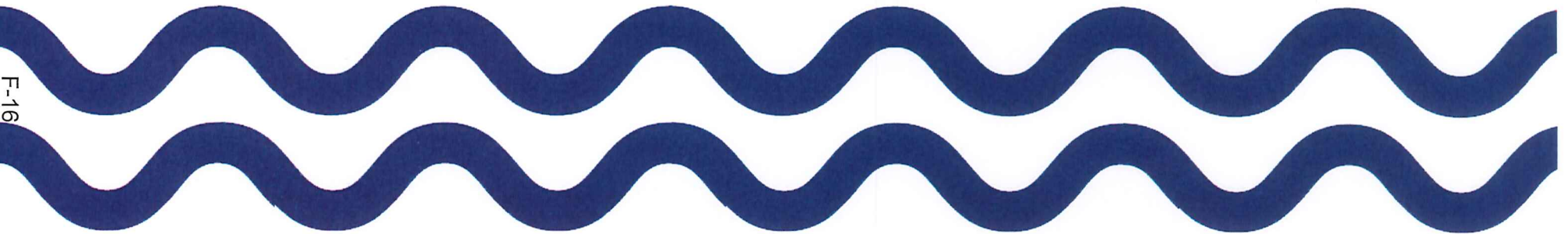
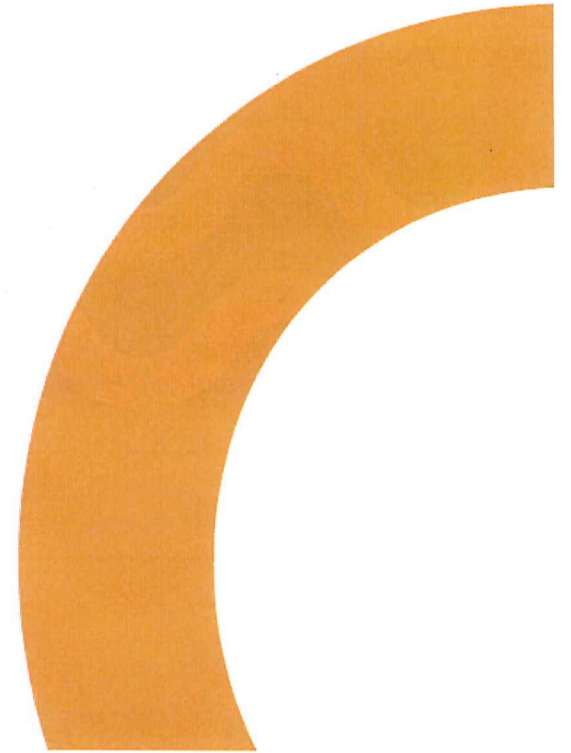
STAFF RECOMMENDATION



It is recommended that the City Council adopt the resolution:

1. Approving the proposed traffic calming improvements for **Sycamore Drive**;
 2. Approving the proposed traffic calming improvements for **James Donlon Boulevard, from Somersville Road to Contra Loma Boulevard**;
 3. Approving the proposed traffic calming improvements for **James Donlon Boulevard, from Contra Loma Boulevard to Lone Tree Way**;
 4. Approving the proposed traffic calming improvements for **West 10th Street**; and
 5. Approving an amendment to the Fiscal Year 2023/24 Operating Budget to include \$425,000 from the Gas Tax Fund for the traffic calming improvements for **Sycamore Drive**.
- 

QUESTIONS?



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CALIFORNIA
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Voice' for
the City of
Antioch

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on the
2ND and 4TH
WEDNESDAYS

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FOOD AND
DRINKS

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IT'S THE ANTIOCH COUNCIL OF TEENS

BOWLING *Night!*

AUGUST 8TH • 6PM-8PM

DELTA BOWL 3300 Delta Fair Blvd

Food and drinks on us!

RSVP



"THIS IS NOT A PROGRAM OF THE ANTIOCH UNIFIED SCHOOL DISTRICT (AUSD) AND AUSD ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR THIS PROGRAM."



MULTICULTURAL FESTIVAL

KIDS ZONE
MUSIC
VENDORS

FOOD TRUCKS
LIVE PERFORMERS
AND MORE

AUGUST 12, 2023
12:00-5:00PM
WILLIAMSON RANCH PARK



ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE



CITY COUNCIL MEETING

Special Meeting
10:30 A.M.

June 23, 2023
Council Chambers

10:00 A.M. - CLOSED SESSION

Mayor Thorpe called the Special meeting to order at 10:00 A.M., and Acting City Clerk Rosales called the roll.

Present: Council Members District 2 Barbanica, District 4 Wilson, Mayor Pro Tem (District 1) Torres-Walker and Mayor Thorpe
Absent: Council Member District 3 Ogorchock

Mayor Thorpe stated he would like to make a motion to postpone Special meetings Items to a future date.

Assistant City Attorney Hundley explained that item could be discussed when the Special meeting convened.

1. **PUBLIC EMPLOYEE APPOINTMENT** – This closed session is authorized pursuant to Government Code section 54957(b). Title: Acting City Manager.

PUBLIC COMMENTS – None

ADJOURN TO CLOSED SESSION

Mayor Thorpe adjourned to Closed Session at 10:02 A.M.

10:30 A.M. SPECIAL MEETING

Mayor Thorpe called the Special meeting to order at 10:30 A.M., and Acting City Clerk Rosales called the roll.

Present: Council Members District 2 Barbanica, District 4 Wilson, and Mayor Thorpe
Absent: Council Members District 3 Ogorchock and Mayor Pro Tem (District 1) Torres-Walker

PLEDGE OF ALLEGIANCE

Mayor Thorpe led the Pledge of Allegiance.

CITY ATTORNEY TO REPORT OUT ON CLOSED SESSION

Assistant City Attorney Hundley reported the City Council had been in Closed Session and gave the following report: **#1 PUBLIC EMPLOYEE APPOINTMENT**, Council voted to appoint Director of Economic Development Reed as Acting City Manager, by a 4/0 vote.

A

08-08-23

Mayor Thorpe explained general public comment was not on the agenda this morning: however, the speaker could address specific items on the agenda.

James Britto, Delta Association of Realtors, invited the Council to attend their annual reception on June 28, 2023.

COUNCIL REGULAR AGENDA

- 1. DISCUSSION ITEM: UPDATE ON THE AMERICAN RESCUE PLAN ACT (ARPA) FUNDING**
- 2. DISCUSSION ITEM: CONSIDERATION OF LIGHTING THE PEDESTRIAN CROSSING ON JAMES DONLON BOULEVARD**
- 3. DISCUSSION ITEM: UPDATE ON PARK PERMITTING FEES**
- 4. DISCUSSION ITEM: CONSIDERATION OF A FREE COMMUNITY EVENT AT PREWETT WATER PARK SPONSORED BY THE ANTIOCH POLICE DEPARTMENT**
- 5. DISCUSSION ITEM: UPDATE ON CAMERA INSTALLATION ON CITY STREETS**
- 6. DISCUSSION ITEM: CONSIDERATION OF A PRESENTATION BY WHITE PONY EXPRESS NON-PROFIT ORGANIZATION (FOOD RESCUE AND GENERAL STORE)**
- 7. DISCUSSION ITEM: HIGHWAY 4 AND L STREET GRAFFITI ABATEMENT AND CALTRANS COORDINATION**
- 8. DISCUSSION ITEM: POLICE CHIEF ATTENDANCE AT CITY COUNCIL MEETINGS**
- 9. DISCUSSION ITEM: ANTIOCH POLICE DEPARTMENT MANAGEMENT OF OWN FLEET PURCHASING**
- 10. DISCUSSION ITEM: EMERGENCY OPERATIONS CENTER (EOC) UPGRADE AND UPDATE**
- 11. DISCUSSION ITEM: CODE ENFORCEMENT SERVICES FOR THE DELTA FAIR BOULEVARD AREA**
- 12. DISCUSSION ITEM: MORATORIUM ON NEW GAS STATIONS**
- 13. DISCUSSION ITEM: JUST CAUSE EVICTION AND ANTI-TENANT HARRASSMENT ORDINANCE**
- 14. DISCUSSION ITEM: MORATORIUM ON RENT INCREASES AND EVICTIONS**
- 15. DISCUSSION ITEM: PRESENTATION ON CURRENT REPARATION EFFORTS**

16. **DISCUSSION ITEM: HUMAN RIGHTS AND RACIAL EQUITY COMMISSION**
17. **DISCUSSION ITEM: REVIEW OF THE CURRENT RENTAL INSPECTION ORDINANCE**
18. **DISCUSSION ITEM: IMPROVING CONNECTIVITY (WI-FI, INTERNET) FOR NEIGHBORHOODS HARDEST IMPACTED DURING THE PANDEMIC**

On motion by Councilmember Barbanica, seconded by Councilmember Wilson, the City Council members present unanimously postponed Council Regular Agenda Items #1-18 to an Adjourned Special Meeting at 6:00 P.M. on June 27, 2023.

With the previous change, Mayor Thorpe stated the June 27, 2023, Closed Session would be rescheduled for 5:00 P.M.

ADJOURNMENT

On motion by Councilmember Barbanica, seconded by Councilmember Wilson, the City Council members present unanimously adjourned the Special meeting at 10:35 A.M.

Respectfully submitted:

Kitty Eiden
KITTY EIDEN, Minutes Clerk

**CITY COUNCIL MEETING
INCLUDING THE ANTIOCH CITY COUNCIL
ACTING AS HOUSING SUCCESSOR
TO THE ANTIOCH DEVELOPMENT AGENCY**

**Adjourned Special/Regular Meeting
6:00 P.M.**

**June 27, 2023
Council Chambers**

5:00 P.M. - CLOSED SESSION

Mayor Pro Tem Torres-Walker called the meeting to order at 5:01 P.M., and Acting City Clerk Rosales called the roll.

Present: Council/Agency Members District 2 Barbanica, District 3 Ogorchock, District 4 Wilson, Mayor Pro Tem (District 1) Torres-Walker
Absent: Mayor Thorpe

- 1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION AND POTENTIAL ACTION –**
This closed session is authorized pursuant to Government Code section 54957. Title: City Manager.
- 2. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION** pursuant to Government Code section 54956.9: ANDREA RODRIGUEZ AND CALVIN PRIETO v. CITY OF ANTIOCH et al., Contra Costa Superior Court, Case No. C21-02687.

PUBLIC COMMENTS – None

ADJOURN TO CLOSED SESSION

Mayor Pro Tem Torres Walker adjourned to Closed Session at 5:02 P.M.

6:00 P.M. ADJOURNED SPECIAL MEETING

Mayor Thorpe called the Adjourned Special Meeting to order at 6:00 P.M., and Acting City Clerk Rosales called the roll.

Present: Council/Agency Members District 2 Barbanica, District 3 Ogorchock, District 4 Wilson, Mayor Pro Tem (District 1) Torres-Walker and Mayor Thorpe

PLEDGE OF ALLEGIANCE

Mayor Thorpe led the Pledge of Allegiance.

SM-1. DISCUSSION ITEM: UPDATE ON THE AMERICAN RESCUE PLAN ACT (ARPA) FUNDING

Councilmember Ogorchock reported that this item had been completed.

**B
08-08-23**

SM-2. DISCUSSION ITEM: CONSIDERATION OF LIGHTING THE PEDESTRIAN CROSSING ON JAMES DONLON BOULEVARD

Following discussion, Council consensus directed staff to bring back this item to a future meeting.

SM-3. DISCUSSION ITEM: UPDATE ON PARK PERMITTING FEES

Following discussion, Council consensus directed staff to continue with the current practice of not charging park permitting fees except for the picnic areas at Community Park.

SM-4. DISCUSSION ITEM: CONSIDERATION OF A FREE COMMUNITY EVENT AT PREWETT WATER PARK SPONSORED BY THE ANTIOCH POLICE DEPARTMENT

Following discussion, Council consensus supported Councilmembers working with staff to coordinate events.

SM-5. DISCUSSION ITEM: UPDATE ON CAMERA INSTALLATION ON CITY STREETS

Following discussion, Council consensus directed staff to bring this item back to a future meeting and include locations and effectiveness.

SM-6. DISCUSSION ITEM: CONSIDERATION OF A PRESENTATION BY WHITE PONY EXPRESS NON-PROFIT ORGANIZATION (FOOD RESCUE AND GENERAL STORE)

Following discussion, Council consensus directed staff to bring this item back to a future meeting.

SM-7. DISCUSSION ITEM: HIGHWAY 4 AND L STREET GRAFFITI ABATEMENT AND CALTRANS COORDINATION

Following discussion, Council consensus directed staff to work with Caltrans.

ON MOTION BY MAYOR THORPE, SECONDED BY COUNCILMEMBER BARBANICA, THE CITY COUNCIL UNANIMOUSLY SUSPENDED THE RULES AND MOVED ITEM SM-14 TO BE HEARD AS THE NEXT ORDER OF BUSINESS.

SM-14. DISCUSSION ITEM: MORATORIUM ON RENT INCREASES AND EVICTIONS

Mayor Thorpe reported that the community had requested Council direct staff to focus on the timeline for the tenant protection ordinances and not move forward with the moratorium on rent increases and evictions.

Joseph Stockley Sr., Scott MacIntyre and Carol Manning, Rental Property Owners, opposed Council moving forward with proposals addressing rental properties noting that it would reduce the number of units available, negatively affect property values and drive up the cost of rentals.

Gabi Rivas, ECRG, stated after consideration of staff and Council comments it had become clear that an eviction moratorium would interfere with the City's timeline for permanent policies. She requested staff continue moving forward with just cause and anti-harassment ordinances as soon as possible.

Councilmember Barbanica abstained from the following discussion and direction provided.

Following discussion, Council consensus directed staff to discontinue moving forward with a moratorium on rent increases.

Mayor Thorpe turned the gavel over to Mayor Pro Tem Torres-Walker and left the meeting at 6:25 P.M. Mayor Pro Tem Walker presided over the remainder of the Adjourned Special Meeting.

SM-8. DISCUSSION ITEM: POLICE CHIEF ATTENDANCE AT CITY COUNCIL MEETINGS

Following discussion, Council consensus directed Police Chief Ford or his designee to attend all future meetings.

SM-9. DISCUSSION ITEM: ANTIOCH POLICE DEPARTMENT MANAGEMENT OF OWN FLEET PURCHASING

Following discussion, Council consensus directed staff to bring this item back to a future meeting.

SM-10. DISCUSSION ITEM: EMERGENCY OPERATIONS CENTER (EOC) UPGRADE AND UPDATE

Councilmember Barbanica reported that this item had been completed.

SM-9. DISCUSSION ITEM: ANTIOCH POLICE DEPARTMENT MANAGEMENT OF OWN FLEET PURCHASING - Continued

City Clerk Householder announced there was a speaker who wanted to address Council regarding SM-9.

Mayor Pro Tem Torres-Walker reported she did not have any speaker cards for that item.

City Clerk Householder explained that a member of the audience indicated they would have chosen to speak when public comment was announced.

Speaking to Study Session Item SM-9, an unidentified speaker mentioned the Brown Act did not require speakers to submit speaker cards and he did not wish to do so. They expressed concern they had witnessed Community Service Officers (CSO) patrolling in marked patrol vehicles.

Mayor Pro Tem Torres-Walker requested the discussion item for SM-9 address why CSOs were driving marked patrol vehicles.

SM-11. DISCUSSION ITEM: CODE ENFORCEMENT SERVICES FOR THE DELTA FAIR BOULEVARD AREA

An unidentified speaker commented that the Delta Fair area needed a variety of services. He suggested the City direct Code Enforcement work with local service providers and business owners on revitalization efforts for the area.

Councilmember Barbanica reported that this item had been completed.

SM-12. DISCUSSION ITEM: MORATORIUM ON NEW GAS STATIONS

An unidentified speaker expressed concern that the City had not addressed the plans for EV charging station infrastructure throughout the City.

Public comment submitted in writing was entered into the record from the following individual: Alessandra Magnasco, Governmental Affairs and Regulatory Director / California Fuels & Convenience Alliance.

For the record, Councilmember Barbanica stated he was in support of bringing all Study Session items back for discussion, since they had been requested by Councilmembers.

Following discussion, Council consensus directed staff to bring this item back to a future meeting for discussion and consideration.

SM-13. DISCUSSION ITEM: JUST CAUSE EVICTION AND ANTI-TENANT HARRASSMENT ORDINANCE

Fay Yassini, California Apartment Association, urged the City Council to refrain from imposing further anti-housing provider regulations on residential rental units. She noted there were already laws in place that protected tenants.

Council reported that this item was in progress.

SM-15. DISCUSSION ITEM: PRESENTATION ON CURRENT REPARATION EFFORTS

Following discussion, Council consensus moved this item to the Human Rights and Racial Equity Committee.

SM-16. DISCUSSION ITEM: HUMAN RIGHTS AND RACIAL EQUITY COMMISSION

Following discussion, Council consensus moved this item to the Human Rights and Racial Equity Committee.

SM-17. DISCUSSION ITEM: REVIEW OF THE CURRENT RENTAL INSPECTION ORDINANCE

Councilmember Torres-Walker reported that this item had been completed.

SM-18. DISCUSSION ITEM: IMPROVING CONNECTIVITY (WI-FI, INTERNET) FOR NEIGHBORHOODS HARDEST IMPACTED DURING THE PANDEMIC

Following discussion, Council consensus directed staff to bring this item back to a future meeting.

On motion by Councilmember Barbanica the City Council members present unanimously adjourned the Special Meeting at 6:50 P.M.

7:00 P.M. REGULAR MEETING

Mayor Pro Tem Torres-Walker called the meeting to order at 7:00 P.M., and City Clerk Householder called the roll.

Present: Council/Agency Members District 2 Barbanica, District 3 Ogorchock, District 4 Wilson, Mayor Pro Tem (District 1) Torres-Walker
Absent Mayor Thorpe (arrived at 8:01 P.M.)

PLEDGE OF ALLEGIANCE

Councilmember Barbanica led the Pledge of Allegiance.

CITY ATTORNEY TO REPORT OUT ON CLOSED SESSION

City Attorney Smith reported the City Council had been in Closed Session and gave the following report: **#1 PUBLIC EMPLOYEE PERFORMANCE EVALUATION AND POTENTIAL ACTION**, no reportable action; and, **#2 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**, no reportable action.

1. ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

- Antioch Council of Teens Swim Night – Pool Party - July 19, 2023

Director of Parks and Recreation Helfenberger announced the following civic and community events:

- Antioch Recreation Center – Special Events - 4th of July Celebration Parade and Fireworks - July 4, 2023
- Summer Outdoor Movie Night – July 6, 20, and August 3, 2023
- Summer Concert Series – Prewett Park July 13 and 27, 2023 and Waldie Plaza July 22 and August 5, 2023

A Translator announced in Spanish that translation services were available this evening.

PUBLIC COMMENTS

Christian Gutierrez discussed challenges of being racially profiled.

Rosalba Zendejas discussed her complaint letter regarding incidents involving the Antioch Police Department.

Leslie May discussed incidents involving police misconduct and urged the community to remain positive and work together.

Ron Bernal prayed for the City Council.

Daniel J. Sanchez Alva and Ricardo Rubio expressed concern that Mr. Rubia's vehicle was towed by the manager of his apartment complex without explanation.

Julia Emego Kwua requested summer meals be available for pickup at local school sites and asked that COVID-19 information be removed from public spaces.

Andrew Becker requested clarification regarding stipulations within the Project Homekey RFQ and questioned who authorized the inclusion of \$3M in housing successor funds.

Devin Williams recommended everybody read "Poverty By America".

CITY COUNCIL COMMITTEE REPORTS/COMMUNICATIONS

Councilmember Ogorchock reported on her attendance at CalCities meetings. She requested the following items requested by Council be placed back on the City Council follow-up list: False Alarms, Donation Bins, Fast Food Moratorium, Sole Source Update, Federal Lobbyist, Contra Loma Estates Park Update, Bicycle Garden Update, Friendly Senior City Designation and State Park System Designation.

Councilmember Wilson announced Tri Delta Transit would be meeting on June 28, 2023.

Mayor Pro Tem Torres-Walker announced the Human Rights and Racial Equity Committee should be meeting soon and anyone wishing to participate could request information on meeting dates. She stated she hoped that a City/AUSD Standing Committee meeting would be scheduled soon so they could discuss meal programs. She reported on her attendance at a

taskforce meeting. She encouraged community members to reach out to Supervisors Glover and Burgis to demand an update on the allocation of Measure X funds and the northern waterfront development.

MAYOR'S COMMENTS – None

2. **CONSENT CALENDAR for City /City Council Members acting as Housing Successor to the Antioch Development Agency**
 - A. **APPROVAL OF COUNCIL MEETING MINUTES FOR MAY 9, 2023**
 - B. **APPROVAL OF COUNCIL MEETING MINUTES FOR MAY 23, 2023**
 - C. **APPROVAL OF COUNCIL SPECIAL MEETING MINUTES FOR MAY 30, 2023**
 - D. **APPROVAL OF COUNCIL MEETING MINUTES FOR JUNE 13, 2023**
 - E. **APPROVAL OF COUNCIL SPECIAL MEETING MINUTES FOR JUNE 23, 2023**
 - F. **APPROVAL OF COUNCIL WARRANTS**
 - G. **APPROVAL OF HOUSING SUCCESSOR WARRANTS**
 - H. **ORDINANCE NO. 2227-C-S SECOND READING – PROPOSED ORDINANCE AMENDING CHAPTER 1 OF TITLE 3 AND TITLE 11 OF THE ANTIOCH MUNICIPAL CODE REGARDING REGULATION OF RESIDENTIAL LANDLORDS AND RENTAL UNITS (*Introduced on June 13, 2023*)**
 - I. **ORDINANCE NO. 2228-C-S SECOND READING – PROPOSED ORDINANCE AMENDING SECTION 6-8.14 OF THE ANTIOCH MUNICIPAL CODE REGARDING RESTRICTIONS ON THE SALE OF TOBACCO PRODUCTS (*Introduced on June 13, 2023*)**
 - J. **RESOLUTION NO. 2023/100 ADOPTING THE MEASURE J GROWTH MANAGEMENT PROGRAM COMPLIANCE CHECKLIST FOR REPORTING CALENDAR YEARS 2020 AND 2021 FOR THE SALES TAX/TRANSPORTATION INITIATIVE**
 - K. **RESOLUTION NO. 2023/101 LICENSE AGREEMENT FOR SEASONAL USE OF REAL PROPERTY LOCATED AT DELTA FAIR AND CENTURY BOULEVARDS (APN 074-080-029)**
 - L. **RESOLUTION NO. 2023/102 FIRST AMENDMENT TO THE ROOT FOAM SERVICES CONTRACT FOR DUKE'S ROOT CONTROL, INC.**
 - M. **RESOLUTION NO. 2023/103 ANNUAL WATER TREATMENT CHEMICAL PURCHASE**

- N. **RESOLUTION NO. 2023/104 ROAD MAINTENANCE AND REHABILITATION ACCOUNT (P.W. 707)**
- O. **RESOLUTION NO. 2023/105 STATEWIDE COMMUNITY INFRASTRUCTURE PROGRAM FOR DEER VALLEY ESTATES**
- P. **RESOLUTION NO. 2023/106 AGREEMENT WITH THE PROFESSIONAL TREE CARE CO. FOR ON CALL TREE TRIMMING SERVICES – PROPOSAL NO. 988-0601-23C**
- Q. **RESOLUTION NO. 2023/107 ON AGENDA-SETTING PROCESSES AND PROCEDURES**

On motion by Councilmember Ogorchock, seconded by Councilmember Wilson, the City Council members present unanimously approved the Consent Calendar with the exception of items H, K and Q which were pulled for further discussion.

Item H – Leslie May, Julia Emege Kwua and Devin Williams spoke in support of approving Item H.

Carol Manning spoke in opposition to approving Item H.

Councilmember Ogorchock explained that this item was agendized to correct a clerical error.

On motion by Councilmember Ogorchock, seconded by Councilmember Wilson, the City Council approved Item H. The motion carried the following vote:

Ayes: Ogorchock, Wilson, Torres-Walker Abstain: Barbanica Absent: Thorpe

Item K – Andrew Becker expressed concern that the agreement did not provide a breakdown of the months or exit options for the City. He also questioned the legality of Delta Fair dollars going toward the water park.

Julia Emego Kwua spoke in opposition to approving Item K and suggested providing space for the unhoused.

Acting City Manager Reed clarified there was a 180-day exit strategy out of the lease agreement.

Councilmember Ogorchock added the agreement was for 4-months a year and if a project was brought forward for the property, it would not begin by 2025.

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica, the City Council members present unanimously approved Item K.

Mayor Thorpe arrived at 8:01 P.M.

Item Q – City Attorney Smith stated he would like to amend #1 of the Resolution to read “No later than 11:00 P.M.”

On motion by Councilmember Barbanica, seconded by Councilmember Ogorchock, the City Council unanimously approved Item Q with the following amendment: changing #1 to: “no later than 11:00 P.M.”

ON MOTION BY COUNCILMEMBER WILSON, SECONDED BY COUNCILMEMBER TORRES-WALKER, THE CITY COUNCIL UNANIMOUSLY SUSPENDED THE RULES AND MOVED COUNCIL REGULAR AGENDA ITEM #4 AS THE NEXT ORDER OF BUSINESS.

COUNCIL REGULAR AGENDA

4. DISCUSSION AND DIRECTION ON DRAFT ORDINANCE PROHIBITING RETALIATION AND HARASSMENT BY RESIDENTIAL LANDLORDS

Assistant City Attorney Hundley presented the staff report dated June 27, 2023, recommending the City Council discuss and provide direction to staff on the draft ordinance prohibiting retaliation and harassment by residential landlords.

Kim Carlson, Francisco Torres, Reimagine Antioch, Rev. Millie Phillips, Leslie May, Brandon O’Laskey, ECRG, Yolanda A., ECRG, Cecilia Perez-Mejia, Antioch resident / ECRG, Devin Williams, Berona Beltron, Della Currie, ACCE, LaShelle Harris, ACCE, Daniel J. Sanchez Alva, Rocheall Pierre, Antioch resident / ECRG, Jaylin King, Armando Gonzales, Julia Emego Kwua, and Frank Sterling spoke in support of the draft ordinance and requested Council expedite the process. Suggested items to be included were an increase in fines, adding protections for tenants organizing and requesting repairs as well as prohibiting verbal abuse. They also requested notification of the policy be provided in the tenant’s spoken language.

Fay Jassini, California Apartment Association (CAA) spoke in opposition of the draft ordinance noting it was duplicative as there were state laws prohibiting harassment/retaliation and addressing rent control and just cause for eviction. She requested the City seek input from housing providers to develop policies that benefit all stakeholders.

Public comments submitted in writing were entered into the record from the following individuals: Samuel E Crabtree and Susan Wilson.

Councilmember Ogorchock thanked the speakers. She requested the City work with stakeholders to collaborate on the anti-harassment and anti-retaliation ordinance.

Councilmember Barbanica announced that in accordance with specific laws, he would be abstaining from providing direction on this item.

In response to Mayor Thorpe, Assistant City Attorney Hundley stated she could investigate the defensibility of increased fines.

Following discussion, Council consensus (Councilmember Barbanica abstaining) directed staff to bring back the ordinance with the following revisions:

- Including spoken language requirements
- Addressing tenants right to organize
- Investigate prohibiting towing of legally parked tenant vehicles from the rental property
- Expanding provisions to include threats of verbal, emotional and mental abuse

Assistant City Attorney Hundley stated she would send back an ordinance and announced that this was her last meeting.

Mayor Thorpe declared a recess at 9:15 P.M. The meeting reconvened at 9:21 P.M. with all Councilmembers present.

An interpreter announced that translation devices should be returned to the City Clerk.

PUBLIC HEARING

3. THE RANCH PHASE I PROJECT

Senior Planner Scudero introduced Contract Planner Gnos who presented the staff report dated June 27, 2023, recommending the City Council take the following actions: 1) Introduce, by title only, and waive the first reading of the Planned Development Guidelines Ordinance. 2) Adopt the Resolution approving the Master Development Plan Amendment. 3) Adopt the Resolution approving two Vesting Tentative Maps, a Use Permit and Design Review.

Mayor Thorpe opened the public hearing.

Kyle Master, Richland Communities, thanked staff for their efforts, introduced their Design Team and provided a background of project development. He reviewed phase 1 consisting of 440 lots, 230 medium density and 210 low-density single-family units. He reported a neighborhood outreach meeting was well attended. He explained the open/green space and trail system.

Andrew Becker, Opponent, expressed concern that this project did not have an affordable housing component for low and moderate-income communities. He reported that he had not received notification regarding this project even though he lived within three blocks of the property. He also expressed concern that Antioch lacked affordable housing programs.

Allan Moore, representing The Zeka Group, explained their property was to the west of this project. He summarized letters submitted to the Council explaining concerns related to the elimination of the road that was shown going through The Ranch property to the Zeka property. He requested the City require by condition of approval that the road be dedicated this evening. Julia Emego Kwua spoke in opposition to The Ranch Project and suggested creating a program involving the City building multi-story housing for low income and unhoused residents.

Leslie May stated the City's infrastructure was insufficient to accommodate additional population generated from this project. She discussed the negative impact of additional emissions and the lack of affordability. She suggested a high-end hotel and event center for the area. She urged the Council to vote against this project.

Allen Payton provided a historical prospective of the development process for the Sand Creek area and spoke in support of Council approving the project.

Public comments submitted in writing were entered into the record from the following individuals: Allan C. Moore A.P.C. and EJ Cire, Political and Public Relations Representative / SMART, SMW Local Union No. 104.

Mayor Thorpe closed the public hearing.

Councilmember Barbanica reported that Zeka Group had not contacted him regarding their concerns prior to this evening. He stated Save Mt. Diablo were supportive of the project and Richland had also provided details of their efforts to maintain habitats in the area. He stated he was supportive of the project.

In response to Councilmember Ogorchock, Contract Planner Gnos stated the 2003 General Plan had a line that could have been interpreted as roadway access to the Zeka property; however, when the General Plan was amended in 2020 it was not included. She noted the road currently stopped at the trail staging area and staff recommended they determine whether access should be provided when that phase of the map was brought forward for consideration.

Mayor Thorpe discussed the legal challenges and ballot measures associated with the Sand Creek Focus area.

Councilmember Wilson stated she was happy the project was coming to fruition; however, she wished there were some affordable units dispersed throughout. She supported a future discussion on inclusionary housing.

Councilmember Torres-Walker thanked everyone who provided details of the Sand Creek Focus Area. She expressed concern that there was no intension to ensure projects in this area would be affordable.

On motion by Councilmember Barbanica, seconded by Councilmember Ogorchock, the City Council introduced, by title only, and waived the first reading of the Planned Development Guidelines Ordinance. The motion carried the following vote:

Ayes: Barbanica, Ogorchock, Wilson, Thorpe

Noes: Torres-Walker

RESOLUTION NO. 2023/108

On motion by Councilmember Barbanica, seconded by Councilmember Ogorchock, the City Council adopted the Resolution approving the Master Development Plan Amendment.

Ayes: Barbanica, Ogorchock, Wilson, Thorpe

Noes: Torres-Walker

RESOLUTION NO. 2023/109

On motion by Councilmember Barbanica, seconded by Councilmember Ogorchock the City Council adopted the Resolution approving two Vesting Tentative Maps, a Use Permit and Design Review.

Ayes: Barbanica, Ogorchock, Wilson, Thorpe

Noes: Torres-Walker

COUNCIL REGULAR AGENDA – Continued

5. RESOLUTION AMENDING THE MASTER SALARY SCHEDULE FOR THE CODE ENFORCEMENT MANAGER CLASSIFICATION

Director of Human Resources Cortez presented the staff report dated June 27, 2023, recommending the City Council adopt a resolution amending the Master Salary Schedule for the Code Enforcement Manager Classification and authorizing the Finance Director to make the necessary Fiscal Year 2024 and 2025 budget adjustments.

Todd Northam, Antioch Public Works Association (APWA), stated he believed this item should be handled during negotiations. He noted if the Council moved forward, they should make it equal for all city divisions.

Leslie May suggested the City adopt an even salary scale for all employees and hire additional building inspectors.

Andrew Becker spoke in support of a long-term plan to address the retention of employees, expanding the duties of the Code Enforcement Manager and asking departments how they could be supported.

Julia Emego Kwua spoke in support of keeping salaries for all employees to the minimum level possible.

In response to Councilmember Barbanica, Mayor Thorpe explained that the Council gave direction during negotiations for management to bring back any necessary reclassifications.

Director of Human Resources Cortez added that the reclassification was being updated to add additional duties and responsibilities which was why they proposed a salary increase. She noted other job classifications were being considered for updating.

RESOLUTION NO. 2023/110

On motion by Councilmember Ogorchock, seconded by Councilmember Barbanica, the City Council unanimously adopted a resolution amending the Master Salary Schedule for the Code Enforcement Manager Classification and authorized the Finance Director to make the necessary Fiscal Year 2024 and 2025 budget adjustments.

Mayor Thorpe requested new position requests come to Council mid-year or during budget discussions.

PUBLIC COMMENT

Kimberly Kidd Bailey expressed concern regarding side shows in Antioch. She reported she had met a new Antioch Police Department recruit who represented the City professionally. She encouraged residents to remain until the end of City Council meetings.

Teki Flow voiced her appreciation to Council and spoke in support of recruiting new employees.

Frank Sterling thanked the City for terminating a Police officer and spoke in support of terminating those guilty of misconduct.

Julia Emego Kwua spoke in support of defunding the APD, building a homeless shelter, improving infrastructure in City Park, eliminating the use of pesticides in parks, removing COVID information from public spaces and legalizing drugs.

STAFF COMMUNICATIONS – None

COUNCIL COMMUNICATIONS AND FUTURE AGENDA ITEMS

Councilmember Barbanica welcomed Acting City Manager Reed and thanked Director of Community Development Ebbs for the work he performed when he served as Acting City Manager. He requested an update on sole source towing and refuge pickup. He also requested the City invite Claryssa Wilson to make a presentation to Council for consideration of funding her Juneteenth Celebration.

Councilmember Torres-Walker expressed concern that the future of Antioch did not include all residents. She requested the following items come back to Council:

- Updates on the General Plan Update and Vision and Strategic Planning Processes
- Presentation on Enhanced Infrastructure Finance Districts
- Presentation from the Center for Elder Independence (PACE Healthcare)
- Consideration on bringing back Zoom for the public
- Presentation on the Traffic Enforcement Division
- Discussion on ending the ban on cruising
- Appointments to the Police Oversight Commission

She also requested Council vote to hold a special meeting at 10:00 A.M. on July 10, 2023, to address the City Manager position.

Mayor Thorpe reported there was zero tolerance for sideshows in Antioch and APD had done an excellent job preventing them; however, some of those officers may be on administrative leave at this time. He noted an ordinance allowing for citing spectators would be coming back for Council consideration and they could also look at an ordinance that would allow for permanently confiscating vehicles. He explained that even if APD did not show up on site or showed up on site and appeared not to be addressing the situation, there may be drones deployed and information gathered to follow up with citations and towing of vehicles. He suggested Council consider incentives for other high priority areas within City departments. He reported that an item would be coming to Council to address infrastructure funding and potential ballot measures to address sustainable sources of revenue for critical programming.

ADJOURNMENT

On motion by Councilmember Ogorchock, seconded by Councilmember Wilson, the City Council unanimously adjourned the meeting at 11:02 P.M.

Respectfully submitted:

Kitty Eiden

KITTY EIDEN, Minutes Clerk



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Ellie Householder, MPP, City Clerk
Christina Garcia, CMC, Deputy City Clerk *Cg*

SUBJECT: City Council Meeting Minutes of July 25, 2023

RECOMMENDED ACTION

It is recommended that the City Council continue the Meeting Minutes of July 25, 2023.

FISCAL IMPACT

None

DISCUSSION

N/A

ATTACHMENT

None.



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
JULY 14 - 27 , 2023
FUND/CHECK#

100 General Fund

Non departmental

00407710	EMPLOYEE	PAYROLL	757.39
00407734	DIVISION OF STATE ARCHITECT	DSA FEES	1,341.60
00407740	FDAC EBA	INSURANCE PREMIUM	46,066.58
00407759	LAW OFFICE OF RUTHANN G ZIEGLER	LEGAL SERVICES RENDERED	1,650.00
00407815	AFLAC	INSURANCE PREMIUM	6,189.36
00407850	CALIF, STATE OF	USE TAX REMITTANCE	39.40
00407865	DIAMOND HILLS SPORT CLUB	PAYROLL	80.00
00407871	FDAC EBA	INSURANCE PREMIUM	45,817.88
00407888	IN SHAPE HEALTH CLUBS	PAYROLL	344.98
00407901	LIFE INSURANCE COMPANY OF NA	PAYROLL	4,393.85
00407906	MAGGIE LI	REFUND	4.00
00407913	MUNICIPAL POOLING AUTHORITY	PAYROLL	3,420.21
00407921	OPERATING ENGINEERS LOCAL NO 3	PAYROLL	3,944.00
00407925	PARS	PAYROLL	16,406.94
00407936	RUSSELL KATZER	REFUND	4.00
00407946	STATE OF CALIFORNIA	PAYROLL	192.59
00407947	STATE OF CALIFORNIA	PAYROLL	30.00
00407948	STATE OF CALIFORNIA	PAYROLL	120.00
00407949	STATE OF CALIFORNIA	PAYROLL	381.76
00407950	STATE OF CALIFORNIA	PAYROLL	534.70
00407951	STATE OF CALIFORNIA	PAYROLL	1,234.01
00407964	YUNFENG SU	REFUND	8.00
00945923	LSA ASSOCIATES INC	CONSULTANT SERVICES	14,269.65
00945927	ANTIOCH PD SWORN MGMT ASSOC	PAYROLL	880.00
00945928	ANTIOCH POLICE OFFICERS ASSOC	PAYROLL	21,112.35
00945929	ANTIOCH PW EMPLOYEE'S ASSOC	PAYROLL	2,100.00
00945937	NATIONWIDE RETIREMENT SOLUTIONS	PAYROLL	59,558.38
00945941	NATIONWIDE RETIREMENT SOLUTION	PAYROLL	29,629.89

City Council

00407701	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,989.46
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City Attorney

00407694	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	2,701.71
00407708	BEST BEST AND KRIEGER LLP	LEGAL SERVICES RENDERED	5,581.16
00407759	LAW OFFICE OF RUTHANN G ZIEGLER	LEGAL SERVICES RENDERED	1,210.00
00407805	VERIZON WIRELESS	DATA USAGE	104.78
00407832	BERTRAND FOX & ELLIOT	LEGAL SERVICES RENDERED	5,879.00
00407839	BURKE WILLIAMS AND SORENSEN LLP	LEGAL SERVICES RENDERED	20,155.00
00407900	LEXISNEXIS	LEXIS NEXIS RESEARCH	244.00
00407955	TELECOM LAW FIRM PC	LEGAL SERVICES RENDERED	1,322.20
00945913	CANON FINANCIAL SERVICES	COPIER LEASE	148.97

City Manager

00407681	AMBIUS	PLANTS	340.91
00407701	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,839.98
00407711	CALIFORNIA CHAMBER OF COMMERCE	MEMBERSHIP FEE	1,399.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	214.72
00945913	CANON FINANCIAL SERVICES	COPIER LEASE	148.97



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
JULY 14 - 27 , 2023
FUND/CHECK#

City Clerk

00407798	TOTAL RECALL CAPTIONING	CLOSED CAPTIONING SERVICES	1,265.00
00945932	COMPUTERLAND	SCANNER	1,073.67

Human Resources

00407700	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	119.99
00407816	RETIREE	RETIREMENT GIFT	300.00
00407828	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	96.93
00407850	CALIF, STATE OF	USE TAX REMITTANCE	1.39
00407881	RETIREE	RETIREMENT GIFT	350.00
00407895	RETIREE	RETIREMENT GIFT	300.00
00407939	RETIREE	RETIREMENT GIFT	350.00
00945931	CANON FINANCIAL SERVICES	MONTHLY COPIER RENTAL FEE	278.43

Economic Development

00407830	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	787.66
00407861	CSI ERGONOMIC FURNITURE, INC	OFFICE FURNITURE	485.40
00945913	CANON FINANCIAL SERVICES	COPIER LEASE	148.97

Finance Accounting

00407693	BADAWI & ASSOCIATES	AUDIT SERVICES	28,849.50
00407772	OFFICE DEPOT INC	BUSINESS CARDS	129.06
00945940	SUPERION LLC	CONSULTING SERVICES	2,340.00

Finance Operations

00407679	ALLSTEEL INC	OFFICE FURNITURE	2,785.85
00407772	OFFICE DEPOT INC	BUSINESS CARDS	161.97
00407850	CALIF, STATE OF	USE TAX REMITTANCE	35.03
00407930	PROGRESSIVE SOLUTIONS INC	SUPPLIES	1,101.78
00945938	PITNEY BOWES INC	INSERTER LEASE	1,503.49

Non Departmental

00407685	ANTIOCH HISTORICAL SOCIETY	COMMEMORATIVE COINS	219.50
00407769	MUNICIPAL POOLING AUTHORITY	PAYROLL	25,936.96
00407774	PACIFIC CREDIT SERVICES	COLLECTION FEES	169.50
00407792	SWEETWATER CONSTRUCTION INC	TUG AND BARGE SERVICE	10,000.00
00407829	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	632.00
00407830	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	3,999.02
00407876	GARY AND ALANA WEST	REFUND	275.00
00407906	MAGGIE LI	REFUND	260.00
00407936	RUSSELL KATZER	REFUND	275.00
00407964	YUNFENG SU	REFUND	820.00

Public Works Administration

00407805	VERIZON WIRELESS	DATA USAGE	38.01
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Public Works Street Maintenance

00407684	ANTIOCH ACE HARDWARE	SUPPLIES	82.94
00407699	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	450.89
00407733	DISPENSING TECHNOLOGY CO	SUPPLIES	6,007.48
00407764	MANERI SIGN COMPANY	STREET SIGNS	401.07
00407785	SHERWIN WILLIAMS CO	PAINT SUPPLIES	113.28
00407805	VERIZON WIRELESS	DATA USAGE	128.55
00407815	AFLAC	PAYROLL	313.44
00407823	ANTIOCH BUILDING MATERIALS	ASPHALT MATERIALS	6,167.86



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
JULY 14 - 27 , 2023
FUND/CHECK#

00407850	CALIF, STATE OF	USE TAX REMITTANCE	409.68
00407903	M AND L OVERHEAD DOORS	DOOR REPLACEMENT	3,494.55
00407918	NORTHAM, TODD L	SAFETY BOOT REIMBURSEMENT	274.05
00407920	OFFICE DEPOT INC	OFFICE SUPPLIES	98.65
00407933	ROADSAFE TRAFFIC SYSTEMS INC	WOOD BARRICADE	3,451.75
00407935	ROBINS LOCK AND KEY	DOOR REPLACEMENT	447.58
00945933	DELL COMPUTER CORP	COMPUTER MONITORS	299.72
Public Works-Signal/Street Lights			
00407775	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	341.05
00407826	AT AND T MOBILITY	PHONES	46.23
Public Works-Facilities Maintenance			
00407699	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	375.89
00407724	COUNTY LOCK	CITY LOCKSMITH SERVICES	2,313.28
00407775	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,742.50
00407776	PEPPER INVESTMENTS INC	PEST CONTROL SERVICES	1,060.00
00407805	VERIZON WIRELESS	DATA USAGE	90.54
00407813	AED MARKET	DEFIBRILLATORS	7,819.69
00407822	ANTIOCH ACE HARDWARE	SUPPLIES	111.57
00407850	CALIF, STATE OF	USE TAX REMITTANCE	104.99
00407863	DC ELECTRIC GROUP INC	ELECTRICAL SERVICES	495.48
00407866	DREAM RIDE ELEVATOR	ELEVATOR SERVICE	320.00
00407868	EAST BAY WORK WEAR	SAFETY SHOES	298.42
00407871	FDAC EBA	INSURANCE PREMIUM	21.18
00407877	GENERAL PLUMBING SUPPLY	SINKS	2,173.56
00407917	NO LIMIT CONCRETE PUMPING	MARINA PUMP SERVICE	778.00
00407935	ROBINS LOCK AND KEY	LOCK SMITH SERVICES	5,000.00
Public Works-Parks Maint			
00407699	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	920.00
00407775	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	99.52
00407850	CALIF, STATE OF	USE TAX REMITTANCE	140.44
00407863	DC ELECTRIC GROUP INC	ELECTRICAL REPAIR	1,436.28
00407910	MIRACLE PLAYSYSTEMS INC	PLAYGROUND REPAIR PARTS	3,157.06
00407934	ROBERTS AND BRUNE CO	REPAIR PARTS	36.98
00407935	ROBINS LOCK AND KEY	LOCK SMITH SERVICES	140.00
00407956	TERRACARE ASSOCIATES	PARK MAINTENANCE	104,536.25
00407960	WATERSAVERS IRRIGATION	IRRIGATION PARTS	1,152.15
00945939	SITEONE LANDSCAPE SUPPLY	IRRIGATION PARTS	376.31
Public Works-Median/General Land			
00407684	ANTIOCH ACE HARDWARE	PARTS	6.90
00407775	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	35.36
00407779	REDI GRO CORPORATION	MULCH	4,510.73
00407796	TERRACARE ASSOCIATES	LANDSCAPING SERVICES	36,547.36
00407807	WATERSAVERS IRRIGATION	IRRIGATION PARTS	322.96
00407822	ANTIOCH ACE HARDWARE	PARTS	93.53
00407834	BOETHING TREELAND FARMS	LANDSCAPE ENHANCEMENTS	4,234.88
00407850	CALIF, STATE OF	USE TAX REMITTANCE	58.43
00407960	WATERSAVERS IRRIGATION	IRRIGATION PARTS	470.27
00945939	SITEONE LANDSCAPE SUPPLY	PART	4,569.20



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PW-Work Alternative-Strt Maint

00407850	CALIF, STATE OF	USE TAX REMITTANCE	39.60
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Police Administration

00407689	ARROWHEAD 24 HOUR TOWING INC	EVIDENCE TOW	1,183.75
00407692	AT AND T MOBILITY	DEPARTMENT CELL PHONES	20,257.10
00407695	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	7,282.46
00407696	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	815.07
00407698	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	74.88
00407700	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,604.20
00407702	BARNETT MEDICAL SERVICES INC	EVIDENCE DISPOSAL	182.00
00407707	BECERRA, ARTURO MODESTO	TRAINING PER DIEM	222.00
00407716	CLONINGER, NAHLEEN R	EXPENSE REIMBURSEMENT	56.50
00407718	CODE 3 WEAR PUBLIC SAFETY	EQUIPMENT	1,465.40
00407722	CONTRA COSTA COUNTY	TRAINING FEES	349.00
00407723	CCC POLICE CHIEFS ASSOC	TRAINING	115.00
00407726	CRIME POINT INC	EQUIPMENT	14,115.82
00407727	CRIME SCENE CLEANERS INC	CLEANING SERVICES	508.00
00407742	FLORES, VANESSA SOFIA	TRAINING PER DIEM	222.00
00407743	FLYMOTION	PARTS	83.00
00407746	GALLS LLC	UNIFORMS	222.69
00407750	INT ASSOC OF CHIEFS OF POLICE	SUBSCRIPTION FEE	1,225.00
00407755	CYNTHIA MARIE KIRBY	POLYGRAPH EXAMS	6,650.00
00407772	OFFICE DEPOT INC	OFFICE SUPPLIES	1,785.46
00407780	SACRAMENTO SHERIFFS OFFICE	TRAINING FEES	260.00
00407781	SAFESTORE INC	EVIDENCE STORAGE	3,962.60
00407782	SCHNEIDER, MICHAEL C	EXPENSE REIMBURSEMENT	448.23
00407791	SWATMOD LLC	LIGHT REPAIR	983.00
00407794	TANGUMA, CAESAR ELI	MEAL ALLOWANCE	57.50
00407809	WHITAKER II, WILLIAM	TRAINING PER DIEM	740.00
00407811	ZOOM MEDIA CONNECT	ADVERTISING SERVICES	9,600.00
00407812	ADAMSON POLICE PRODUCTS	UNIFORMS	810.72
00407850	CALIF, STATE OF	USE TAX REMITTANCE	279.38
00407853	CLONINGER, NAHLEEN R	MEAL REIMBURSEMENT	33.91
00407854	CODE 3 WEAR PUBLIC SAFETY	EQUIPMENT	2,790.72
00407855	COLLEY, JAMES M	EXPENSE REIMBURSEMENT	80.16
00407872	FEDEX	SHIPPING	16.28
00407899	LEXISNEXIS	SUBSCRIPTION FEE	252.50
00407916	NET TRANSCRIPTS	TRANSCRIPTION SERVICES	43.39
00407920	OFFICE DEPOT INC	OFFICE SUPPLIES	712.22
00407927	PERMANENTE MEDICAL GROUP INC	PRE-EMPLOYMENT MEDICAL	3,923.00
00407931	PUBLIC SAFETY FAMILY COUNSELING	TRAINING FEES	750.00
00407932	REACH PROJECT INC	PROFESSIONAL SERVICES	17,083.00
00407938	SCHNEIDER, MICHAEL C	EXPENSE REIMBURSEMENT	116.19
00407941	SHRED IT INC	SHREDDING SERVICES	517.41
00407942	SOUZA MELLONE, MICHAEL C	TRAINING PER DIEM	222.00
00407943	SOUZA MELLONE, MICHAEL C	TRAINING PER DIEM	74.00
00407945	STATE OF CALIFORNIA	PAYROLL	475.00
00407959	VIGIL JR, JOSEPH	TRAINING PER DIEM	74.00



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00945914	CHAPLIN & HILL INVESTIGATIVE SVCS	LEGAL SERVICES	2,450.00
00945920	IMAGE SALES INC	ID'S	37.48
00945926	UBEO BUSINESS SERVICES	MONTHLY COPIER LEASE	1,031.48
00945931	CANON FINANCIAL SERVICES	COPIER LEASE	2,649.59
Police Community Policing			
00407688	ARK PET HOSPITAL INC, THE	VETERINARY SERVICES	422.11
00407695	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	14.00
00407696	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	14.00
00407714	CHANDLER, JOSEPH ANTHONY	EXPENSE REIMBURSEMENT	65.42
00407729	D TAC K9 LLC	K9 MAINTENANCE TRAINING	450.00
00407732	DELTA FENCE CO	K9 KENNELS	5,013.38
00407740	FDAC EBA	INSURANCE PREMIUM	1,011.86
00407749	HUNT AND SONS INC	FUEL	277.91
00407811	ZOOM MEDIA CONNECT	ADVERTISING SERVICES	3,000.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	45.66
00407885	HUNT AND SONS INC	FUEL	339.05
00407892	EMPLOYEE	ADVANCED DISABILITY PENSION	5,206.00
00407894	EMPLOYEE	ADVANCED DISABILITY PENSION	8,199.75
00407898	EMPLOYEE	ADVANCED DISABILITY PENSION	10,933.00
Police Traffic Division			
00407850	CALIF, STATE OF	USE TAX REMITTANCE	15.00
Police Investigations			
00407696	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,213.66
00407700	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	3,959.27
00407725	CRASH DATA GROUP INC	EQUIPMENT	21,556.81
00407740	FDAC EBA	INSURANCE PREMIUM	196.86
00407744	FOXFURY, LLC	INVESTIGATIONS EQUIPMENT	4,855.74
00407787	SMARSH INC	AUDITING SOFTWARE	14,555.00
00407793	T MOBILE USA INC	DIGITAL FORENSICS	25.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	429.90
00407893	EMPLOYEE	ADVANCED DISABILITY PENSION	5,206.00
00407896	EMPLOYEE	ADVANCED DISABILITY PENSION	5,466.50
00407904	EMPLOYEE	ADVANCED DISABILITY PENSION	10,933.00
00407905	EMPLOYEE	ADVANCED DISABILITY PENSION	5,466.50
00407907	MAGNET FORENSICS USA INC	INVESTIGATIONS SOFTWARE	4,345.00
00407908	EMPLOYEE	ADVANCED DISABILITY PENSION	10,933.00
00407909	EMPLOYEE	ADVANCED DISABILITY PENSION	5,466.50
Police Special Operations Unit			
00407737	EAN SERVICES LLC	VEHICLE RENTAL	4,236.05
Police Communications			
00407691	AT AND T MCI	PHONES	838.74
00407790	SUN RIDGE SYSTEMS INC	SOFTWARE INSTALLATION	424,748.00
00407856	COMCAST	INVESTIGATIONS INTERNET	161.80
00407924	PACIFIC TELEMAGEMENT SERVICES	PAY PHONE	78.00
Office Of Emergency Management			
00407825	AT AND T MCI	PHONES	202.96
Police Community Volunteers			
00407765	MARTIN, RICHARD B	EQUIPMENT REIMBURSEMENT	28.43



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Police Facilities Maintenance

00407703	BAY ALARM COMPANY	ALARM SERVICES	3,790.17
00407776	PEPPER INVESTMENTS INC	PEST CONTROL SERVICES	222.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	1.59
00407935	ROBINS LOCK AND KEY	PROFESSIONAL SERVICES	190.00

Youth Network Services

00407754	KINGSMEN ESCAPE ENTERTAINMENT	EVENT SERVICES	749.51
00407837	BRIDGE BUILDERS TO THE NEW GEN	PROFESSIONAL SERVICES	24,683.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	8.74
00407860	CREATIVE ENGAGEMENT SERVICES	PROFESSIONAL SERVICES	4,750.00
00407871	FDAC EBA	INSURANCE PREMIUM	234.92
00945933	DELL COMPUTER CORP	COMPUTER EQUIPMENT	11,289.49

Housing and Homelessness

00407758	LAUNDERLAND	LAUNDRY VOUCHER PROGRAM	688.00
00407874	FOCUS STRATEGIES	CONSULTANT SERVICES	6,171.25

PSCR Administration

00407850	CALIF, STATE OF	USE TAX REMITTANCE	9.14
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Community Development Land Planning Services

00407701	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	40.00
00407740	FDAC EBA	INSURANCE PREMIUM	172.20
00407858	CC CO AUDITOR-CONTROLLER	PROFESSIONAL SERVICES	22,085.48
00407928	PLACEWORKS INC	PROFESSIONAL SERVICES	5,878.75

CD Code Enforcement

00407701	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	404.06
00407721	CONTRA COSTA COUNTY	RECORDING FEES	80.00
00407730	DATA TICKET INC	DATA TICKET SERVICES	587.00
00407770	NEXTEL SPRINT	CELLPHONE SERVICE	60.30
00407841	CACEO	TRAINING FEES	444.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	198.76
00407944	STAMM ENTERPRISES, LTD	STORAGE RENTAL FEES	255.00
00407962	WORK WORLD	UNIFORMS	191.13
00407963	WORK WORLD	SAFETY SHOES	868.19

PW Engineer Land Development

00407770	NEXTEL SPRINT	CELL PHONE SERVICE	108.60
00407805	VERIZON WIRELESS	DATA USAGE	128.55
00407850	CALIF, STATE OF	USE TAX REMITTANCE	2.99

Community Development Building Inspection

00407675	4LEAF INC	PROFESSIONAL SERVICES	34,472.36
00407701	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	35.15
00407772	OFFICE DEPOT INC	OFFICE SUPPLIES	176.94
00407800	TYLER TECHNOLOGIES INC	PROFESSIONAL SERVICES	13,366.25

Capital Imp. Administration

00407770	NEXTEL SPRINT	CELL PHONE SERVICE	63.30
00407805	VERIZON WIRELESS	DATA USAGE	38.01
00407850	CALIF, STATE OF	USE TAX REMITTANCE	1.50

206 American Rescue Plan Fund

Non Departmental

00407704	BAY AREA COMMUNITY SERVICES INC	BRIDGE HOUSING SERVICES	218,850.38
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00407788	SPLIT-SECOND RESPONSE	SMALL BUSINESS GRANT	10,000.00
00407831	BAY AREA COMMUNITY SERVICES INC	PROFESSIONAL SERVICES	80,272.59
00407864	DELTA COUNSELING	SMALL BUSINESS GRANT	5,000.00
00407873	FIVE RIVERS INVESMENT INC	SMALL BUSINESS GRANT	10,000.00
00407884	HTTD, INC	SMALL BUSINESS GRANT	10,000.00
00407890	K&K BEAUTY SUPPLY	SMALL BUSINESS GRANT	10,000.00
00407953	SUPERIOR FLOOR FTC LLC	SMALL BUSINESS GRANT	15,000.00
00407957	MELODY'S DANCE STUDIO	SMALL BUSINESS GRANT	10,000.00
207	CalVIP Grant Fund		
	Violence Intervention & Preven		
00407937	SAFE PASSAGES	CONSULTANT SERVICES	40,000.00
212	CDBG Fund		
	CDBG		
00407705	BAY AREA CRISIS NURSERY	CDBG SERVICES	2,677.75
00407712	CANCER SUPPORT COMMUNITY	CDBG SERVICES	2,499.81
00407720	CONTRA COSTA CHILD CARE COUNCIL	CDBG SERVICES	4,827.80
	CDBG-CV		
00407783	SHELTER INC	CDBG SERVICES	100,978.16
00407784	SHELTER INC	CDBG SERVICES	73,439.34
213	Gas Tax Fund		
	Streets		
00407775	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	651.60
214	Animal Services Fund		
	Animal Services		
00407738	EAST BAY VETERINARY EMERGENCY	VETERINARY SERVICES	693.67
00407740	FDAC EBA	INSURANCE PREMIUM	172.20
00407756	KOEFRAN SERVICES INC	PET CREMATION SERVICES	1,928.00
00407797	TONY LA RUSSA'S ANIMAL RESCUE	VETERINARY SERVICES	995.00
00407817	AIRGAS USA LLC	OXYGEN	86.91
00407867	EAST BAY VETERINARY EMERGENCY	VETERINARY SERVICES	4,502.82
00407882	HILLS PET NUTRITION	PET FOOD	324.31
00407897	KOEFRAN SERVICES INC	PET CREMATION	300.00
00407914	MWI VETERINARY SUPPLY CO	VETERINARY SUPPLIES	2,489.10
00407965	ZOETIS LLC	VACCINATION	1,078.58
215	Civic Arts Fund		
	Civic Arts		
00407706	BAYCOIN BEATS	SUMMER CONCERT BAND	1,300.00
00407767	MERCY & THE HEARTBEATS	SUMMER CONCERT BAND	2,500.00
219	Recreation Fund		
	Non departmental		
00407829	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	533.07
00407869	EAST COUNTY HORNETS	DEPOSIT REFUND	250.00
00407958	VICTOR HERNANDEZ	DEPOSIT REFUND	947.00
	Nick Rodriguez Community Cent		
00407709	BRADY INDUSTRIES	JANITORIAL SUPPLIES	1,860.33
00407776	PEPPER INVESTMENTS INC	PEST CONTROL SERVICES	222.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	1.76
	Senior Programs		



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00407835	BRADY INDUSTRIES	JANITORIAL SUPPLIES	659.60
00407850	CALIF, STATE OF	USE TAX REMITTANCE	3.66
00407870	ECOLAB	CUSTODIAL SUPPLIES	158.60
Recreation Sports Programs			
00407805	VERIZON WIRELESS	DATA USAGE	39.02
00407878	GONZALEZ-ALSTON, ZONIA V	TENNIS INSTRUCTOR PAYMENT	1,536.00
Recreation-Comm Center			
00407690	AT AND T MCI	PHONES	62.87
00407736	DUGAND, KARINA	CONTRACTOR PAYMENT	420.00
00407740	FDAC EBA	INSURANCE PREMIUM	92.22
00407741	FIRST STUDENT INC	TRANSPORTATION FEES	1,856.50
00407802	UNITED STATES POSTAL SERVICE	POSTAGE	9,650.00
00407803	UNITED STATES POSTAL SERVICE	POSTAGE	400.00
00407813	AED MARKET	DEFIBRILLATORS	2,849.11
00407829	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	632.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	84.16
00407852	CLEAN TEC	EQUIPMENT	22,546.45
00407923	PACIFIC GAS AND ELECTRIC CO	GAS	14,890.60
00945916	COMPUTERLAND	COMPUTER EQUIPMENT	16,743.15
Recreation Water Park			
00407680	ALOILETOA TEA™ O	LIFEGUARD CLASS REFUND	50.00
00407682	AMS DOT NET INC	PROFESSIONAL SERVICES	1,000.00
00407739	EVELYN SMITH	LIFEGUARD CLASS REFUND	50.00
00407740	FDAC EBA	INSURANCE PREMIUM	92.22
00407745	FRANK TORRES	LIFEGUARD CLASS REFUND	50.00
00407760	LESLIES POOL SUPPLIES	POOL CHLORINE	300.08
00407762	LINCOLN EQUIPMENT INC	CHEMICALS	34.45
00407763	LINCOLN EQUIPMENT INC	CHEMICALS	11,929.15
00407766	MARY LUTZ	LIFEGUARD CLASS REFUND	50.00
00407776	PEPPER INVESTMENTS INC	PEST CONTROL SERVICES	543.00
00407777	PEPSI COLA COMPANY	CONCESSION SUPPLIES	1,431.81
00407795	TERESA TURNAGE	LIFEGUARD CLASS REFUND	50.00
00407813	AED MARKET	DEFIBRILLATORS	9,548.25
00407829	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	6,555.54
00407838	BSN SPORTS LLC	STAFF UNIFORMS	4,891.33
00407850	CALIF, STATE OF	USE TAX REMITTANCE	88.48
00407857	COMMERCIAL POOL SYSTEMS INC	RENTAL FEES	146.18
00407886	ICEE COMPANY, THE	CONCESSION SUPPLIES	2,218.12
00407926	PEPSI COLA COMPANY	CONCESSION SUPPLIES	1,985.22
00407954	TARIN, SARAH S	EXPENSE REIMBURSEMENT	250.00
00945924	NATIONAL AQUATICS SERVICES INC	POOL SERVICE	6,910.00
00945936	NATIONAL AQUATICS SERVICES INC	POOL SERVICE	3,455.00
221 Asset Forfeiture Fund			
Non departmental			
00407753	JERMAINE NILES PETERS JR	ASSET FORFEITURE	3,704.00
222 Measure C/J Fund			
Streets			
00407686	APPLIED LANDSCAPE MATERIALS INC	MULCH INSTALLATION	13,885.41



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00407779	REDI GRO CORPORATION	MULCH	9,021.46
00407796	TERRACARE ASSOCIATES	LANDSCAPING SERVICES	16,963.32
00407850	CALIF, STATE OF	USE TAX REMITTANCE	87.89
229	Pollution Elimination Fund		
	Channel Maintenance Operation		
00407771	NOMAD ECOLOGY LLC	BIOLOGIST SERVICES	2,734.12
00407850	CALIF, STATE OF	USE TAX REMITTANCE	2.90
00407915	NATIONAL AUTO FLEET GROUP	TRUCK	40,000.00
00945935	GRAINGER INC	SUPPLIES	231.68
238	PEG Franchise Fee Fund		
	Non Departmental		
00407697	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	1,067.01
251	Lone Tree SLLMD Fund		
	Lonetree Maintenance Zone 1		
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	4,911.58
	Lonetree Maintenance Zone 2		
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	10,681.11
	Lonetree Maintenance Zone 3		
00407779	REDI GRO CORPORATION	MULCH	8,119.31
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	9,162.86
	Lonetree Maintenance Zone 4		
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	2,421.21
252	Downtown SLLMD Fund		
	Downtown Maintenance		
00407789	STEWARTS TREE SERVICE INC	TREE REMOVAL SERVICE	1,850.00
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	1,273.22
253	Almondridge SLLMD Fund		
	Almondridge Maintenance		
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	2,363.29
254	Hillcrest SLLMD Fund		
	Hillcrest Maintenance Zone 1		
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	8,056.90
	Hillcrest Maintenance Zone 2		
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	8,005.46
	Hillcrest Maintenance Zone 4		
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	8,666.35
255	Park 1A Maintenance District Fund		
	Park 1A Maintenance District		
00407786	SILVA LANDSCAPE	LANDSCAPING SERVICES	368.00
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	1,396.23
00407825	AT AND T MCI	PHONES	26.72
256	Citywide 2A Maintenance District Fund		
	Citywide 2A Maintenance Zone 3		
00407786	SILVA LANDSCAPE	LANDSCAPING SERVICES	828.00
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	1,466.85
	Citywide 2A Maintenance Zone 4		
00407786	SILVA LANDSCAPE	LANDSCAPING SERVICES	3,588.00
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	5,152.26



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Citywide 2A Maintenance Zone 5

00407786	SILVA LANDSCAPE	LANDSCAPING SERVICES	1,288.00
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	2,381.42

Citywide 2A Maintenance Zone 6

00407786	SILVA LANDSCAPE	LANDSCAPING SERVICES	2,300.00
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	2,242.69

Citywide 2A Maintenance Zone 8

00407786	SILVA LANDSCAPE	LANDSCAPING SERVICES	1,564.00
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	4,070.43

Citywide 2A Maintenance Zone 9

00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	5,381.46
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Citywide 2A Maintenance Zone10

00407786	SILVA LANDSCAPE	LANDSCAPING SERVICES	184.00
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	2,581.23

257 SLLMD Administration Fund

SLLMD Administration

00407699	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	375.95
00407805	VERIZON WIRELESS	DATA USAGE	76.02
00407825	AT AND T MCI	PHONES	170.40
00407850	CALIF, STATE OF	USE TAX REMITTANCE	12.94

259 East Lone Tree SLLMD Fund

Zone 1-District 10

00407786	SILVA LANDSCAPE	LANDSCAPING SERVICES	184.00
00407796	TERRACARE ASSOCIATES	LANDSCAPE MAINTENANCE	3,357.92

311 Capital Improvement Fund

Public Buildings & Facilities

00945922	KLEINFELDER INC	PROFESSIONAL SERVICES	1,297.25
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570 Equipment Maintenance Fund

Non departmental

00407749	HUNT AND SONS INC	FUEL	16,181.69
00407885	HUNT AND SONS INC	FUEL	6,644.43

Equipment Maintenance

00407678	AFFORDABLE TIRE CENTER	TIRE ALIGNMENT	150.00
00407689	ARROWHEAD 24 HOUR TOWING INC	TOW SERVICE	205.00
00407699	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	349.63
00407715	CHUCKS BRAKE & WHEEL SERVICE	CHARGER	1,730.00
00407717	COAST COUNTIES TRUCK	AUTO PARTS	2,188.45
00407761	LIM AUTOMOTIVE SUPPLY INC	AUTO PARTS	2,474.45
00407773	OREILLY AUTO PARTS	AUTO PARTS	849.94
00407778	R AND B TOOLS LLC	SHOP TOOLS	2,892.85
00407801	UNICO GLASS LLC	GLASS INSTALLATION	595.10
00407805	VERIZON WIRELESS	DATA USAGE	38.01
00407806	WALNUT CREEK FORD	AUTO PARTS	1,528.50
00407810	WINTER CHEVROLET CO	AUTO REPAIR	267.20
00407814	AFFORDABLE TIRE CENTER	TIRE ALIGNMENT	60.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	248.23
00407871	FDAC EBA	INSURANCE PREMIUM	57.28
00407902	LIM AUTOMOTIVE SUPPLY INC	AUTOMOTIVE REPAIR PARTS	1,702.87



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00407922	OREILLY AUTO PARTS	AUTO PARTS	429.83
573	Information Services Fund		
	Network Support & PCs		
00407682	AMS DOT NET INC	PROFESSIONAL SERVICES	5,000.00
00407691	AT AND T MCI	PHONES	193.03
00407713	CARASOFT TECHNOLOGY CORP	SOFTWARE RENEWAL	96,019.32
00407719	COMCAST	CONNECTION SERVICES	161.15
00945917	DIGITAL SERVICES	WEBSITE MAINTENANCE	6,955.00
00945933	DELL COMPUTER CORP	SOFTWARE	1,128.00
	Telephone System		
00407690	AT AND T MCI	PHONES	2,099.69
00407825	AT AND T MCI	PHONES	1,592.67
00407929	PRINTIX.NET APS	SUBSCRIPTION FEE	844.56
	GIS Support Services		
00407805	VERIZON WIRELESS	DATA USAGE	38.01
	Office Equipment Replacement		
00407850	CALIF, STATE OF	USE TAX REMITTANCE	370.81
00945933	DELL COMPUTER CORP	COMPUTER EQUIPMENT	3,010.88
580	Loss Control Fund		
	Human Resources		
00407820	ANNUVIA	AED MATERIALS	270.47
00407821	ANNUVIA	AED MATERIALS	125.39
00407828	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	690.68
611	Water Fund		
	Non departmental		
00407818	AMERICAN TEXTILE AND SUPPLY INC	RAGS	371.50
00407819	ANIXTER INC	LOCKS	792.06
00407833	BISHOP CO	TOOLS	532.94
00407850	CALIF, STATE OF	USE TAX REMITTANCE	46.48
00407887	IDN WILCO	PADLOCKS	4,960.37
00945918	GRAINGER INC	SUPPLIES	1,206.64
00945919	HAMMONS SUPPLY COMPANY	JANITORIAL SUPPLIES	3,218.08
00945935	GRAINGER INC	FLAGS	3,225.00
	Water Supervision		
00407805	VERIZON WIRELESS	DATA USAGE	349.70
00407850	CALIF, STATE OF	USE TAX REMITTANCE	14.51
00407868	EAST BAY WORK WEAR	UNIFORMS	733.79
00407871	FDAC EBA	INSURANCE PREMIUM	205.00
	Water Production		
00407676	ACCURATE STAIRS	WORK BENCH	4,956.00
00407683	ANIMAL DAMAGE MANAGEMENT	PEST CONTROL	425.00
00407687	ARAMARK UNIFORM SERVICES	JANITORIAL SUPPLIES	287.15
00407690	AT AND T MCI	PHONES	126.07
00407699	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	375.93
00407731	DC ELECTRIC GROUP INC	ELECTRICAL SERVICES	1,675.00
00407735	DU ALL SAFETY LLC	ASSESSMENT SERVICES	3,490.00
00407748	HAGGARD, WILLIAM T	SAFETY BOOT REIMBURSEMENT	350.00
00407761	LIM AUTOMOTIVE SUPPLY INC	AUTO PARTS	16.88



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
JULY 14 - 27 , 2023
FUND/CHECK#

00407775	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	53.23
00407804	UNIVAR SOLUTIONS USA INC	CHEMICALS	41,466.22
00407805	VERIZON WIRELESS	DATA USAGE	183.29
00407824	ARAMARK UNIFORM SERVICES	JANITORIAL SUPPLIES	104.58
00407828	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	300.00
00407836	BRENNTAG PACIFIC INC	CHEMICALS	8,343.23
00407850	CALIF, STATE OF	USE TAX REMITTANCE	6.55
00407859	CONTRA COSTA WATER DISTRICT	RAW WATER	1,072,803.69
00407868	EAST BAY WORK WEAR	UNIFORMS	228.36
00407875	FRANK A OLSEN COMPANY INC	EQUIPMENT	12,328.60
00407880	GUALCO GROUP INC, THE	PROFESSIONAL SERVICES	4,002.35
00407883	HOUSE, KEVIN SHAW	CERTIFICATION REIMBURSEMENT	145.00
00407891	KARL NEEDHAM ENTERPRISES INC	CENTRIFUGE RENTAL	23,277.96
00407911	MISCO	ANALYZER PARTS	1,672.34
00407912	MOLINA, CHRISTOPHER G	SAFETY BOOT REIMBURSEMENT	350.00
00407952	STATE WATER RESOURCES CONTROL	LABORATORY ASSESSMENT	5,000.00
00945915	CHEMTRADE CHEMICALS US LLC	CHEMICALS	11,355.04
00945925	PENCCO INC	CHEMICALS	10,429.56
00945934	EVOQUA WATER TECHNOLOGIES LLC	BASIN EQUIPMENT	46,450.00
Water Distribution			
00407699	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	463.65
00407751	ISINGS CULLIGAN	WATER SERVICE	16.52
00407761	LIM AUTOMOTIVE SUPPLY INC	AUTOMOTIVE REPAIR PARTS	171.21
00407805	VERIZON WIRELESS	DATA USAGE	3,591.95
00407827	BACKFLOW DISTRIBUTORS INC	BACKFLOW PARTS	25,974.88
00407840	C AND J FAVALORA TRUCKING INC	FULTON RECYCLE	14,565.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	269.37
00407851	CHECK PROCESSORS INC	LOCKBOX PROCESSING	1,748.46
00407862	CWEA SFBS	CERTIFICATION FEE	206.00
00407868	EAST BAY WORK WEAR	SAFETY SHOES	275.00
00407879	GRANITE CONSTRUCTION CO	ASPHALT	4,022.66
00407902	LIM AUTOMOTIVE SUPPLY INC	AUTOMOTIVE REPAIR PARTS	45.41
00407919	CA OCCUPATIONAL HEALTH CENTERS	PRE-EMPLOYMENT MEDICAL	489.00
00407920	OFFICE DEPOT INC	OFFICE SUPPLIES	1,056.76
00407934	ROBERTS AND BRUNE CO	PIPE	4,077.52
00407940	SHELTERWERK	PROFESSIONAL SERVICES	6,402.50
00945921	INFOSEND INC	PRINT AND MAIL SERVICES	524.58
00945935	GRAINGER INC	PARTS	518.77
Public Buildings & Facilities			
00407768	MUNICIPAL FINANCIAL SERVICES	PROFESSIONAL SERVICES	2,040.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	451.22
Water Systems			
00945930	BADGER METER INC	METER REGISTERS	897.48
621 Sewer Fund			
Swr-Wastewater Administration			
00407677	ADVANCED TRENCHLESS INC	PROFESSIONAL SERVICES	172,731.00
00407699	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	525.93
00407751	ISINGS CULLIGAN	WATER SERVICE	16.53



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
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FUND/CHECK#

00407752	JEFFERSON, PHILLIP J	TRAINING REIMBURSEMENT	100.00
00407799	TRUESDELL, CHAD C	TRAINING REIMBURSEMENT	415.00
00407805	VERIZON WIRELESS	DATA USAGE	4,019.09
00407808	WECO INDUSTRIES INC	SUPPLIES	2,954.89
00407840	C AND J FAVALORA TRUCKING INC	FULTON RECYCLE	14,565.00
00407850	CALIF, STATE OF	USE TAX REMITTANCE	404.12
00407851	CHECK PROCESSORS INC	LOCKBOX PROCESSING	1,748.46
00407879	GRANITE CONSTRUCTION CO	ASPHALT	4,022.66
00407889	JACK DOHENY COMPANY	PARTS	1,823.87
00407915	NATIONAL AUTO FLEET GROUP	TRUCK	32,540.48
00407920	OFFICE DEPOT INC	OFFICE SUPPLIES	336.92
00407934	ROBERTS AND BRUNE CO	SEWER FITTINGS	799.32
00945913	CANON FINANCIAL SERVICES	COPIER LEASE	74.14
00945921	INFOSEND INC	PRINT AND MAIL SERVICES	524.60
00945926	UBEO BUSINESS SERVICES	COPIER	328.39
631	Marina Fund		
	Marina Administration		
00407699	BANK OF AMERICA	VARIOUS BUSINESS EXPENSES	275.00
00407728	CSJ&J AQUATIC GARDENS LLC	AQUATIC CIRCULATORS	4,012.02
00407757	LATITUDE 38	MARINA ADVERTISEMENT	919.00
00407776	PEPPER INVESTMENTS INC	PEST CONTROL SERVICES	125.00
00407805	VERIZON WIRELESS	DATA USAGE	38.01
00407850	CALIF, STATE OF	USE TAX REMITTANCE	784.20
00407920	OFFICE DEPOT INC	OFFICE SUPPLIES	1,825.39
00407961	WEST MARINE PRO	BILGE PUMPS	89.08
00945912	BIG SKY ENVIRONMENTAL SOLUTIONS	WASTE FLAMMABLE LIQUIDS	1,040.00



CLAIMS BY FUND REPORT
FOR THE PERIOD OF
JULY 14 - 27 , 2023
FUND/CHECK#

227	Housing Fund		
<i>Housing</i>			
00407747	HABITAT FOR HUMANITY EAST BAY	CDBG SERVICES	45,525.64



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Thomas Lloyd Smith, City Attorney *TLS*

SUBJECT: Ordinance Prohibiting Retaliation and Harassment of Residential Tenants

RECOMMENDED ACTION

It is recommended that the City Council adopt the Ordinance adding Chapters 4 and 5 of Title 11 of the Antioch Municipal Code prohibiting retaliation and harassment of residential tenants.

FISCAL IMPACT

Adoption of the ordinance will have direct and indirect fiscal impacts if the City engages in enforcement of the ordinance, either through the code enforcement process or through litigation. The proposed Ordinance may be enforced by an aggrieved tenant, an organization or other entity that represents the interests of aggrieved tenants, or the City. At a minimum, an assistant city attorney or deputy city attorney position plus administrative support would be necessary for the City Attorney's Office to provide support services to the public for this ordinance.

DISCUSSION

The City Council provided direction to staff at its May 9, 2023 and June 13, 2023 meeting to prepare additional tenant protection policies for City Council consideration, including policies prohibiting retaliation and harassment of residential tenants. Staff presented a Draft Ordinance to the City Council at its June 27, 2023 and July 25 meeting for discussion and further direction.

After receiving public comment, the City Council identified potential issues concerning the section of the Draft Ordinance that enumerates landlord acts and omissions that would constitute harassment if done in bad faith. The Council directed staff to research potential solutions. The proposed Ordinance, attached as Attachment A, reflects staff's recommended updates, which are summarized in the table below.

City Council Direction	Ordinance Addition or Revision
1. Address threats of rent increase in response to tenant request for repair	New subdivision (A)(4) of § 11-5.03 borrows language from the proposed retaliation chapter so that the prohibited acts—including increasing or threatening to increase rent in retaliation against a tenant who requests a repair or exercises a right under Title 11 of the Municipal Code—maybe enforced as retaliation or harassment.
2. Require notice to be in tenant spoken language	<p>Revised subdivision (B) of § 11-5.04 requires the form of notice prescribed by the City to include a Spanish language translation. This revised subdivision also clarifies that the City may include additional translations and additional information that will help effectuate the Tenant Anti-Harassment Ordinance.</p> <p>The Rent Stabilization Ordinance requires notices for its purposes to be provided in the language used in the written lease or that was used during the creation of an oral lease. The revision in the proposed Ordinance takes a different approach by requiring the City to provide a dual-language notice so that tenants whose primary language is Spanish will receive notice in that language regardless of the language used in the lease.</p>
3. Address improper towing of tenant vehicles	New subdivision (A)(8) of § 11-5.03 includes the following act as harassment when done in bad faith: <i>“Remove or cause removal of a tenant’s vehicle from the rental property or abutting street in violation of applicable law.”</i>
4. Address verbal abuse and psychological harm	New subdivision (A)(13) of § 11-5.03 includes “verbal or nonverbal abuse” and “verbal or nonverbal actions directed at a tenant or their guest that are likely, or intended, to cause physical, mental, or emotional harm” as harassment when done in bad faith. Prohibited acts include harmful “verbal or nonverbal actions directed toward a tenant or their guest as a member of a protected class that are likely, or intended, to cause physical, mental, or emotional harm.”
5. Protect tenants’ right to organize	New subdivision (A)(23) of § 11-5.03 includes the following act as harassment when done in bad faith:

City Council Direction	Ordinance Addition or Revision
<p>6. Increase penalties to be commensurate with harm and serve as more effective deterrent</p>	<p><i>“Prohibit, interfere with, retaliate against, or threaten retaliation against tenant organizing activities or engaging in other political activities.”</i> This provision also defines <i>“tenant organizing activities.”</i> This provision clarifies that the subdivision does not prohibit reasonable time, place, and manner requirements, which a landlord could impose to address potential impacts on other tenants and the rental property. Such requirements may not “effectively prohibit or substantially interfere with organizing activities.” This language is based on San Francisco’s regulations on Residential Tenant Communications.</p> <p>Pursuant to revised subdivision (D) of §11-5.05, a court may award <i>“compensatory damages, rent refunds for reduction in housing services, reasonable attorney’s fees and costs, imposition of civil penalties up to \$10,000 per violation depending upon the severity of the violation, tenant relocation, and other appropriate relief, as adjudged by the court.”</i></p>

Additional Staff Recommendation	Ordinance Addition or Revision
<p>7. Clarify standard for landlord intent to constitute harassment</p>	<p>Revised subdivision (A) of § 11-5.03 includes acts or omissions done in <i>“bad faith.”</i> The bad faith standard is generally recommended for tenant anti-harassment protections because it is flexible and allows a court to consider the specific facts of the landlord’s behavior in the context of the action taken and harm suffered.</p>
<p>8. Address sexual exploitation</p>	<p>New subdivision (A)(5) of § 11-5.03 includes solicitation of a tenant for sexual conduct in exchange for protection from eviction, repairs or maintenance, or fulfillment of a legal obligation.</p>
<p>9. Address excessive rent increases intended to force a tenant to vacate in circumvention of eviction protection laws</p>	<p>New subdivision (A)(22) of § 11-5.03 includes excessive rent increases for units that are not regulated by the Rent Stabilization Ordinance and that are intended to push a tenant out of a rental unit that is subject to eviction protections. This provision would apply to units protected by the AB 1482 eviction regulations, as well as units protected by City eviction regulations if adopted.</p>

Additional Staff Recommendation	Ordinance Addition or Revision
10. Include safeguard for potential First Amendment issues	New subdivision (B) of § 11-5.03 specifies that the prohibited acts of harassment do not include “conduct intended to communicate ideas or beliefs to the public at large and that has only an incidental effect upon a person or persons.” This provision enables the City to regulate harmful conduct that is directed at a tenant while avoiding interference with protected speech.
11. Add criminal penalty to allow administrative enforcement	New subdivision (A) of § 11-5.05 makes violations of the Anti-Tenant Harassment Ordinance publishable as an infraction or misdemeanor. This provision allows the City to enforce the ordinance through code enforcement because the Government Code authorizes the City to enforce violations of the Municipal Code that are infractions through administrative citations and fines.

BACKGROUND

Anti-Retaliation

A policy prohibiting retaliation by residential landlords, or “anti-retaliation” policy, bars landlords from retaliating against tenant because the tenant exercised or asserted certain legal rights related to the rental unit, tenancy, and status as a tenant. Staff recommended adding an anti-retaliation policy that covers all existing and future tenant protections due to concerns expressed by tenants engaging with the Rent Program regarding fears of retaliation by landlords if the tenants assert rights under the Rent Stabilization Ordinance.

The proposed Ordinance would add Chapter 4 and Section 11-4.01 to Title 11, Tenant Protections, of the Antioch Municipal Code. Section 11-4.01 would prohibit landlords from engaging in enumerated acts as retaliation against a tenant for asserting or exercising any right under Title 11. Section 11-4.01 would also establish that any act of prohibited retaliation is a defense to an action to recover possession, as well as a basis for damages and injunctive relief against the landlord. Section 11-4.01 would also establish a presumption of retaliation where a tenant asserts or exercises a right under Title 11 within six months of the landlord’s act.

Anti-Harassment

Under State law, tenant harassment occurs when a landlord engages in specific acts with the intent to cause a tenant to vacate a rental property. The harm State law seeks to prevent is “constructive eviction,” and it does not address harassing acts by landlords that are not accompanied by the specific intent to cause the tenant to vacate or where it is difficult to prove this specific intent.

A City policy prohibiting harassment by residential landlords, or “anti-harassment” policy,

can focus more broadly on harmful actions by landlords that have no lawful purpose. The proposed Ordinance identifies specific acts and omissions by landlords that constitute prohibited harassment when done in “bad faith.” This bad faith standard encompasses situations where a landlord harasses a tenant in order to cause the tenant to leave, as well as situations where a landlord wants to avoid the expense or inconvenience of providing a tenant what they are lawfully owed or acts in a discriminatory manner.

The proposed Ordinance requires landlords to provide notice of the prohibited harassment to existing and future tenants within 30 days of the effective date of the chapter or at the beginning of the tenancy. Notice is also required in an interior common area, if any, and with any notice of termination of a tenancy. The proposed Ordinance may be enforced by an aggrieved tenant, the City, or an organization or other entity that represents the interests of aggrieved tenants. The proposed Ordinance also provides for a minimum damages amount and enhanced damages where a tenant is disabled or age 65 or over.

ATTACHMENTS

- A. Ordinance Prohibiting Retaliation and Harassment by Residential Landlords

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
ADDING CHAPTERS 4 AND 5 OF TITLE 11
OF THE ANTIOCH MUNICIPAL CODE
PROHIBITING RETALIATION AGAINST AND HARASSMENT OF
RESIDENTIAL TENANTS**

WHEREAS, a shortage of rental housing and market demand for affordable housing have resulted in an imbalance between supply and demand in the rental housing market in Antioch and an imbalance of bargaining power between residential landlords and tenants;

WHEREAS, Antioch residential tenants may be unwilling or unable to assert their legal rights due to factors such as an imbalance in bargaining power and concerns of retaliation;

WHEREAS, the City Council of the City of Antioch finds that these imbalances in the rental housing market and in the bargaining power of landlords and tenants reduces stability, security, and habitability, which are detrimental to the health, safety, and general welfare of Antioch residents;

WHEREAS, the City Council finds that renters occupy nearly forty percent (40%) of residential units in the City, Antioch renters have provided public comment at several City Council meetings regarding their experiences of harassment, and additional tenant protections will benefit the public health, safety, and welfare of the City;

WHEREAS, the City Council finds that the displacement of residential tenants increases the risk that Antioch residents will lack stable and appropriate housing and, therefore, seek to institute measures to reduce the impacts of displacement on tenants, particularly tenants of limited financial means;

WHEREAS, the City Council finds that reasonable regulation of aspects of the residential landlord-tenant relationship is necessary to foster constructive communication, maintain an adequate supply of rental housing units, and protect the health, safety and general welfare of the public and that there is a lack of adequate protections and remedies in the absence of City regulations;

WHEREAS, the purpose of this policy is to preserve the public peace, health, and safety of the City by deterring harassing behavior by landlords against residential tenants, encouraging residential landlords to follow the law and uphold their responsibility to provide habitable rental properties, and establishing more effective remedies for tenants who experience harassing behavior;

WHEREAS, the purpose of this policy is also to help maintain peaceful relations in the community and minimize breaches of the peace caused by self-help evictions; to protect vulnerable populations of the Antioch community, including those referenced in the recitals of the City of Antioch Rent Stabilization Ordinance adopted on October 11,

2022; to preserve Antioch's affordable rental housing stock; to reduce the expenditure of City and community resources needed in response to involuntary displacement; and to prevent adverse health impacts suffered by individuals—especially children, older person, persons living on fixed incomes, and other vulnerable renters in the City—and families as a result of displacement; and

WHEREAS, the City Council incorporates into this ordinance as necessary findings the recitals of this ordinance, any amendments or supplements, and any oral testimony provided on June 14, 2022, June 28, 2022, July 27, 2022, August 23, 2022, September 13, 2022, September 27, 2022, October 11, 2022, December 12, 2022, February 13, 2023, April 24, 2023, May 8, 2023, June 27, 2023, and July 25, 2023 and finds, determines, and declares that the threat to the public health, safety, and welfare of the City and its residents necessitates the enactment of the ordinance.

NOW, THEREFORE, the City Council of the City of Antioch does ordain as follows:

Section 1. The recitals above are incorporated herein.

Section 2. Chapter 4 of Title 11 of the Antioch Municipal Code, entitled "Retaliation Prohibited" is hereby added as provided below (section numbers and titles are indicated in capital letters):

§ 11-4.01 RETALIATION PROHIBITED.

(A) No landlord may threaten to bring, or bring, an action to recover possession, cause the tenant to quit the unit involuntarily, serve any notice to quit or notice of termination of tenancy, decrease any housing services or increase the rent where the landlord's intent is retaliation against the tenant for the tenant's assertion or exercise of any right under this title.

(B) Any action of retaliation described in subdivision (A) shall be a defense to an action to recover possession, or it may serve as the basis for an affirmative action by the tenant for actual and punitive damages and injunctive relief.

(C) In an action by or against a tenant, evidence of the assertion or exercise by the tenant of rights under this title within six months prior to the alleged act of retaliation shall create a presumption that the landlord's act was retaliatory. "Presumption" means that the court must find the existence of the fact presumed unless and until its nonexistence is proven by a preponderance of the evidence. A tenant may assert retaliation affirmatively or as a defense to the landlord's action without the aid of the presumption regardless of the period of time which has elapsed between the tenant's assertion or exercise of rights under this chapter and the alleged act of retaliation.

Section 3. The following definition is hereby added to Section 11-1.02, entitled “Definitions,” of the Antioch Municipal Code:

HOUSING SERVICES. All amenities and services related to the use or occupancy of a rental unit and common areas that are provided by the landlord, including a proportionate part of services provided to common facilities of the building and property in which the rental unit is contained. **HOUSING SERVICES** includes without limitation hot and cold water, heat, utilities, painting, elevator service, refuse removal, janitorial service, maintenance, repairs, replacement, recreational areas (including pools or gyms), laundry facilities, furnishings, storage space, parking (including one or more automobiles), employee services, security services, insurance, the payment of property taxes, and any other benefits or privileges permitted to the tenant by agreement, whether express or implied. **HOUSING SERVICES** also includes those basic housing services required by Cal. Civil Code § 1941.1.

Section 4. Chapter 5 of Title 11 of the Antioch Municipal Code, entitled “Anti-Harassment” is hereby added as provided below (section numbers are indicated in bold, and titles are indicated in bold capital letters):

§ 11-5.01 TITLE, PURPOSE. AND APPLICABILITY.

(A) This chapter shall be known as the “Tenant Anti-Harassment Ordinance”.

(B) The Tenant Anti-Harassment Ordinance augments existing protections provided to residential tenants under federal, State, and local laws to prohibit and deter tenant harassment by landlords in all residential rental units, including single-family residences and condominiums.

(C) The Tenant Anti-Harassment Ordinance applies to all landlords and tenants of residential rental units within the City, unless exempted herein, including landlords and tenants who may not be covered by other Title 11 tenant protection policies.

§ 11-5.02 EXEMPTIONS.

The following rental units are exempt from the restrictions and requirements of this chapter:

(A) Rental units in any hospital, skilled nursing facility, senior residential home care facilities, or health facility.

(B) Rental units in a nonprofit facility that has the primary purpose of providing short-term treatment, assistance, or therapy for alcohol, drug, or other substance abuse and the housing is provided incident to the recovery program, and where the client has been informed in writing of the temporary

or transitional nature of the housing at its inception and is licensed for such purpose where such license is required.

(C) Rental units in a nonprofit facility that provides a structured living environment with the primary purpose of helping homeless persons obtain skills necessary for independent living in permanent housing and where the occupancy is restricted to a limited and specific period of time of not more than twenty-four (24) months, and where the client has been informed in writing of the temporary or transitional nature of the housing at its inception and is licensed for such purpose where such license is required.

(D) Rental units exempted from Part 4, Title 4, Chapter 2 of the California Civil Code by section 1940(b)(transient occupancy in hotels/motels), or successor statute, unless either the landlord offers for rent or rents the rental unit for a period of thirty (30) days or more, or the landlord violates California Civil Code section 1940.1, or successor statute, to avoid tenancy status.

§ 11-5.03 HARASSMENT BY LANDLORD PROHIBITED.

(A) No landlord, and no agent or employee of the landlord, shall engage in any act or omission described below in bad faith. Each act or omission in violation of this section constitutes harassment.

(1) Interrupt, terminate, or fail to provide, or threaten to interrupt, terminate, or fail to provide, housing services required by a rental housing agreement or by State or local housing, health, or safety laws. This includes, without limitation, the following:

(a) Curtailing any utility services by any means whatsoever including, but not limited to, the cutting or removal of wires, removal of fuses, switching of breakers, and non-payment of bills for utilities that are part of the housing services. Utility services includes, but is not limited to, water, heat, electricity, gas, telephone, cable, internet, garbage and recycling collection, and sewage.

(b) Impeding reasonable access to the rental unit.

(c) Removing, without replacement within a reasonable time period, when building permits are obtained, if required, doors or windows of the rental unit.

(2) Fail to perform, or threaten to fail to perform, repairs or maintenance required by a rental housing agreement or by State or local housing, health, or safety laws.

- (3) Fail to exercise due diligence in completing repairs or maintenance once undertaken or fail to follow appropriate industry repair containment or remediation protocols designed to minimize exposure to noise, dust, lead paint, mold, asbestos, or other building materials with potentially harmful health impacts.
- (4) Take, or threaten to take, any action to recover possession or cause the tenant to quit the unit involuntarily, decrease a housing service, or increase rent with the intent to retaliate against a tenant for the tenant's assertion or exercise of any right under this title, including a right to request reasonable repairs or maintenance, or to deter the assertion or exercise of such rights.
- (5) Solicit a tenant for sexual conduct in exchange for protection from eviction, repairs or maintenance of the rental unit or rental property, or the fulfillment of an obligation of the landlord under the rental housing agreement or law.
- (6) Abuse the right of access into a rental unit as established and limited by California Civil Code Section 1954 or successor statute, including entering or photographing portions of the rental unit that are beyond the scope of a lawful entry or inspection.
- (7) Remove from the rental unit personal property, furnishings, or other items that belong to the tenant or that are part of the housing services without the prior written consent of the tenant, except when done pursuant to the procedures set forth in Civil Code Section 1980 *et seq*, or successor statute.
- (8) Remove or cause removal of a tenant's vehicle from the rental property or abutting street in violation of applicable law.
- (9) Influence or attempt to influence a tenant to vacate a rental unit through fraud, intimidation, or coercion. This includes threatening to report a tenant or other person known to the landlord to be associated with the tenant to any local, State, or federal agency based on their perceived or actual immigration status. The prohibition shall not be construed as preventing communication with such agencies regarding an alleged immigration violation as permitted by law. This provision shall also not be construed to conflict with Civil Code Section 1940.2, subd. (a)(5) or successor statute.
- (10) Offer payments to a tenant to vacate more than once in six (6) months, after the tenant has notified the landlord in writing the tenant does not desire to receive further offers of payments to vacate.

(11) Attempt to coerce a tenant to vacate with offer(s) of payments to vacate that are accompanied with threats or intimidation.

(12) Threaten a tenant or their guest by word or gesture, with physical harm.

(13) Engage in verbal or nonverbal abuse of a tenant or their guest or use verbal or nonverbal actions directed at a tenant or their guest that are likely, or intended, to cause physical, mental, or emotional harm, including verbal or nonverbal actions directed toward a tenant or their guest as a member of a protected class that are likely, or intended, to cause, physical, mental, or emotional harm.

(14) Engage in any act or omission that interferes with a tenant's right to quiet use and enjoyment of a rental unit, as that right is defined by California law.

(15) Violate a law that prohibits discrimination based on actual or perceived race, color, sex (including pregnancy, childbirth, and related medical conditions), gender, sexual preference, sexual orientation, ethnic background, nationality, ancestry, place of birth, immigration or citizenship status, primary language, religion, age, source of income, military or veteran status, familial status (including parenthood, occupancy of a minor child, and composition of family unit), marital status, disability (including mental and physical disability), genetic information, or medical condition. Parentheticals in the foregoing list are without limitation.

(16) Refuse to accept or acknowledge receipt of a tenant's lawful rent payment, except when a landlord is engaged in a tenant eviction process.

(17) Refuse to cash a rent check or money order for more than 30 days.

(18) Engage in any act that interferes with a tenant's right to privacy or request information that violates a tenant's right to privacy, including, without limitation, residency or citizenship status or social security number, except as authorized by law.

(19) Misrepresent to a tenant that they are required to vacate a rental unit or otherwise entice a tenant to vacate a rental unit through misrepresentations or concealment of material facts.

(20) Force a tenant to vacate their rental unit and reregister to avoid classification as a tenant under Civil Code Section 1940.1. Forced vacation can be implied from the totality of the circumstances.

(21) Unilaterally impose or require an existing tenant to agree to material new terms of tenancy or to a new rental housing agreement, unless:

- (a) Subject to subdivision (3), below, the change in the terms of tenancy is explicitly authorized by this title, California Civil Code sections 1946.2(f), 1947.5, or 1947.12, or any successor statute thereof, or is required by federal, State, or local law or regulatory agreement with a government agency; or
- (b) Subject to subdivision (3), below, the change in the terms of the tenancy was accepted in writing by the tenant after receipt of written notice from the landlord that the tenant need not accept such new terms as part of the rental agreement.
- (c) Notwithstanding the foregoing, where a rental unit is regulated by the Rent Stabilization Ordinance, § 11-3.01 *et seq.*, any change in terms of tenancy must comply with the Rent Stabilization Ordinance and associated regulations.

(22) Take any action to recover possession of a rental unit that is exempt from rent increase limitations under this title or any other provision of law by means of a rent increase that is imposed in bad faith with intent to coerce the tenant into vacating the rental unit in circumvention of State and local eviction protection laws. Evidence of bad faith may include, without limitation, the following: (i) the rent increase was substantially in excess of market rates for comparable units; (ii) the rent increase was within six months after an attempt to recover possession of the unit; and (iii) such other factors as a court may deem relevant.

(23) Prohibit, interfere with, retaliate against, or threaten retaliation against tenant organizing activities or engaging in other political activities. "Tenant organizing activities" include the following:

- (a) Initiating contact with tenants to ascertain interest in, or seek support for forming, a tenant association or union, which may include conducting door-to-door surveys;
- (b) Joining, supporting, or operating a tenant association or union; and
- (c) Requesting or providing information, offering assistance, distributing literature, convening meetings with or without a landlord or landlord representative, or otherwise acting

on behalf of one or more tenants in the building regarding housing conditions, community life, landlord-tenant relations, and/or similar issues of common interest or concern among tenants in the building.

- (d) This subdivision (A)(23) does not prohibit a landlord from establishing reasonable time, place, and manner requirements of organizing activities so long as the requirements would not effectively prohibit or substantially interfere with organizing activities.

(24) Other repeated acts or omissions of such significance as to substantially interfere with or disturb the comfort, peace or quiet of any person lawfully entitled to occupancy of such rental unit and that cause, are likely to cause, or are intended to cause any person lawfully entitled to occupancy of a rental unit to vacate such rental unit or to surrender or waive any rights in relation to such occupancy.

- (B) The conduct described in subdivision (A), above, shall not include conduct intended to communicate ideas or beliefs to the public at large and that has only an incidental effect upon a person or persons.

§ 11-5.04 NOTICE.

- (A) On or before the date of commencement of a tenancy, and at the same time as any notice of termination of tenancy, a landlord shall deliver to the tenant written notice of the following in the form prescribed by the City:

- (1) The tenancy is regulated by this Tenant Anti-Harassment Ordinance, Antioch Municipal Code, Title 11, Chapter 5.

- (2) Section 11-5.03 of the Antioch Municipal Code prohibits landlords from engaging in certain acts or failing to perform certain acts related to a tenancy in bad faith or with a dishonest intent.

- (3) Landlords that violate this chapter may be held liable for damages.

- (B) The form of notice prescribed by the City shall include a Spanish language translation of the text and may include translations in additional languages or additional information deemed necessary or convenient to effectuate the purpose of this chapter.

- (C) For tenancies existing on the effective date of this chapter or any amendment thereof, a landlord shall deliver to each existing tenant the written notice required by subdivision (A), above, in the form prescribed by the City within thirty (30) days of such effective date.

(D) Where a property contains more than one rental unit and an interior common area accessible by the tenants of more than one rental unit, landlords shall post the written notice required by subdivision (A), above, in the form prescribed by the City in at least one interior common area.

§ 11-5.05 SEVERANCE OF AMENITIES PROHIBITED.

(A) The following amenities, supplied in connection with use or occupancy of a rental unit, may not be severed from a tenancy without good cause: garage facilities, parking facilities, driveways, storage spaces, laundry rooms, decks, patios, backyards, gardens on the same lot, kitchen facilities, toilet facilities, or lobbies in residential hotels.

(B) For purposes of this section, good cause shall include:

(1) Required by federal, State, or local law;

(2) For rental units that are exempt from the Rent Stabilization Ordinance, § 11-3.01 *et seq.*, acceptance of the severance in writing by the tenant after receipt of written notice from the landlord that the tenant need not accept the severance;

(3) For rental units that are regulated by the Rent Stabilization Ordinance, § 11-3.01 *et seq.*, approval of the removal of amenities by a Hearing Officer; or

(4) Severance results from the removal of a balcony for which repair or removal was necessary for safety and the landlord has obtained all necessary permits for the removal.

(B) A severance does not include noticed temporary unavailability of the above housing services to perform necessary work with all required permits.

§ 11-5.05 WAIVER VOID.

It is against public policy, void and unenforceable to waive or modify any provision of this chapter in an oral or written rental housing agreement.

§ 11-5.05 REMEDIES AND PENALTIES.

(A) Criminal Penalty. A violation of any provision of this chapter is punishable as an infraction or misdemeanor. A misdemeanor conviction under this article shall be punished by a fine of not more than \$1,000 for each offense or by imprisonment in the county jail for a period of not more than six months or both, as determined by the court.

(B) Civil Action. Any aggrieved person, or any person, organization, or entity who will fairly and adequately represent the interest of an aggrieved tenant(s) under this chapter, or the City may institute civil proceedings as provided by law against any landlord violating any of the provisions of this article and any person who aids, facilitates, and/or incites another to violate the provisions of this article, regardless of whether the rental unit remains occupied or has been vacated due to harassment. The burden of proof in such cases shall be preponderance of the evidence.

(C) Injunction/Equitable Relief. Any person who commits an act or engages in any pattern and practice that violates this chapter may be enjoined therefrom by a court of competent jurisdiction. A court may issue other equitable relief as appropriate. An action for injunction under this subsection may be brought by an aggrieved person, by the City Attorney, or by any person or entity who will fairly or adequately represent the interests of the protected class.

(D) Penalties and Other Monetary Awards.

(1) Any person who violates, or aids or incites another person to violate, the provisions of this chapter is liable in a court action for each and every such offense for money damages of not less than three times actual damages suffered by an aggrieved tenant (including damages for mental or emotional distress), or for the minimum damages in the sum of two thousand dollars (\$2000.00), whichever is greater, or whatever other relief the court deems appropriate, and shall be liable for such attorneys' fees and costs as may be determined by the court. In the case of an award for damages for mental or emotional distress, said award shall be trebled only if the trier of fact finds that the landlord acted in knowing violation of or reckless disregard of this chapter.

(2) Any person who violates, or aids or incites another person to violate, this chapter shall be liable for an additional civil penalty of up to five thousand dollars (\$5,000) for each offense committed against a person who is disabled within the meaning of California Government Code Section 12926, *et seq.* or successor statute, or aged sixty-five (65) or over. A tenant prevailing in court under this article may be awarded compensatory damages, rent refunds for reduction in housing services, tenant relocation costs, imposition of civil penalties up to \$10,000 per violation depending upon the severity of the violation or history of violations of this chapter by the landlord, and other appropriate relief, as adjudged by the court.

(3) The court may also award punitive damages to any plaintiff, including the City, in a proper case as defined by Civil Code Section

3294 or successor statute. The burden of proof for purposes of punitive damages shall be clear and convincing evidence.

(4) A prevailing defendant in a civil action under this section shall be entitled to an award of attorneys' fees only if it is determined by the court that the action was devoid of merit and brought in bad faith.

(E) Affirmative Defense. A violation of this chapter may be asserted as an affirmative defense in an unlawful detainer action.

(F) Additional Enforcement; Nonexclusive Remedies and Penalties. This Rent Stabilization chapter may be enforced as provided in Chapter 2 of Title 1 of this code in addition to the remedies provided herein. The remedies in this chapter shall be in addition to any other existing remedies which may be available.

Section 8. **Severability**. If any section, subsection, provision or part of this ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this ordinance, and the application of such provision to other person or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this ordinance are severable.

Section 9. **CEQA**. The above amendment is not a project under the California Environmental Quality Act under the common-sense exemption (CEQA Guidelines §15061(b)(3) because the proposed amendment will not have a direct or reasonably foreseeable indirect physical change or effect on the environment.

Section 10. **Publication**. This ordinance shall be published once within fifteen (15) days upon passage and adoption in a newspaper of general circulation printed and published in the City of Antioch and shall take effect and be enforced thirty (30) days from and after the date of its adoption.

* * * * *

I HEREBY CERTIFY that the forgoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the ____th day of _____ 2023, and passed and adopted at a regular meeting thereof, held on the ____ day of _____ 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Lamar Thorpe, Mayor of the City of Antioch

ATTEST:

**Elizabeth Householder
City Clerk of the City of Antioch**



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Thomas Lloyd Smith, City Attorney *TLS*

SUBJECT: REJECTION OF CLAIM: JUSTIN AND SHEILA NARTEA

RECOMMENDED ACTION

It is recommended that the City Council reject the claim submitted by Justin and Sheila Nartea.

Should the City Council desire to discuss this matter, it would be scheduled for a future closed session.

ATTACHMENTS

None.

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Zoe Merideth, Senior Planner *ZM*
Hilary Brown, Administrative Analyst *HB*

APPROVED BY: Kevin Scudero, Acting Community Development Director *KS*

SUBJECT: Third Amendment to the Consulting Services Agreement with Urban Planning Partners for Housing Element and Safety and Environmental Justice Element Preparation Services

RECOMMENDED ACTION

It is recommended that the City Council adopt the resolution:

- 1) Approving the third amendment to the Consulting Services Agreement with Urban Planning Partners in an amount not to exceed \$67,772 for a total contract amount of \$885,277 for Housing Element and Safety and Environmental Justice Element preparation services and extending the term of the contract through December 30, 2024; and
- 2) Authorizing the Acting City Manager or designee to execute the third amendment to the Agreement with Urban Planning Partners in a form approved by the City Attorney.

FISCAL IMPACT

The original contract with Urban Planning Partners was approved in an amount not to exceed \$552,765 on May 25, 2021. On July 27, 2021, a contract amendment was approved for \$107,440 for the Safety and Environmental Justice Elements. A second contract amendment was approved on April 26, 2022 for \$157,300 for additional analysis, fair housing assessment, and preparation of the Environmental Impact Report. The third amendment is requested for \$67,772 to cover unanticipated levels of effort and to address comments received on the Housing Element from the California Department of Housing and Community Development (HCD).

The project is funded through both State grants and the City's General Fund. This project is a component of the broader General Plan update, which was accounted for in the Community Development Department's (CDD) Operating Budgets for FY 2021-23 and FY 2023-25. In addition to CDD's collection of fees for the Building and Planning services

provided, CDD collects a General Plan Maintenance Fee on each building permit which offsets the cost of such efforts.

Grants:

- \$500,000 is provided through a Local Early Action Planning (LEAP) grant
- \$41,439 is provided through the Regional Early Action Planning (REAP) grant
- **Grant Total: \$541,439**

General Fund:

- **General Fund Total: \$343,838**

DISCUSSION

On May 25, 2021, the City Council adopted a resolution directing the City Manager to execute a contract with Urban Planning Partners (UPP) for development and preparation of the 2023-2031 Housing Element and supporting contents including environmental analysis to satisfy the California Environmental Quality Act (CEQA) Guidelines. The initial contract amount was authorized for \$552,765.

On July 27, 2021, the original contract was amended to include \$107,440 for the preparation of the Safety Element and Environmental Justice Element to satisfy the requirements of Senate Bill (SB) 1000.

On April 26, 2022, the contract was amended for a second time for \$157,300. This amendment was required to cover costs associated with the Sites Inventory analysis, an assessment of fair housing, the EIR preparation and contingency fees.

The current amendment is the third amendment and consists of two parts. The first part is for higher than anticipated level of effort required on the part of UPP that caused the firm to go over budget. This level of effort included project management and coordination including additional meetings with staff. Additional revisions to the Housing Element to complete a second and third round of comments from HCD. The Environmental Justice Element required a larger level of effort from the consultants than they previously anticipated. To make up for staff inefficiencies related to staffing changes at UPP, UPP is writing down 20-25% of the overage.

The second part of the request is for future efforts to complete the Housing Element and Environmental Justice Element. This effort includes additional funding for project management and coordination, including staff meetings. Additional funds to complete the third revision to the Housing Element, including completing the changes, meeting with HCD, and publishing the changes. Based on the experience of other jurisdictions, the scope also includes funds to complete a possible of a fourth submittal to HCD. Finally, the scope includes finalizing the Environmental Justice Element.

The City Council adopted the City of Antioch Housing Element in January 2023, ahead of the State mandated deadline. The resolution the City Council approved also granted staff

the authority to make non-substantive changes to the adopted Housing Element. The City then submitted the adopted Housing Element to HCD, which returned additional comments. UPP and staff are working to address HCD's latest comments and make non-substantive changes to the Housing Element to gain HCD certification.

ATTACHMENT

A. Resolution with Exhibit A

ATTACHMENT A

RESOLUTION NO. 2023/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING THE THIRD AMENDMENT TO THE CONSULTING SERVICES AGREEMENT WITH URBAN PLANNING PARTNERS FOR HOUSING ELEMENT AND SAFETY AND ENVIRONMENTAL JUSTICE ELEMENT PREPARATION SERVICES AND AUTHORIZING THE ACTING CITY MANAGER TO ENTER INTO THE AGREEMENT

WHEREAS, the State Department of Housing and Community Development requires all jurisdictions in the State of California to update their Housing Element every eight (8) years;

WHEREAS, on May 25, 2021, the City Council approved a contract for consultant services with Urban Planning Partners, a land use planning firm, in the amount of \$552,765 for the preparation of the 2023-2031 Housing Element and related services;

WHEREAS, on July 27, 2021 the City Council approved a contract amendment for \$107,440 for the preparation of the Safety and Environmental Justice Elements required pursuant to SB1000;

WHEREAS, on April 26, 2022 the City Council approved a contract amendment for \$157,300 for additional analysis, fair housing assessment, and preparation of the Environmental Impact Report;

WHEREAS, the City of Antioch has approved the Housing Element update for the 2023-2031 6th Cycle planning period and is working to gain the State Department of Housing and Community Development (HCD) certification of the Housing Element; and

WHEREAS, the additionally requested funds will cover overages associated with the preparation of the Housing and Environmental Justice Elements along with continued efforts to complete the Elements and gain HCD certification of the Housing Element.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby:

1. Approves the third amendment to the Consulting Services Agreement with Urban Planning Partners in an amount not to exceed \$67,772 for a total contract amount of \$885,277 for Housing Element and Safety and Environmental Justice Element preparation services and extending the term of the contract through December 30, 2024; and
2. Authorizes the Acting City Manager to execute the third contract amendment to the Agreement in a form approved by the City Attorney.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 8th day of August, 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

**ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH**

**EXHIBIT A
HOUSING ELEMENT
CONTRACT MODIFICATION SCOPE #3
(SEPARATE PAGE)**

**THIRD AMENDMENT TO AGREEMENT
FOR CONSULTING SERVICES BETWEEN THE CITY OF ANTIOCH AND
URBAN PLANNING PARTNERS**

THIS THIRD AMENDMENT TO THE AGREEMENT FOR CONTRACT HOUSING ELEMENT PREPARATION SERVICES is entered into this 31st day of December 2022 by and between the CITY OF ANTIOCH, a municipal corporation (“**City**”) and Urban Planning Partners their address is 388 17th Street, Oakland, CA 94612 (“**Consultant**”).

R E C I T A L S

WHEREAS, on the 8th day of June 2021, City and Consultant entered into an Agreement for Consulting Services between the City of Antioch and Urban Planning Partners (“**Agreement**”) in the amount of \$552,765.00;

WHEREAS, on the 27th day of July 2021 the City Council approved the First Amendment to the Agreement in the amount of \$107,440 to update the Safety Element and draft an Environmental Justice Element; and

WHEREAS, on the 26th day of April 2022, the City Council approved the Second Amendment to the Agreement to update the CEQA analysis in the amount of \$157,300;

WHEREAS, on August 8, 2023, the City Council approved the Third Amendment to the Agreement in a sum not to exceed \$67,772;

NOW, THEREFORE, THE PARTIES DO MUTUALLY AGREE AS FOLLOWS:

1. Section 1 “SERVICES” the first paragraph shall be amended to read as follows:

“Subject to the terms and conditions set forth in this Agreement, Consultant shall furnish all technical and professional services including labor, materials, equipment, transportation, supervision, and expertise to provide to City the services described in the Scope of Work attached as Exhibit 1 to the Agreement, Exhibit 2 to Amendment No. 1, Exhibit 3 to Amendment No. 2, and Exhibit 4 to Amendment No. 3, of the Agreement at the time and place and in the manner specified therein. In the event of a conflict in or inconsistency between the terms of this Agreement and the Exhibits, the Agreement shall prevail.”

2. Section 1.1 “Term of Services” shall be amended to read as follows:

“The term of this Agreement shall begin on the date first noted above and shall end on **December 30, 2023**, and Consultant shall complete the work described in Exhibit 1 to the Agreement, Exhibit 2 to Amendment No. 1, Exhibit 3 to Amendment No. 2, and Exhibit 4 to Amendment No. 3, prior to that date, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8 of the Agreement. The time provided to Consultant to complete the services required by this Agreement shall not affect the City’s right to terminate the Agreement, as provided for in Section 8 of the Agreement.”

3. Section 2 “COMPENSATION” the first sentence shall be amended to read as follows:

“City hereby agrees to pay Consultant a sum not to exceed Eight Hundred Eighty-Five Thousand Two Hundred Seventy-Seven dollars (**\$885,277.00**), notwithstanding any contrary indications that may be contained in Consultant’s proposal, for services to be performed and reimbursable costs incurred under this Agreement.”

All other terms and conditions of the Agreement shall remain in full force and effect.

CITY:

CITY OF ANTIOCH

Kwame P. Reed, Acting City Manager

Attest:

Elizabeth Householder, City Clerk

Approved as to Form:

Thomas Lloyd Smith, City Attorney

CONSULTANT:

URBAN PLANNING PARTNERS

By: _____

Name: _____

Title: _____

By: _____

Name: _____

Title: _____

Exhibit 1

Contract Scope of Services

2. SCOPE OF WORK

This section outlines Urban Planning Partners' recommended scope of work for preparing the Housing Element, VMT Policies, and Objective Design Standards for the City of Antioch.

We understand the breadth of services required to complete a thorough and effective document that meets all state and local requirements. Our scope of work lays out clear steps for compliance with the end goal of furthering fair housing and laying the groundwork for successful development in Antioch.

SCOPE OF WORK

Task 1: PROJECT MANAGEMENT AND COORDINATION

Urban Planning Partners will undertake a variety of general management tasks throughout the Housing Element update process, including schedule management, coordination with subconsultants, quality assurance for all work conducted in-house and by subconsultants, and coordination with HCD. Urban Planning Partners will provide direction to all team members to ensure an internally consistent, coherent document. Meredith Rupp, Project Manager, will serve as the primary point of contact and ensure effective coordination through various strategies including but not limited to:

- Assigning a dedicated meeting notetaker
- Sending action items after each meeting
- Establishing regular check-ins/ standing meetings to coordinate across the consultant team
- Providing concise, regular updates to City staff as desired
- Completing clear projections and allocations of work for all staff to ensure project deadlines are met or exceeded in a timely manner in conjunction with other project work.
- Overseeing a thorough quality assurance and quality control (QAQC) process including senior level review on all deliverables.

Project Advisor Diana Elrod will serve as point of contact with HCD, communicating early often with the Contra Costa County representative as well as with Paul McDougall, HCD Manager. Meredith and Diana will attend HCD office hours and ABAG Webinar Series on an as-needed basis to keep up to date on key checkpoints for the Housing Element process and stay on track to meet all state requirements and deadlines.

In order to ensure collaboration between City staff and the consultant team while being sensitive to staff capacity constraints, Urban Planning Partners has assumed 12 one-hour meetings with key staff contacts at project milestones. This scope of work and fee assumes that the following meetings will be needed:

- Project Kick Off
- AFFH Strategy Meeting
- Sites Inventory Scenarios Working Sessions (2)
- CEQA Kick Off
- Outreach/Hearings Preparation Meetings (4)

- Goals, Policies, Programs, and Quantified Objectives
- Miscellaneous meetings to address issues (2)

Agenda items at the Kick-Off meeting will include the appropriate buffer to use for the sites inventory, what has worked well for community outreach in the past and what groups have been harder to reach, when and how often to engage the Planning Commission and City Council, communication protocols and team meeting frequency, and the scope and schedule for the CEQA and Objective Design Standards projects.

TASK 1 DELIVERABLE:

- Updated scope of work, fee, and schedule (*one round of review and revision*)

Task 2: COMMUNITY OUTREACH AND ENGAGEMENT

We understand that effective community engagement is the key to a successful final product. For the City of Antioch Housing Element and associated work, we will approach engagement strategically with a two-pronged approach:

- Identifying target audiences, engagement outcomes, and preferred tools in engagement plan
- Implementing the strategy in phases, allowing for feedback from the community to organically shape remaining phases.

TASK 2A: ENGAGEMENT STRATEGY

Urban Planning Partners and InterEthnica will prepare a memo outlining the recommended engagement tools and schedule and identifying any groups that will require more effort to successfully reach, including those who have experienced fair housing issues. The outreach strategy memo will include a matrix of recommended activities and the associated fee for each. It will also present Antioch's demographics, which, together with consultation with the City, will be used to identify key demographic groups whose input will be particularly important for this effort. Because the Housing Element has the potential to positively impact those experiencing housing needs, it will be important to reach and hear from those who can benefit from new housing development. These key groups could include the houseless, low-income households, youth, and the Latinx community. The memorandum will include strategies tailored towards reaching the target groups, such as stipends, partnerships with schools, and presentations to existing community groups.

Having this deliverable after our kick-off meeting will allow us to learn from City staff about what has been successful in the past, what has not worked, anticipated areas of controversy, and other relevant context that can shape our strategy.

TASK 2A DELIVERABLE:

- Community Outreach Strategy (including schedule and budget) (*one round of review and revision*)

Task 2B: Strategy Implementation

Urban Planning Partners, working in partnership with InterEthnica, will implement the Outreach Strategy developed in Task 2A. The budget included in this proposal includes the activities described below, but different activities are likely to be included depending on the key groups we identify and what we learn about community outreach from the City's recent planning projects. The budget also assumes Spanish translation of key documents, three Spanish interviews, and one Spanish event. InterEthnica will work in tandem with Urban Planning Partners to provide Spanish-language translation for community engagement materials.

We anticipate engagement occurring in three phases, as described below.

- **Introduce Project.** We will ensure the community is well-informed on what a Housing Element is, what objective standards are, and why they are done. Members of the public will understand the role of the Housing Element in the context of the State's housing goals, the Bay Area's RHNA, and housing policy history.
- **Understand Existing Conditions.** We will solicit community and stakeholder input on housing constraints, resources, and opportunities, and housing needs, including needs for special populations.
- **Explore and Refine Solutions.** This phase will be used to formulate realistic and community-supported solutions to address housing challenges in the community. We will ask the community for feedback on draft products and potential solutions using interactive activities.

1. INTRODUCE PROJECT

Using the City of Antioch website as a base, Urban Planning Partners will develop website content in English that introduces the project and lays out a project timeline, including opportunities for public participation and engagement events. InterEthnica will translate these materials into Spanish.

Furthermore, using the template provided by ABAG's Regional Housing Technical Assistance Program, Urban Planning Partners will develop a one pager on the Housing Element update explaining what a Housing Element is and why they are done, as well as introducing what objective standards are. The handout will summarize key State laws and terms such as affordable housing and Affirmatively Furthering Fair Housing (AFFH) so that the public is well-informed on Housing Element requirements and can provide more meaningful input at later phases. This handout will be posted on the Town's webpage and circulated via the City's social media accounts as applicable.

Urban Planning Partners and InterEthnica will complete up to three interviews with community leaders and/or organizations that serve these communities in order to introduce ourselves and the project and establish a relationship with key partners and stakeholders. These leaders and/or organizations will be essential in helping us reach new voices, especially those who experience housing barriers, such as people of color, low-income folks, persons with disabilities, and others protected by California law.

2. UNDERSTAND EXISTING CONDITIONS

During this phase, we will solicit community and stakeholder input on housing constraints, resources, and opportunities, and housing needs, including needs for special populations. Per Housing Element requirements, we will make a diligent effort to reach diverse and underrepresented groups, including low-income residents, persons of color, and persons with disabilities.

This budget assumes a focus group with housing developers (market-rate and affordable) and up to five interviews with housing activists, nonprofit organizations, and community leaders. These focus groups and interviews will be focused on understanding current patterns of segregation, housing needs, and barriers.

During this phase, we will also conduct two study sessions, one with the Planning Commission and one with City Council. These will be the first public meetings on the Housing Element, and so they will include an overview of what a Housing Element is and compare the context for this Housing Element to the 20154-2023 Element. Urban Planning Partners will work with City staff to determine which aspects of the analysis and Existing Conditions outreach to share with the Commission and Council. A first draft of the sites inventory will be completed prior to the study session should the team wish to share it. Urban Planning Partners will prepare a staff report and prepare and conduct a presentation.

The study session will be widely publicized via social media and outreach to community organizations and leaders, including the community contacts established with the interviews. During the study sessions, members of the public and the Commissioners/Councilmembers will see and be able to react to the results of draft work completed to date and understand what has yet to be completed. This will enable us to build momentum and interest in the remaining work and increase transparency.

3. EXPLORE AND REFINE SOLUTIONS

This phase will be used to formulate realistic and community-supported solutions to address housing challenges in the community. We will ask the community for feedback on draft products and potential solutions using interactive activities.

Urban Planning Partners will host two community-wide meetings during this phase. The budget assumes these meetings are all virtual, but the outreach strategy memorandum will assess the cost and logistics of doing them in-person as well. One meeting will be focused on housing constraints and goals and the other more narrowly focused on the sites inventory. InterEthnica will host one Spanish-language meeting that combines content from the two.

The first meeting will present the housing constraints we have uncovered as well as draft housing goals. After the presentation, breakout rooms with at least one team facilitator in each group will be used to discuss and evaluate potential policies and programs. A platform like Remo or Mural will be used to make brainstorming more interactive and discussion questions will be used to help spark participants thinking and to consider tradeoffs. Facilitators will also be prepared with solutions to test in the community, such as pre-approved ADU plans or landlord education services, zoning for tiny homes villages, or greater zoning incentives for affordable housing. A video recording of the meeting will be posted on the City's

website and an online survey will be circulated asking community members to select their top policy and program solutions.

The second meeting will focus on the sites inventory. Up to three scenarios will be developed and presented to show areas for potential rezoning. Urban Planning Partners will provide high-level pros and cons of each scenario. At the end of the presentation, breakout rooms will be used to discuss the three scenarios and their tradeoffs in more depth and each group will vote on their preferred scenario. When the breakout groups come back together, facilitators will briefly summarize one to two salient aspects of the conversation in their groups and what the preferred scenario was. An interactive poll will also be used for all attendees to vote on the preferred scenario after hearing the breakout room summaries.

A video recording of the meeting will be posted on the City's website and the same poll used at the end of the meeting will be available online up to a week after the event for those who were not able to attend. Social media, phone calls and emails to community organizations, and outreach to the focus group attendees and interviewees in previous phases will be used to publicize the community meeting and the poll.

4. ONGOING

In addition to the three phases, a dedicated project website hosted by the City will be used throughout the project's entirety. The website will be updated with summaries of outreach activity results on a rolling basis, as well as the demographic trackers showing the makeup of Antioch and the makeup of our outreach participants in terms of age, race, ethnicity, household size, and household income. We will use pre- or post-engagement surveys/comment cards and registration forms to track demographics.

The website will also include information on the project schedule and upcoming outreach opportunities and drafts of deliverables available for public review and comment. We will determine with the City which materials should be translated into Spanish. The budget assumes that the project schedule and announcements and one meeting summary (for the Spanish event) will be provided in Spanish.

TASK 2B DELIVERABLES:

- Outreach meetings and materials (*one round of review and revision for each*)
- Event summaries (*one round of review and revision*)
- Website content (*one round of review and revision*)

Task 3: HOUSING AND SPECIAL HOUSING NEEDS

ABAG's Regional Housing Technical Assistance Program will provide jurisdiction-specific graphs and write-ups for all required data, including population, demographic, housing, market conditions and regional comparisons. The information provided by the Technical Assistance Program has been vetted by HCD and complies with Housing Element law requirements to include the following:

- Existing and projected housing needs for all income levels, including extremely low income-households.
- Population and employment trends.

- Household characteristics, including level of payment compared to ability to pay, overcrowding, and housing stock condition.
- Assisted housing developments at risk of conversion.
- Special housing needs, such as those of the handicapped, elderly, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter.

Urban Planning Partners will participate in the ABAG Housing Element Technical Assistance Program's webinar series and office hours to be up to date on the technical assistance materials provided and to provide input on the City of Antioch's needs as appropriate. Urban Planning Partners will review the materials prepared through Technical Assistance Program, format them, and incorporate them into the Housing Element. The budget assumes that the text and graphs provided by ABAG will not require any tailoring. An optional fee is allotted in the budget if refinements are required to meet Antioch's needs and/or HCD requirements.

The analysis in this task will be a section of the Housing Element and reviewed by staff in Task 9.

Task 4: HOUSING CONSTRAINTS

State Housing Element Law requires that local jurisdictions outline the barriers or constraints to providing the community's housing needs, including both governmental and non-governmental. Through a combination of stakeholder outreach, previous planning work and data review, and discussions with City staff, the Urban Planning Partners team will identify potential and actual constraints on the preservation, protection, and production of housing across income levels within the City. Constraints could include building codes and their enforcement, local processing and permit procedures, availability of financing, and the cost of construction. It is assumed the ABAG's Technical Assistance program will include some input on constraints that the region faces, such as construction costs. Mogavero Architects will also provide input on constraints typical of small cities.

One housing constraint is the City's CEQA standards for transportation impacts. The City does not have an adopted VMT threshold, which creates inefficiencies during the CEQA process. In this task, Fehr & Peers will prepare a memorandum for the City's review describing the options for VMT metrics, analysis methods, and significance criteria for the transportation impact evaluation. The memorandum will describe the guidance provided by the Office of Planning and Research (OPR) and the Contra Costa Transportation Authority (CCTA). As part of this work, Fehr & Peers will prepare maps of VMT metrics for the Antioch traffic analysis zones (TAZs) in the Contra Costa Countywide Travel Demand Model. These maps will be useful during the development of Housing Element sites inventory in Task 6 as they will demonstrate low, average, and high-VMT areas of the city. VMT metrics will include home based VMT per resident for residential uses, home based work VMT per employee for office uses, and VMT per service population for retail uses.

Where constraints exist, we will develop recommended programs to mitigate them, and where appropriate and legally permissible, remove the constraints in Task 7.

The analysis in this task will be a section of the Housing Element and reviewed by staff in Task 9.

Task 5: EXISTING HOUSING ELEMENT

Urban Planning Partners will put the goals, policies, and implementing programs from the 2015-2023 Housing Element in a table. It is assumed that the City has a Word version of the 2015-2023 Housing Element's Appendix B to use as a template. Urban Planning Partners will utilize information from the City's 2020 Annual Progress Report (and previous annual reports as needed) to evaluate progress towards accomplishing or implementing the identified goals, policies, and programs from the 2015-2023 Housing Element. Urban Planning Partners will provide explanations and updates where goals, policies, or programs are in progress, have been abandoned, or have not proven effective.

TASK 5 DELIVERABLE:

- Housing Element Evaluation table (with potential placeholders for City staff input) (*one round of review and revision*)

Task 6: SITES INVENTORY

Like other Bay Area jurisdictions, the City will face a more challenging sites inventory this cycle due to a higher RHNA than previously and recent legislative changes to both the Housing Accountability Act and Housing Element law. Antioch's draft RHNA of 3,016 units will be used to begin the sites inventory task until the final RHNA is announced in Winter 2021, allowing our team to begin work on the inventory as soon as possible. Per HCD's recommendation, we will also implement a buffer to identify 15 to 30 percent more capacity than required. This "RHNA buffer" will help the City ensure that sufficient capacity exists in the Housing Element to accommodate the RHNA throughout the planning period, especially given No Net Loss Law which requires sufficient adequate sites to be available in the city *at all times* to meet a jurisdiction's remaining unmet housing needs for each income category.

Urban Planning Partners will utilize ABAG's Housing Element Site Selection (HESS) tool to identify an inventory of adequate sites that can be developed for housing within the planning period. The HESS tool is being reviewed by HCD and allows jurisdictions to better see the relationship between zoning, environmental constraints, public facilities, and services to sites, as well as the potential for a site to affirmatively further fair housing per AB 686. It is anticipated that most Antioch sites will be identified in the HESS tool's yellow tier of sites (i.e., sites that could potentially be used to accommodate RHNA but require additional analysis or documentation). Urban Planning Partners will consider and save multiple scenarios in the HESS tool and consult with City staff at a working session to refine the options. Three admin draft scenarios will be presented to City staff and after incorporating City comments, three public draft scenarios will be presented to City officials and members of the public to inform the sites inventory and rezoning program (e.g., rezoning sites to allow residential development, rezoning sites for higher densities).

Fehr & Peers will also provide analysis support to the team as it considers housing sites, including VMT effects using travel demand model runs, transportation context supporting travel by multiple modes, land use context supporting shorter and/or non-auto trips for employment and shopping/entertainment purposes, transportation equity, and other metrics which may be developed collaboratively with City staff and the consultant team. Fehr & Peers will conduct a VMT assessment for up to 10 sites based on OPR guidelines. We expect that this analysis would be conducted using the CCTA model. For this

assessment, Fehr & Peers would increase the number of housing units in the respective TAZ by the new housing development potential on each Housing Element site; land uses that would then not be constructed on each respective site would be removed from the model. The following VMT estimates will be prepared for the baseline and cumulative scenarios, both without and with the Housing Element sites:

- Citywide – All VMT
- Citywide – home based VMT
- Each Housing Element site – home based VMT

It is assumed that ABAG's Technical Assistance Program will provide market information that can be referenced to substantiate the potential for redevelopment on non-vacant sites. This information and permit data on projects completed in the prior planning period will be used to assess feasibility of redevelopment on non-vacant sites. Mogovero Architects will also provide input on market and constructability based on their experiences in the region.

Urban Planning Partners will ensure sites are properly documented on the HCD-required Site Inventory spreadsheet and a map. The inventory will also include zone(s) where emergency shelters are allowed by-right. Urban Planning Partners will also include an analysis of how the sites are identified throughout the community in a manner that affirmatively furthers fair housing opportunities as required by Government Code Section 65583(c) (10). The AFFH analysis will be guided by ABAG's Technical Assistance Program and HCD's forthcoming memorandum. It is anticipated that one of the meetings with City staff will be to discuss the AFFH approach after more guidance on this topic is released.

TASK 6 DELIVERABLES:

- Meeting materials for City staff working session
- Admin Draft sites inventory scenarios (3) (*one round of review and revision*)
- Public Draft sites inventory scenarios (3)
- VMT estimates

Task 7: GOALS, POLICIES, PROGRAMS, AND QUANTIFIED OBJECTIVES

Based on community feedback and the results of the analysis completed in Tasks 3-6, the Urban Planning Partners team will formulate draft goals and policies relative to the maintenance, preservation, improvement, and development of housing for the City's review. Once there is consensus on the goals and policies, the Urban Planning Partners team will develop programs and quantified objectives. The goals, policies, programs, and quantified objectives will be directly tied to the housing needs, constraints, and key priorities identified in the update process and will be vetted in the community engagement process.

It is assumed that the objective development standards will be one housing program included in this section of the Housing Element. Others could include the following:

- Program for pre-approved Accessory Dwelling Unit (ADU) plans or other ADU streamlining measures
- Legalization of tiny homes on wheels

- Code amendments or permitting process changes to facilitate cost-saving innovative construction methods like off-site construction or 3-D printing
- Clustered upzonings to allow a greater variety of housing types
- Financial support for low-income homebuyers
- Partnership with Kaiser Permanente to promote healthy housing and financial resources for the creation and perseverance of affordable housing
- Antioch-specific Density Bonus to provide greater incentives for needed housing types

The programs developed in this task will be described in an eight-year schedule of actions that the City will undertake to implement the policies and achieve the goals and objectives of the Housing Element.

In addition, Urban Planning Partners and Fehr & Peers will provide a matrix identifying General Plan policies that are inconsistent with the Housing Element's draft goals, policies, programs, and quantified objectives. Fehr & Peers will also review various local and regional transportation plans to identify if development on Housing Element sites could potentially result in a conflict with an adopted policy or plan. The matrix will include a column showing in redline what updates or revisions are needed to achieve consistency. Fehr & Peers will lead the revision from the Circulation Element goals, policies and programs, with particular emphasis on reflecting the new General Plan guidelines, incorporating new policies related to vehicle-miles of travel, consistency with the City's greenhouse gas reduction goals, and considerations about emerging transportation technologies. The policies will combine Antioch's local transportation context with best practices and policies prepared for similar jurisdictions in the Bay Area and California. The consistency matrix could also include columns assigning a responsible party, the mechanism for implementation, and/or a due date to help facilitate implementation for City staff.

TASK 7 DELIVERABLES:

- List of goals, policies, programs, and quantified objectives (*1 round of review and revision*)
- Policy consistency matrix (*1 round of review and revision*)

Task 8: REZONING

It is likely that some rezoning will be needed to accommodate a shortfall of sites, but the extent will be determined while developing the sites inventory. See the budget table for the level of effort assumed for this effort. This fee may or may not be sufficient depending on the number of sites that will need rezoning and if amendments are needed to the Zoning Code. If it is simply a matter of updating the zoning map to rezone sites with zoning districts that already exist, the effort will be minimal. However, if new or modified zoning districts are needed, the effort will be more robust. Once the sites inventory is close to final, we will revisit this task to refine our scope of work and fee.

TASK 8 DELIVERABLES:

- Rezoning Program Scope and Fee
- Zoning Code Amendments (rounds of review and other required deliverables will be outlined in the Rezoning Program Scope and Fee)

Task 9: DRAFT HOUSING ELEMENT AND PUBLIC HEARINGS

Following HCD guidance, Urban Planning Partners will compile all the Housing Element pieces described above into the Administrative Draft Housing Element for City staff review and comment. Staff will provide a consolidated set of desired changes. Once edits are complete, Urban Planning Partners will provide a Public Draft Housing Element that is made available to the public and presented to both the Planning Commission and City Council at public hearings. Urban Planning Partners will prepare the staff reports and presentation materials needed for the public hearings.

Based on input received at the Commission and Council hearings, Urban Planning Partners will prepare a HCD review draft and transmit to HCD for the mandated review.

TASK 9 DELIVERABLES:

- Administrative draft Housing Element (Microsoft Word)
- Public review draft Housing Element
- HCD Review Draft Housing Element
- Planning Commission and City Council staff reports (*1 round of review and revision*)
- Planning Commission and City Council PowerPoint (*1 round of review and revision*)
- Two public hearings

Task 10: FINAL DRAFT HEARINGS, FINAL ADOPTION AND CERTIFICATION

Urban Planning Partners will work closely with HCD and jurisdiction staff to respond to any comments from HCD and produce a final draft Housing Element for adoption. This final draft will be presented to the Planning Commission and City Council at public hearings. Any last comments from the Commission and Council hearings will be addressed before submitting the Housing Element to HCD for final certification. Urban Planning Partners will also transmit the final Housing Element to the water/sewer district and the California Office of Planning and Research and will perform the required CEQA noticing.

TASK 10 DELIVERABLES:

- Draft Final Housing Element
- Final Housing Element
- Planning Commission and City Council staff reports (*1 round of review and revision*)
- Planning Commission and City Council PowerPoint (*1 round of review and revision*)
- Two public hearings

Task 11: CEQA DOCUMENTATION/VMT THRESHOLDS

Fehr & Peers will work with the City to develop VMT thresholds and policies under SB 743. Subsequently, Urban Planning Partners will prepare a programmatic EIR for consideration and adoption that analyzes the potential impacts associated with the Draft Housing Element. This effort will include subconsultants Fehr & Peers for the Transportation analysis and Baseline for Air Quality, Greenhouse Gas (GHG) Emissions, Geology, Hazards, Hydrology, and Noise analyses. We have provided an estimated cost range to prepare a programmatic EIR in Section 4 of this proposal; however, a more detailed scope of work, fee, and schedule will be prepared once the draft VMT thresholds are developed, and the scope of rezoning is known.

Task 11A. VMT Thresholds/SB 743 Implementation

1. REVIEW OF RELEVANT LOCAL PLANS + KICK-OFF MEETING

Fehr & Peers will assemble and review the local plans, policies, and ordinances that may have an impact or be impacted by the implementation of SB 743 guidelines and the use of Vehicle Miles of Travel (VMT) in the assessment of land use and transportation decisions within the City. This task includes a review of the City's General Plan, Transportation Impact Guidelines, relevant Specific Plans/Community Plans, Climate Action Plan, RTP/SCS, and other documents identified as germane to the effort and its potential recommendations.

Fehr & Peers will conduct a kick-off meeting with relevant and interested City staff to review the overall scope and direction of the work effort. Topics of discussion within the kick-off framework include the following, to the extent necessary for the audience:

- Overview of the scope for the study
- An overview of VMT and SB 743
- Project versus Cumulative impacts
- Project-generated VMT versus project's effect on VMT
- Relationship of VMT analysis to traditional Level of Service (LOS) analysis
- VMT relationship to fuel consumption, emissions, safety, and active transportation
- Concepts for thresholds of significance and mitigation of VMT impacts under CEQA
- Actions local jurisdictions may need to consider when implementing the requirements of SB 743
- Study work products and outcomes

As part of the kick-off meeting City staff's initial positions and preferences in four key areas of question will be discussed:

- What methodology is preferred for estimating and forecasting VMT?
- What are the appropriate VMT thresholds for land use projects?
- Are VMT thresholds desired for transportation projects?
- What VMT reduction strategies are considered feasible for mitigation purposes?
- Model Review/Establish Baseline Vehicle Miles of Travel

Fehr & Peers will conduct a review of the current versions of two existing travel demand models that cover the City of Antioch: the CCTA model and the MTC model. The basic model review will include the level of zonal detail, the land use inputs, the detail in the model roadway networks, the amount of trip length truncation that may exist in each model, and a comparison of the VMT results in the City of Antioch using the following metrics:

- Total VMT per service population
- Home-based VMT per resident
- Home-based-work VMT per worker

If the model review indicates there are errors or substantial limitations in the applicability of the models, we will discuss these with the City and give an estimate of level of effort required to make adjustments. Based on our knowledge of the modeling tools, we believe that some form of the CCTA travel demand model will be the most appropriate tool to evaluate VMT within the City of Antioch. The MTC model's

lack of granularity will likely eliminate them from use for this purpose. The documentation from this task will help form substantial evidence of the applicability of the selected tool should there be a future CEQA challenge.

Fehr & Peers will compare the model based VMT estimates with observed data from the latest version of the California Household Travel Survey (CHTS) for reasonableness checking. Fehr & Peers has already processed the CHTS data to produce household generated VMT estimates for all cities and counties in California where sufficient sample sizes are available.

As part of the baseline data effort, they will generate a map of the Transit Priority Areas (TPAs) within Antioch. MTC has generated a TPA map for the entire Bay Area; however, in some instances Fehr & Peers have found the MTC map reflects out-of-date information about transit routes and frequencies, so they recommend generating a map specifically for Antioch where the accuracy of the information can be controlled.

2. DEVELOP VMT METHODOLOGIES AND THRESHOLDS

IDENTIFY, REVIEW & RECOMMEND POTENTIAL VMT CALCULATION METHODOLOGIES

Based on the information assembled in section 2 above, Fehr & Peers will recommend a specific methodology that should be applied to estimate and forecast VMT. Since VMT is a function of the number of trips associated with a project and the distance those trips travel, the methodology will reflect recommendations on how to identify and estimate both of those parameters. In addition, the OPR Technical Advisory recommends analyzing the short-term and long-term effects of a project on VMT.

Fehr & Peers will identify a minimum of three potential VMT calculation methodologies for use by the City of Antioch. These methodologies will consider projects of varying size and scale. They will evaluate up to three projects using the VMT calculation methodologies to verify they are appropriate for use in Antioch and will recommend the implementation of one or more VMT calculation methodologies. Documenting the VMT calculation approaches is also critical to this process so that future analysts will understand how to calculate and report VMT.

REVIEW POTENTIAL VMT THRESHOLDS

With input from the City, Fehr & Peers will review and analyze different VMT metrics (i.e., per capita, per employee, total VMT, home-based only, etc.) to determine the most appropriate metric to apply when establishing VMT thresholds within Antioch. They will also consider the amount of VMT mitigation that is determined to be achievable when recommending appropriate thresholds.

An important element of this task will be to determine what VMT baseline to use in defining a threshold of significance. Common options are citywide average, countywide average, or regional average (meaning the nine-county Bay Area region). Fehr & Peers will generate VMT baselines for all those geographic areas and work with City staff to determine which baseline is most appropriate for Antioch and can be supported by substantial evidence. Fehr & Peers will utilize the identified methodology to map “low VMT areas” (where VMT generated by land use in these areas is less than VMT generated by similar land uses in other areas of the City). Maps comparing VMT areas to the countywide average and

citywide average will be assembled to understand the potential effects of each decision relative to threshold setting. Fehr & Peers will discuss the potential for these maps to be used and streamline the process related to SB 743 assessment.

Note that the thresholds described here would apply to land use projects of varying types. Consideration will also be given to whether those same VMT thresholds could apply to land use plans (such as a General Plan or Specific Plan). In addition, they will work with the City on defining an approach to determine CEQA impacts of transportation projects. In many cases, this will involve defining the types of transportation projects that can be presumed to not cause a transportation impact. For projects where that cannot be presumed, the City will need to define an analysis methodology and significance threshold; the change in VMT associated with the project must be reported, but other metrics (such as vehicle delay or LOS) can also be used to define the project's impacts.

DEVELOP, EVALUATE & RECOMMEND THRESHOLD ALTERNATIVES

Fehr & Peers will identify up to three potential thresholds that could be used for land use projects of varying sizes, types of uses, and other considerations. One likely threshold will be a set of screening criteria that could limit the need for detailed analysis on smaller scale projects; these criteria typically address characteristics such as project size and composition, and location in a Transit Priority Area or other low-VMT-generating area. They will test the alternative thresholds to see how they would apply to typical projects in Antioch and make a recommendation on potential thresholds that could be used in the City.

FACILITATE LEGAL REVIEW

Fehr & Peers will coordinate with the City Attorney's office as they review the recommended methodologies and procedures. It is recommended that this review be conducted by an attorney who is familiar with CEQA matters, particularly as it relates to transportation impact analysis.

4. DEVELOPMENT OF VMT MITIGATION MEASURES

Fehr & Peers will review available data on strategies to reduce VMT, with a focus on those most applicable in settings like Antioch and will document a minimum of seven strategies. They will prioritize potential VMT reduction strategies, focusing on those that are applicable to common projects in Antioch and identifying the estimated level of VMT reduction that could be achieved in three different land use contexts within the City. Fehr & Peers will identify methodologies and approaches to quantify VMT reductions and will discuss needs for ongoing monitoring to ensure the mitigation measures continue to produce the expected VMT reductions.

Mitigating VMT impacts involves modifying the project so that it generates fewer total trips and/or reduces the length of the trips it generates. Methods by which these outcomes can be achieved include applying transportation demand management (TDM) strategies, adjusting parking requirements, modifying the type or intensity of uses included in the project definition, increasing the project's access to transit and active transportation modes. Fehr & Peers will summarize the VMT-reducing effects of a range of mitigation measures agreed upon with the City, based upon state-of-the-practice research on

TDM effectiveness conducted for CAPCOA. They will incorporate recommendations from the CCTA on mitigation approaches and reflect CCTA guidelines to the extent applicable.

5. PREPARATION OF TRANSPORTATION IMPACT ANALYSIS GUIDELINES

Fehr & Peers will prepare transportation impact analysis guidelines that document not only the VMT analysis procedures described above (i.e., baseline VMT data, tools, methodologies, and thresholds) but also other transportation-related analyses the City will require for development and infrastructure projects. The guidelines will consider the CEQA Guidelines and the OPR Technical Advisory plus additional suggested practices based on expectations established by case law and typical practice in Antioch. Fehr & Peers will consider relevant general plan policies, such as Level of Service policies, as well as other local and regional plans in the development of transportation impact study guidelines.

They will initiate this task with a brainstorming session with City staff to determine the transportation-related information that is integral to the project review and decision-making process, such as level of service assessments, multimodal analysis, detailed site plan review, consistency with adopted plans, and safety assessments. The TIA Guidelines will consider the size and context of projects, to be identified in consultation with City staff. The guidelines will also indicate which analyses are required for CEQA, versus which analyses are required to provide City staff and decision-makers sufficient information related to the transportation effects of projects such that appropriate conditions of approval can be tied to the project.

The Guidelines will also include a Site Design Checklist, reflecting recommended practices in incorporating multimodal design elements into projects. Some of these design elements will have a VMT-reduction focus and will be drawn from the VMT Mitigation Strategies described above. Other elements will have a focus on improving safety for users of multiple modes.

TASK 11A DELIVERABLES:

- Draft VMT Analysis Guidelines, Methodologies and Thresholds + Draft Transportation Impact Study Guidelines
- Final VMT Analysis Guidelines, Methodologies and Thresholds + Final Transportation Impact Study Guidelines

At this time, Fehr & Peers have not included the development of an on-line VMT calculation tool or a public outreach participation process. These items can be included if the City desires.

TASK 11B. ENVIRONMENTAL IMPACT REPORT

1. EIR INITIATION

The following initiation tasks include drafting the project description, attending the EIR scoping meeting, and reviewing comments received on the EIR scope.

Project Description

Crafting an appropriately detailed and illustrated project description is often one of the more challenging elements of an EIR. Urban Planning Partners will prepare a project description that identifies “the bookends” of the range of development that could occur with the Draft Housing Element sites. The project description will include a discussion of key characteristics of the sites and their vicinity, project objectives, details of the Draft Housing Element as relevant to CEQA, the required approvals, anticipated buildout, and approval for subsequent projects.

A draft of the project description will be submitted to the City for review and acceptance prior to the Urban Planning Partners team conducting any quantitative impact analyses. Up to two drafts will be prepared in response to comments received.

Notice of Preparation

Urban Planning Partners will prepare a Notice of Preparation (NOP) that will include a brief project description and a determination that an EIR is the appropriate CEQA documentation. Up to two drafts will be prepared in response to City comments. An electronic file of the NOP will be provided to the City for posting on the City’s website and for distribution. Urban Planning Partners will submit the NOP to the State Clearinghouse and County Clerk.

As part of this task, Urban Planning Partners will also work with City staff to initiate tribal consultations that apply under Senate Bill 18 and Assembly Bill 52. We will develop a notice with a map and project description for the City to distribute to applicable tribes.

Scoping Meeting

Urban Planning Partners will prepare for, attend, and present at one public scoping session before the Planning Commission. After the meeting, Urban Planning Partners will summarize and review all public comments and identify any changes required in the work program. We will ensure that each substantive comment received, including written and verbal, related to the scope of the EIR is addressed in the EIR.

Review of NOP Comments/ Work Program Refinement

It may be necessary to refine the scope of work in accordance with information compiled in the above subtasks and based on the preliminary findings. Following completion of the public comment period and receipt and review of all of the comments on the NOP, Urban Planning Partners will work with planning staff to refine the scope of work, if necessary, to address any new environmental issues identified in the NOP comments. Urban Planning Partners will present the revised scope of work and budget for review and approval to the City and will provide the revised budget to the development team.

2. DRAFT EIR

As part of this task, the Urban Planning Partners team will prepare the analysis necessary to support an EIR for each environmental topic relevant to the project in accordance with the City’s thresholds. The following topics will be analyzed as potentially significant impacts: land use and planning, aesthetic

resources, cultural resources, transportation, air quality and greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, biological resources, geology and soils, noise, population and housing, public services, and utilities. All other topics are anticipated to be addressed as effects found to be less than significant (see below). An alternatives analysis will also be completed as part of the Draft EIR.

Effects Found to be Less Than Significant

Urban Planning Partners anticipates that the Housing Element impact relative to a number of environmental topics will not be significant including: agriculture and forestry resources, mineral resources, recreation, tribal cultural resources, and wildfire.

We will provide a brief discussion of each of these topics and document why the project's impact will not be significant. We anticipate the level of analysis and discussion for these topics will be similar to what is typically be included in an Initial Study.

Plans and Policies

Urban Planning Partners will evaluate the Draft Housing Element goals, policies, and programs for consistency with applicable planning policy documents and will identify potential conflicts. We will utilize relevant information from the City of Antioch's General Plan EIR and staff reports.

Policy conflicts are not, in and of themselves, considered to have a significant effect on the environment, and are therefore differentiated from the physical environmental impacts that will be identified in the setting, impacts, and mitigation measures chapter of the EIR. The physical impacts associated with such policy conflicts will be addressed in the appropriate technical sections of the EIR (e.g., air quality, noise).

The analysis will include a summary of each relevant plan and policy as it relates to the proposed project. Policies that are applicable to the environmental topics evaluated in the EIR will be cross-referenced as part of the main EIR document.

Setting, Impacts, and Mitigation Measures

The work conducted as part of this task will be incorporated into the administrative Draft EIR and will constitute the major portion of the Draft EIR. The impact analysis for each environmental topic will provide an analysis of impacts that could result from implementation of the Draft Housing Element based on the level of detail available. Construction, operation, and cumulative impacts will be evaluated for each topic using the significance criteria agreed upon with the City.

Each environmental topic section will include: (1) a description of the existing setting including regulatory setting and applicable standard conditions of approval (if any); (2) draft goals, policies, and programs from the Draft Housing Element relevant to the subject section (e.g., transportation, air quality); (3) significance criteria based on the thresholds established by the City or based on additional information available from State and regional agencies and other recent City EIRs; (4) evaluation of impacts that could result from implementation of Draft Housing Element; and (5) mitigation measures necessary to reduce potentially significant impacts. This scope does not include the preparation of separate technical

reports; all information and findings will be detailed in the EIR and as appropriate technical data in appendices to the EIR.

CEQA Required Assessment Conclusions

Urban Planning Partners will prepare the appropriate conclusions to fulfill CEQA requirements by providing an assessment of several mandatory impact categories, including:

- Significant unavoidable environmental impacts;
- Significant irreversible environmental changes; and
- Relationship between local short-term uses of the environment and long-term productivity.

Urban Planning Partners will recommend which topics will be less than significant and will provide a brief discussion of each of these topics and document why the project's impact will not be significant. We anticipate the level of analysis and discussion for these topics will be similar to what would typically be included in an Initial Study.

Alternatives Analysis

The Urban Planning Partners team will identify and evaluate up to three alternatives to the project, one of which will be the CEQA-required No Project Alternative. The alternatives will be developed in consultation with City staff. The alternatives will be based in part on the significant impacts of the project that are identified during the technical analysis phase of the Draft EIR process.

According to the CEQA Guidelines, alternatives can be evaluated in less detail than the project, and therefore we would propose that the alternatives analysis in the EIR be undertaken at a qualitative level. The discussion will be of sufficient detail to evaluate the benefits and drawbacks of each alternative and to provide some qualitative conclusions regarding the alternatives. Based on this analysis, the Environmentally Superior Alternative will be identified (as required by CEQA).

Administrative Draft EIR

The information developed in the above tasks will be organized into an administrative Draft EIR. The EIR is expected to include the following components:

- Introduction
- Summary
- Project Description
- Setting, Impacts, and Mitigation Measures
- Effects Found not to be Significant or Less than Significant
- Alternatives Analysis
- CEQA-Required Assessments and Conclusions
- Report Preparation and References
- Technical Appendices (as needed)

Urban Planning Partners will review recent environmental documents (complete and/or in process) to make certain that approaches, assumptions, methodologies, and impact conclusions for the project are

consistent with other environmental documents. Where appropriate, Urban Planning Partners will coordinate and discuss such with subconsultants working on the project.

Urban Planning Partners will prepare one (1) electronic copy of the administrative Draft EIR and submit to the City for review and comment. We will accommodate on-going dialogue with the City between completion of the administrative Draft EIR and the screencheck Draft EIR.

Screencheck Draft EIR

Upon receipt of the City comments on the administrative draft, Urban Planning Partners will prepare a screencheck draft. A redline version of the draft will be provided, showing the explicit changes made. Urban Planning Partners will provide one (1) electronic copy of the screencheck draft for review and comment.

Public Draft EIR

Urban Planning Partners will make any necessary revisions to the screencheck draft and prepare the Draft EIR for publication. We will provide one (1) electronic copy to the City for distribution. Urban Planning Partners will also prepare and submit the Notice of Availability and Notice of Completion and assist the City with noticing and distribution.

Urban Planning Partners will maintain all materials referenced in the environmental document and promptly provide such materials to the City upon request. Draft EIR Hearings

Urban Planning Partners will attend up to two (2) public hearings on the Draft EIR; the purpose of the hearing is to provide the Planning Commission and the public an opportunity to comment on the Draft EIR. Urban Planning Partners will prepare a presentation on the findings of the Draft EIR and will be available to answer questions.

Administrative Record

Urban Planning Partners will compile and organize the EIR portion of the Administrative Record. The record will include all referenced technical reports and would be transmitted to the City in a format consistent with the City's standard for Administrative Records. The record will be kept current and would be provided to the City at key milestones.

3. FINAL EIR/RESPONSE TO COMMENTS DOCUMENT

Administrative Draft RTC

Urban Planning Partners will prepare the Response to Comments (RTC) document on the project following the public review period.

Immediately following the completion of the 45-day public review period, Urban Planning Partners will meet with City staff to discuss any comments received during the public review period and the approach to take in responding to the comments. Urban Planning Partners will incorporate public and/or agency

comments received on the Draft EIR and the responses to these comments (as appropriate) into one final document for publication and distribution. One (1) electronic copy will be provided to the City for review and comment.

Our cost estimate includes the level of professional effort assumed for this task. Should an unexpectedly large volume of comments be submitted, an adjustment in the budget to cover work beyond the assumed level would be needed.

Screencheck Draft RTC Document

Upon receipt of the City comments on the final administrative draft, Urban Planning Partners will consolidate and reconcile comments and prepare a screencheck draft. A redline version of the draft will be provided, showing the explicit changes made. Urban Planning Partners will provide one (1) electronic copy of the screencheck draft for review and comment.

Final RTC Document

Urban Planning Partners will make any necessary revisions to the screencheck draft and prepare the Final RTC document for publication. We will provide one (1) electronic copy, including all appendices to the City for distribution.

Final EIR Certification hearings

Urban Planning Partners will attend up to two (2) public hearings for certification of the EIR, will prepare a presentation on the Final EIR, and be available to respond to questions, as necessary.

Mitigation Monitoring and Reporting Program and Findings

Urban Planning Partners will prepare a Mitigation Monitoring and Reporting Program (MMRP) for this project and will identify responsibility for implementing and monitoring each mitigation measure, along with monitoring triggers and reporting frequency. The MMRP will be submitted to City staff for review with the administrative Draft Final EIR and revised based upon City comments. Urban Planning Partners will prepare the CEQA findings, and if necessary, a Statement of Overriding Considerations.

TASK 11 DELIVERABLES:

- Draft Project Description
- Notice of Preparation
- Scoping Meeting Presentation
- Administrative Draft EIR
- Screencheck Draft EIR
- Public Review Draft EIR
- Administrative Draft RTC Document
- Screencheck Draft RTC Document
- Final EIR/RTC Document
- Administrative Record

Task 12: OBJECTIVE DESIGN STANDARDS

Developing successful Objective Design standards for the City of Antioch is an opportunity beyond just meeting State requirements. It's a chance to provide sustainable standards that effectively streamline quality development throughout the city. In order to complete Objective Design Standards for Antioch, Mogavero Architects, in partnership with Urban Planning Partners, will complete the following tasks:

- **Case Study Review.** Review objective standards promulgated by other communities from an applicant perspective.
- **Best Practices Audit.** Provide a list of the most applicable standards to use for the City of Antioch. Urban Planning Partners and Mogavero Architects will review best practices identified with City staff and finalize a list of desired standards.
- **Draft Standards.** Mogavero Architects and Urban Planning Partners will work in tandem to develop draft Objective Design Standards. It is assumed that implementation of the standards will be simple, which 2-3 subsets by neighborhood or zoning. The exact implementation approach will be discussed at the kick-off meeting.
- **Final Objective Design Standards.** Urban Planning Partners will incorporate final objective design standards into final Housing Element presentation to council.

TASK 12 DELIVERABLES:

- Best Practices List
- Draft objective standards (*one round of review and revision*)
- Final objective standards

Task 13: OPTIONAL: SAFETY ELEMENT AND ENVIRONMENTAL JUSTICE ELEMENT UPDATES

Updates to the Housing Element trigger updates to the Safety Element, and updates of two or more General Plan Elements trigger the need to infuse environmental justice policies into the General Plan in cities and counties with disadvantaged communities per SB 1000. This can be done through a separate Environmental Justice Element or by integrating related goals, policies, and objectives throughout the other elements. We understand that portions of northwest Antioch do include disadvantaged communities as defined in SB 1000 and mapped by the Bay Area Air Quality Management District. For an additional fee, Urban Planning Partners can take on these element updates. This item would be discussed at our kick-off meeting and could be included in our revised scope and fee if the City desires this additional work.

TASK 13 DELIVERABLE:

- Scope of work, schedule, and fee for Safety Element and/or Environmental Justice updates

Exhibit 2
Contract Amendment No. 1
Scope of Services

June 16, 2021

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

RE: CITY OF ANTIOCH ENVIRONMENTAL HAZARDS ELEMENT UPDATE AND ENVIRONMENTAL JUSTICE ELEMENT

Dear Mr. Ebbs,

Urban Planning Partners is pleased to submit this proposal to provide consultant services to the City of Antioch for completion of the City's Safety Element (which will involve updating the existing Environmental Hazards Element) and completing the Environmental Justice Element. Below we've outlined our project understanding, brief scope of work, and the associated fee for services.

PROJECT TEAM

Urban Planning Partners (UPP) work will be managed by **Curtis Banks, AICP, Project Director** and **Carla Violet, Senior Planner**, with oversight from **Diana Elrod, Project Advisor**. If needed, other planning staff will be available to provide support in research, writing, and analysis.

We understand that this work will happen concurrently with the ongoing Housing Element update and take significant coordination given its complexity. This proposal confirms the availability of key staff listed above to conduct the work necessary to complete the Environmental Hazards Element update and Environmental Justice Element in a timely and efficient manner. The level of participation by each key staff member is detailed in the budget/timetable attached.

PROJECT UNDERSTANDING

The project includes the scope of work proposed in Optional Task 13 of the City of Antioch Housing Element Proposal for Services. The Environmental Hazards Element update needs to be revised concurrent to the 6th Cycle Housing Element. Consistent with Government Code Section 65302(g), the element must address the following topics: seismic hazards; tsunamis, seiche, and dam failure; slope instability; subsidence; liquefaction; flooding, wildland and urban fires; and climate change.

Under SB 1000, jurisdictions that update two or more General Plan elements simultaneously are required to adopt an Environmental Justice Element in their General Plan or integrate environmental justice policies and goals into the elements. The Environmental Justice Element or integrated policies must reduce unique or compounded health risks in disadvantaged communities.

The update to the Housing and Environmental Hazards elements triggers this requirement for the City of Antioch. Our understanding is that the City would prefer to adopt a separate Environmental Justice Element.

SCOPE OF WORK

ENVIRONMENTAL HAZARDS ELEMENT

PHASE 1 PROJECT INITIATION AND ANALYSIS

Urban Planning Partners will coordinate with City of Antioch departments including Police, Public Works, and the Building Division as well as the Contra Costa County Fire Protection District to update the General Plan Environmental Hazards Element. Based on discussions with staff, we can identify any other applicable outside agencies that should be involved. This will involve coordination with efforts to identify housing sites, as well as ensuring consistency with existing and new State laws concurrent with the Housing Element update.

TASK 1A Data Gathering

Urban Planning Partners will use available documents including State, regional, and local resources to determine areas of necessary review. These documents include, but are not limited, to the following:

- OPR General Plan Guidelines
- Contra Costa County Local Hazard Mitigation Plan (2018)
- City of Antioch Climate Action and Resilience Plan (2020)
- City of Antioch Environmental Hazards Element (2003)

TASK 1B Draft Goals and Policies

Urban Planning Partners will present draft goal, objective, policy and implementation measure amendment language that is detailed enough for the public to fully understand.

TASK 1C Public Outreach

Public outreach for the Environmental Hazards Element update will be outlined as part of the outreach strategy memo (Housing Element Proposal for Services, Task 2A). Urban Planning Partners will build on previous outreach for the Climate Action and Resilience Plan and engagement efforts for the Housing Element. We will supplement previous outreach with the following activities:

- One (1) Planning Commission or City Council Study Session (can be part of the Housing Element Planning Commission study session or separate) including staff report and meeting presentation preparation.
- Environmental Hazards Element update content for one (1) of the virtual community meetings for the Housing Element update.
- Tabling at one (1) community event such as the Rivertown Art & Wine Walk to increase awareness for the Environmental Hazards Element and Housing Element updates and collect community input.

PHASE 2 ADMINISTRATIVE AND DRAFT DOCUMENTS

The second phase of this process will include preparation and review of the administrative and final draft versions of the Environmental Hazards Element update. It is assumed that the EIR prepared in association with the Housing Element will also analyze the Environmental Hazards Element update. Review of the environmental document is included in the Housing Element scope of work.

Urban Planning Partners will prepare an administrative draft Environmental Hazards Element update for review and approval. After one round of staff review and comments, we will provide a public review draft.

The Environmental Hazards Element update will be drafted for consistency with State law requirements and to reflect the General Plan land use and other policy changes within the Housing Element for internal consistency. Where possible, the Environmental Hazards Element update will reference existing documents, provide the necessary information, and build on the work the City has done to analyze and address safety issues.

PHASE 3 ADOPTION AND FINAL DOCUMENTS

Phase 3 includes the final hearings by the Planning Commission and City Council required for adoption of the Final Environmental Hazards Element update, and production of the final document. This scope of work assumes that Urban Planning Partners will prepare the staff report and presentation materials needed for public hearings and staff will conduct the presentation.

ENVIRONMENTAL JUSTICE ELEMENT

PHASE 1 PROJECT INITIATION AND ANALYSIS

Urban Planning Partners will coordinate with City of Antioch staff including Fire, Police, Building, Code Enforcement, Environmental Resources, the Economic Development Department, and the Recreation Department. Based on discussions with staff, we can identify any other applicable

outside agencies that should be involved. This will involve ensuring consistency with existing and new State laws, as well as the following:

- Identifying disadvantaged communities
- Identifying key stakeholders for any disadvantaged communities
- Identifying resources and level of analysis needed to meet SB 1000 requirements
- Reviewing relevant, existing policies and programs

TASK 1A Data Gathering and Existing Conditions Presentation

Urban Planning Partners will utilize available resources to identify any disadvantaged communities with Antioch, including CalEnviroScreen and review of median incomes by census tract. A Disadvantaged Community is specifically defined as an area identified by the California Environmental Protection Agency Pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionality affected by environmental pollution and other health hazards that can lead to negative health effects, exposure, or environmental degradation. (Gov Code 65302, subd (h)(4)(A).

Urban Planning Partners will use available documents including State, regional, and local resources to identify “unique or compounded health risks” in disadvantaged communities and review existing policies and programs that relate to these health outcomes. To comply with SB 1000, the City of Antioch must analyze and seek to:

- Reduce pollution exposure;
- Promote public facilities;
- Promote food access;
- Promote safe and sanitary homes;
- Promote physical activity;
- Reduce unique or compounded health risks;
- Promote civic engagement; and
- Prioritize the needs of disadvantaged communities.

To understand existing conditions, Urban Planning Partners will review and collect data relevant to these health outcomes. Resources include, but are not limited to, the following:

- BAAQMD SB1000 Interactive Map;
- CalEnviroScreen;
- OPR’s General Plan Guidelines;
- OPR’s Defining Vulnerable Communities in the Context of Climate Adaptation;
- City of Antioch General Plan;
- City of Antioch Climate Action and Resilience Plan;
- California Health Disadvantage Database;
- CARB’s Low-Income Database; and
- Contra Costa County Health Services.

Urban Planning Partners will also work with staff to identify other local organizations and agencies that may have existing data relevant to the health outcomes discussed above. Based on the data and public outreach collected, we will prepare an existing conditions PowerPoint presentation.

TASK 1B Draft Goals and Policies

Urban Planning Partners will present draft goal, objective, policy and implementation measure amendment language that is detailed enough for the public to fully understand.

TASK 1C Public Outreach

Public outreach for the Environmental Justice Element will be outlined as part of the outreach strategy memo (Housing Element Proposal for Services, Task 2A). Urban Planning Partners will build on previous outreach for the Climate Action and Resilience Plan and engagement efforts for the Housing Element. We will conduct outreach in areas identified as disadvantaged communities and supplement previous outreach with the following activities:

- One (1) Planning Commission or City Council Study Session (can be part of the Housing Element Planning Commission study session or separate) including staff report and meeting presentation preparation.
- Tabling at two (2) events such as outside of Cielo Market or a popular community park (e.g., Worth Shaw Community Park or Contra Loma Regional Park) to increase awareness for the Environmental Justice Element and collect community input.
- Two (2) focused stakeholder interviews with local health services organizations.
- Environmental Justice Element content for one (1) of the virtual community meetings for the Housing Element update.
- One (1) Spanish-language virtual community meeting focused on the Environmental Justice Element and hosted by InterEthnica.

PHASE 2 ADMINISTRATIVE AND DRAFT DOCUMENTS

The second phase of this process will include preparation and review of the administrative and final draft versions of the Environmental Justice Element. It is assumed that the EIR prepared in association with the Housing Element will also analyze the Environmental Justice Element. Review of the environmental document is included in the Housing Element scope of work.

Urban Planning Partners will prepare an administrative draft Environmental Justice Element for review and approval. After one round of staff review and comments, we will provide a public review draft.

The Environmental Justice Element will be drafted for consistency with State law requirements and to reflect the General Plan land use and other policy changes within the Housing Element for internal consistency. Where possible, the Environmental Justice Element will reference existing

documents, provide the necessary information, and build on the work the City has done to analyze and address health equity issues.

PHASE 3 ADOPTION AND FINAL DOCUMENTS

Phase 3 includes the final hearings by the Planning Commission and City Council required for adoption of the Final Environmental Justice Element, and production of the final document. This scope of work assumes that Urban Planning Partners will prepare the staff report and presentation materials needed for public hearings and staff will conduct the presentation.

SCHEDULE

We are available to begin work immediately and will work with the City on a mutually-agreed-upon schedule. Analysis and public outreach would be completed in tandem with the Housing Element wherever possible. Completion of the Housing Element's draft sites inventory will be needed to complete analysis in the Environmental Hazards Element related to residential development.

BUDGET ESTIMATE

Our estimated fee for the Environmental Hazards Element update is **\$42,720** as shown in the attached Table 1. Our estimated fee for the Environmental Justice Element is **\$64,720** as shown in the attached Table 2.

Both fees represent our initial estimate based on the requirements discussed with the City. We are happy to work with the City to adjust the scope and budget as needed to best meet the City's needs.

We look forward to assisting you on this project. If you have any questions regarding this proposal, please call us at (510) 251-8210.

Sincerely,
URBAN PLANNING PARTNERS, INC.



Curtis Banks
PROJECT DIRECTOR



Carla Violet
PROJECT MANAGER

Table 1
Estimated Fee for Environmental Hazards Element Update

	Urban Planning Partners				
	Curtis Banks Project Director	Carla Violet Project Manager	Planner/ Support	Diana Elrod Project Advisor	UP Partners Total
<i>Hourly Rate:</i>	\$225	\$195	\$110	\$160	
Phase 1. Project Initiation and Analysis					
A Data Gathering	4	8	10	2	\$ 3,880
B Draft Goals and Policies	6	20	24	4	\$ 8,530
C Public Outreach	6	26	32	-	\$ 9,940
PHASE 1 SUBTOTAL	hours 16	54	66	6	
	\$ 3,600	10,530	7,260	960	\$ 22,350

Phase 2. Administrative and Draft Documents					
A Administrative Draft and Final Draft Environmental Hazards Element Update	6	24	30	6	\$ 10,290
PHASE 2 SUBTOTAL	hours 6	24	30	6	
	\$ 1,350	4,680	3,300	960	\$ 10,290

Phase 3 Adoption and Final Documents					
A Final Planning Commission Hearing and Materials	4	6	16	2	\$ 4,150
B Final City Council Hearing and Materials	4	6	4	2	\$ 2,830
C Final Document Production	2	6	8	-	\$ 2,500
PHASE 3 SUBTOTAL	hours 10	18	28	4	
	\$ 2,250	3,510	3,080	640	\$ 9,480

TOTAL LABOR ESTIMATE					
	hours 32	96	124	16	-
	\$ 7,200	18,720	13,640	2,560	\$ 42,120

DIRECT COSTS					
1. Printing and Misc. Direct Costs (assumes the bulk of documents will be digital)					\$ 600
TOTAL MISCELLANEOUS COSTS					\$ 600
TOTAL ESTIMATED FEE					
TOTAL ESTIMATED FEE					\$ 42,720

This budget assumes all public hearings are virtual.

Table 2
Estimated Fee for Environmental Justice Element

	Urban Planning Partners					
	Curtis Banks Project Director	Carla Violet Project Manager	Planner/ Support	Diana Elrod Project Advisor	UP Partners Total	
	<i>Hourly Rate:</i>	\$225	\$195	\$110		\$160
Phase 1. Project Initiation and Analysis						
A	Data Gathering and Existing Conditions Presentation	8	20	30	4	\$ 9,640
B	Draft Goals and Policies	10	24	30	8	\$ 11,510
C	Public Outreach	22	50	64	-	\$ 21,740
PHASE 1 SUBTOTAL		40	94	124	12	
	hours					
	\$	9,000	18,330	13,640	1,920	\$ 42,890

Phase 2. Administrative and Draft Documents					
A	Administrative Draft and Final Draft Environmental Justice Element	6	24	30	\$ 10,290
PHASE 2 SUBTOTAL		6	24	30	6
	hours	1,350	4,680	3,300	960
	\$				\$ 10,290

Phase 3 Adoption and Final Documents						
A	Final Planning Commission Hearing and Materials	4	6	6	2	\$ 3,050
B	Final City Council Hearing and Materials	4	6	4	2	\$ 2,830
C	Final Document Production	2	6	4	-	\$ 2,060
PHASE 3 SUBTOTAL		10	18	14	4	
	hours	2,250	3,510	1,540	640	\$ 7,940

TOTAL LABOR ESTIMATE						
hours	56	136	168	22	-	
\$	12,600	26,520	18,480	3,520	\$	61,120

DIRECT COSTS	
1. Printing and Misc. Direct Costs (assumes the bulk of documents will be digital)	\$ 600
2. InterEthnica Community Engagement (host a spanish-language community meeting)	\$ 3,000
TOTAL MISCELLANEOUS COSTS	\$ 3,600
TOTAL ESTIMATED FEE	
TOTAL ESTIMATED FEE	\$ 64,720

This budget assumes all public hearings are virtual.

Exhibit 3
Contract Amendment No. 2
Scope of Services

April 11, 2022

Anne Hersch
City of Antioch
PO Box 5007
Antioch, CA 94531

Sent via email: ahersch@antiochca.gov

Re: Antioch Housing and Environmental Hazards Element and EJ Update - Contract Modification #2

Dear Anne,

This letter is to request an increase in our current NTE amount by an additional \$157,300. The scope of work and estimated fee to prepare the Draft Environmental Impact Report (EIR) is the primary driver for this contract modification request. There are also adjustments requested based on the level of effort expended to date and a misunderstanding around the contingency fee included in the original estimated fee. These are all described below.

As you know, our contract is a time-and-materials contract with a NTE amount without prior authorization. We will continue to only invoice the City for time spent on the project. Our current NTE authorization is \$660,205, consisting of an NTE of \$552,765 for Housing Element, \$42,720 for the Environmental Hazards Element, and \$64,720 for the Environmental Justice (EJ) policies. The Environmental Hazards and EJ components of the project were authorized by Amendment No. 1 of the contract, dated July 21, 2021.

As we've worked on the Housing Element Update, there have been several factors that affect our NTE amount and the need for this request:

- 1. Sites Inventory Assumptions.** Urban Planning Partners had assumed use of ABAG's Housing Element Site Selection (HESS) tool for the sites inventory analysis and presumed this tool would automate much of the work behind the sites inventory analysis. When it became clear that the data in the HESS tool was not accurate, we pivoted to using GIS for the sites inventory. Data discrepancies and data management needs far exceeded our anticipated level of effort as we had to navigate conflicting data related to parcel sizes, APNs, General Plan Land Use Designations, and existing land use. Urban Planning Partners acknowledges some of the difficulties during this time were related to our staff changes and inefficiencies and is not seeking an amendment for related costs. However, substantial time was spent discovering and correcting errors in the data that was provided to us and managing a

much larger data set than we had anticipated across GIS and Excel (instead of the consolidated HESS tool).

2. **AFFH and HCD Expectations.** Since scoping this work in March 2021, HCD released an 89-page guidance document for Housing Elements and AFFH requirements. In addition, lessons from SCAG and other COGs ahead of the Bay Area have revealed HCD's high expectations around AFFH requirements. Given the project's timeline, Urban Planning Partners has had to perform an assessment of fair housing in absence of deliverables or a clear schedule of anticipated deliverables from the Contra Costa County Collaborative. The assessment has included analyzing geospatial data from HCD's AFFH Data Viewer and mapping our sites inventory on top of demographic data.
3. **CEQA Scope.** When scoping the project in March 2021, we had used a placeholder range for the cost of an EIR given uncertainties around the project description. The authorized scope of work stipulated that the level of effort for CEQA would be revisited once the site inventory and rezonings were better defined. Now that we know we have over 180 sites, the level of effort has increased from what we had previously predicted. The total EIR cost was estimated at \$257,950 in the original contract. The budget for the updated EIR scope found in Attachment A is \$334,181, which makes for an unmet need of \$76,231. This is the amount requested in this contract modification, as shown below. The EIR budget table found in Attachment A shows our estimated labor by personnel, including subconsultants to complete the technical sections. The estimate is greater than originally estimated due to several factors, including the magnitude of the sites inventory, the personnel needed to meet expedited deadlines, and a higher level of effort required from subconsultants than anticipated. We also request including a 10 percent contingency fee for the EIR (\$33,418) to help with things like a higher volume of response to comments during FEIR preparation or strategy meetings that may be needed. The EIR contingency fee would not be used without prior authorization.
4. **Standing Meetings and Contingency Fee.** Our original budget proposal included a 10 percent contingency fee of \$47,651 for the Housing Element update, yet we are realizing that this contingency fee is not included in our NTE amount of \$552,765 for the Housing Element. We believe this was an error, as we have already received the City's permission to dip into the contingency fee to hold our standing biweekly meetings which were not originally scoped. We are therefore requesting formal approval of the \$47,651 contingency fee within the umbrella of the Housing Element update.

The total budget needed to cover the costs explained above is \$157,300. See the breakdown outlined below.

- | | |
|---|----------|
| • Out of scope sites inventory labor | \$4,175 |
| • Assessment of Fair Housing and AFFH requirements | \$10,000 |
| • Unmet need for EIR scope of work, including the following technical analyses: | \$76,231 |
| ○ Cogstone (Tribal Cultural Resources) | |
| ○ Baseline Environmental Consulting (Air Quality, GHG, Energy, Noise and Vibration, Hydrology and Water Quality, Geology and Soils, Hazards and Hazardous Materials) | |
| ○ Environmental Collaborative (Biological Resources) | |
| • Requested EIR Contingency Fee | \$33,418 |
| • Housing Element Contingency Fee | \$47,651 |

Approval of this Contract Modification #2 would increase our NTE amount as shown below.

A. Work Authorization	June 8, 2021
B. Initial NTE budget	\$552,765
C. NTE Increase #1 (Approved July 21, 2021)	\$107,440
D. NTE with Increase #1	\$660,205
E. I. NTE Increase #2 (Requested)	\$157,300
J. NTE with Increase #2:	\$817,505

Authorization

Please sign below to indicate your acceptance of the NTE increase requested herein as Contract Modification #2.

Please let me know if you have questions or need additional information.

Sincerely,

URBAN PLANNING PARTNERS, INC.



Lynette Dias
President

**NTE AMOUNT INCREASE
TO \$817,505
ACCEPTED AND AUTHORIZED BY**

Anne Hersch
City of Antioch

Date

Attachments:

Attachment A. CEQA Budget

EIR Estimated Fee

	Urban Planning Partners							Baseline Environmental Consulting						Cogstone							Environmental Collaborative		Fehr & Peers					
	Curtis Banks Project Director	Doug Herring Principal Planner	Meredith Rupp Project Manager	Assistant Project Manager	Planner/Support	Graphics/ Word Processing	Urban Planning Partners Total	Bruce Abelli-Amen, CHg Principal/Senior Hydrogeologist	Patrick Sutton Sr. Environmental Engineer	Cem Atabek Sr. Environmental Engineer	Yilin Tian Environmental Engineer	Word Processing	Baseline Environmental Total	Program Director	Task Manager and Principal	Architectural Historian	Supervisor	GIS Specialist	Technical Editor	Cogstone Team Total	Jim Martin	Environmental Consulting Team Total	Bill Burton, PE, TE Transportation Manager	Kevin Johnson Travel Demand Modeler	Shane Russell Transportation Planner	Fehr & Peers Total	Team Total	
																												Hourly Rate:
PHASE 1. Project Initiation																												
Task 1A: Project Initiation																												
1. Data Gathering	-	-	4	-	8	-	\$ 1,580	-	2	1	1	-	\$ 730	2	11	22	10	7		\$ 5,225			-	-	-	\$ -	\$ 7,535	
2. Project Description	4	-	14	20	-	6	\$ 6,850	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 6,850	
Subtotal for Task 1A	4	-	18	20	8	6	\$ 8,430	-	2	1	1	-	\$ 730	2	11	22	10	7		\$ 5,225	-		\$ -	-	-	-	\$ -	\$ 14,385
Task 1B: Review of NOP Comments and Work Program Refinement																												
Subtotal for Task 1B	1	-	6	-	2	-	\$ 1,395	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 1,395	
PHASE 1. PROJECT INITIATION SUBTOTAL	hours 5	-	24	20	10	6		-	2	1	1	-		2	11	22	10	7	-			-	-	-	-			
	\$ 1,125	-	3,720	3,000	1,200	780	\$ 9,825	-	370	185	175	-	\$ 730	310	1,320	1,980	950	665	-	\$ 5,225			-	-	-	\$ -	\$ 15,780	
PHASE 2. Draft EIR																												
Task 2A. Prepare VMT Thresholds and City SB 743 Implementation																												
Subtotal for Task 2A	-	-	-	-	-	-	\$ -	-	-	-	-	-	\$ -										100	60	180	\$ 66,100	\$ 66,100	
Task 2B. Effects Found to be Less Than Significant																												
1. Mineral Resources	1	-			2	2	\$ 725	-	-	-			\$ -										-	-	-	\$ -	\$ 725	
Subtotal for Task 2B	1	-	-	-	2	2	\$ 725	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 725	
Task 2C. Plans and Policies																												
Subtotal for Task 2C	2	30	8		12	4	\$ 10,850	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 10,850	
Task 2D. Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures																												
1. Land Use and Planning	2	30	10		-	8	\$ 10,240	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 10,240	
2. Transportation and Traffic	1		8	-	-	6	\$ 2,245	-	-	-	-	-	\$ -										16	-	40	\$ 10,280	\$ 12,525	
3. Air Quality	1		4	-	-	-	\$ 845	-	40		4	1	\$ 8,220										-	-	-	\$ -	\$ 9,065	
4. Greenhouse Gas Emissions	1		4	-	-	-	\$ 845	-	4	-	36	1	\$ 7,160										-	-	-	\$ -	\$ 8,005	
5. Energy	1		2	-	-	-	\$ 535	-	2		12	1	\$ 2,590										-	-	-	\$ -	\$ 3,125	
5. Cultural and Tribal Resources	2		1	-	8	-	\$ 1,565			-			\$ -	4	16	8	40	14	4	\$ 8,810			-	-	-	\$ -	\$ 10,375	
6. Aesthetics	1	6	-	20	-	6	\$ 5,445	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 5,445	
7. Biological Resources	1		-	-	-	4	\$ 745	-	-	-	-	-	\$ -								52	\$ 9,620	-	-	-	\$ -	\$ 10,365	
8. Geology and Soils	1		2	-	-	-	\$ 535	2		32		1	\$ 6,490										-	-	-	\$ -	\$ 7,025	
9. Hazards and Hazardous Materials	1		2	-	-	-	\$ 535	-	4	36	-	1	\$ 7,520										-	-	-	\$ -	\$ 8,055	
10. Hydrology and Water Quality	1		2	-	-	-	\$ 535	2	-	32	-	1	\$ 6,490										-	-	-	\$ -	\$ 7,025	
11. Noise and Vibration	1		2	-	-	-	\$ 535		4		40	1	\$ 7,860											-	-	\$ -	\$ 8,395	
12. Population and Housing	1	30	2	-	-	2	\$ 7,995						\$ -													\$ -	\$ 7,995	
13. Public Services and Recreation	1		4	-	14	2	\$ 2,785						\$ -													\$ -	\$ 2,785	
14. Utilities	1		4	-	14	1	\$ 2,655						\$ -													\$ -	\$ 2,655	
15. Wildfire	1		2	8	-	4	\$ 2,255	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 2,255	
16. Agriculture and Forest Resources	1	24	2	-	-	4	\$ 6,815	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 6,815	
Subtotal for Task 2D	19	90	51	28	36	37	\$ 47,110	4	54	100	92	7	\$ 46,330	4	16	8	40	14	4	\$ 8,810	52	9,620	16	-	40	\$ 10,280	\$ 122,150	
Task 2E. CEQA Required Assessment Conclusions																												
Subtotal for Task 2E	1		2	14	-	1	\$ 2,765	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 2,765	
Task 2F. Alternatives Analysis																												
Subtotal for Task 2F	6	30	8	-	-	4	\$ 10,310	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 10,310	
Task 2G. Standard Conditions of Approval/Mitigation Monitoring and Reporting Program and Findings																												
Subtotal for Task 2G	2	-	8	-	16	4	\$ 4,130	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 4,130	
Task 2H. Draft EIR																												
1. Admin Draft	12	-	16	12	-	12	\$ 8,540	-	4	10	10	-	\$ 4,340											-		\$ -	\$ 12,880	
2. Sreencheck	6	-	14	20	-	8	\$ 7,560	-	2	4	4	-	\$ 1,810	1	4	2	8	4		\$ 1,955				-		\$ -	\$ 11,325	
3. Public Review Draft EIR	4	-	12	16	-	6	\$ 5,940	-	1	2	2		\$ 905							\$ -			-	-	-	\$ -	\$ 6,845	
Subtotal for Task 2H	22	-	42	48	-	26	\$ 22,040	-	7	16	16	-	\$ 7,055	1	4	2	8	4	-	\$ 1,955			-	-	-	\$ -	\$ 31,050	
Task 2I. Draft EIR Hearings																												
Subtotal for Task 2I	4	-	10	-	2	-	\$ 2,690	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 2,690	
PHASE 2. DRAFT EIR	hours 57	150	129	90	68	78		4	61	116	108	7		5	20	10	48	18	4		52	9,620	116	60	220	76,380		
	\$ 12,825	36,000	19,995	13,500	8,160	10,140	100,620	900	11,285	21,460	18,900	840	53,385	775	2,400	900	4,560	1,710	420	10,765	9,620	9,620	\$ 32,480	\$ 12,000	\$ 31,900	\$ 76,380	250,770	
PHASE 3. Response to Comments Document/Final EIR																												
Task 3A. Response to Comments Document																												
1. Admin Draft RTC	10	-	28	24	-	10	\$ 11,490	-	4	10	10	-	\$ 4,340				6			\$ 570	4	740	4	-	6	\$ 1,990	\$ 19,130	
2. Sreencheck Draft RTC	6	-	12	16	-	4	\$ 6,130	-	2	4	4	-	\$ 1,810										4	-	2	\$ 1,410	\$ 9,350	
3. Final RTC	4	-	8	4	-	2	\$ 3,000	-	1	2	2	-	\$ 905										-	-	-	\$ -	\$ 3,905	
Subtotal for Task 3A	20	-	48	44	-	16	\$ 20,620	-	7	16	16	-	\$ 7,055	-	-	-	6	-	-	\$ 570	4	\$ 740	8	-	8	\$ 3,400	\$ 32,385	

EIR Estimated Fee

	Urban Planning Partners							Baseline Environmental Consulting						Cogstone							Environmental Collaborative		Fehr & Peers												
	Curtis Banks Project Director	Doug Herring Principal Planner	Meredith Rupp Project Manager	Assistant Project Manager	Planner/Support	Graphics/ Word Processing	Urban Planning Partners Total	Bruce Abelli-Amen, CHg Principal/Senior Hydrogeologist	Patrick Sutton Sr. Environmental Engineer	Cem Atabek Sr. Environmental Engineer	Yilin Tian Environmental Engineer	Word Processing	Baseline Environmental Total	Program Director	Task Manager and Principal	Architectural Historian	Supervisor	GIS Specialist	Technical Editor	Cogstone Team Total	Jim Martin	Environmental Consulting Team Total	Bill Burton, PE, TE Transportation Manager	Kevin Johnson Travel Demand Modeler	Shane Russell Transportation Planner	Fehr & Peers Total	Team Total								
																												Hourly Rate:	\$225	\$240	\$155	\$150	\$120	\$130	\$225
Task 3B. EIR Certification Hearings																																			
Subtotal for Task 3B		12	-	16		4	-	\$ 5,660	-	-	-	-	-	\$ -										-	-	-	\$ -	\$ 5,660							
PHASE 3. RESPONSE TO COMMENTS DOCUMENT/FINAL EIR		hours 32	-	64	44	4	16		-	7	16	16	-		-	-	-	6	-	-		4		8	-	8									
		\$ 7,200	-	9,920	6,600	480	2,080	26,280	-	1,295	2,960	2,800	-	\$ 7,055	-	-	-	570	-		\$ 570	740	\$ 740	2,240	-	1,160	\$ 3,400	\$ 38,045							
Admin Record																																			
EIR Administrative Record																																			
Subtotal		4	-	14	-	24	12	\$ 7,510	-	-	-	-	-	\$ -	0	0	0	0	2	0	\$ 190			-	-	-	\$ -	\$ 7,700							
PHASE 4. ADMIN RECORD		hours 4	-	14	-	24	12		-	-	-							2			\$ -	\$ -	-	-	-	-									
		\$ 900	-	2,170	-	2,880	1,560	7,510	-	-	-	-		\$ -				190			190	\$ -	\$ -	-	-	-	\$ -	\$ 7,700							
TOTAL EIR LABOR ESTIMATE																																			
hours		98	150	231	154	106	112		4	70	133	125	7		7	31	32	64	27	4		56			60	228									
		\$ \$ 22,050	\$ 36,000	\$ 35,805	\$ 23,100	\$ 12,720	\$ 14,560	\$ 144,235	\$ 900	\$ 12,950	\$ 24,605	\$ 21,875	\$ 840	\$ 61,170	\$ 1,085	\$ 3,720	\$ 2,880	\$ 6,080	\$ 2,565	\$ 420	\$ 16,750		\$ 10,360	\$ 34,720	\$ 12,000	\$ 33,060	\$ 79,780	\$ 312,295							
DIRECT COSTS																																			
1. Subconsultant Markup								\$ 16,806																				\$ 16,806							
2. Misc. Direct Costs and Printing								\$ 100														\$ 4,440		\$ 540						\$ 5,080					
TOTAL DIRECT COSTS								\$ 16,906														\$ 4,440		\$ 540						\$ -	\$ 21,886				
TOTAL ESTIMATED FEE																																			
		\$ 161,141												\$ 61,170												\$ 21,190		\$ 10,900						\$ 79,780	\$ 334,181
TEN PERCENT CONTINGENCY																																			
																												\$ 33,418							
TOTAL ESTIMATED FEE WITH CONTINGENCY																																			
																												\$ 367,599							

Exhibit 4
Contract Amendment No. 3
Scope of Services

July 6, 2023

Zoe Merideth, Senior Planner
Community Development Department
City of Antioch

Sent via email to zmerideth@antiochca.gov

**RE: ANTIOCH HOUSING, ENVIRONMENTAL HAZARDS, AND ENVIRONMENTAL JUSTICE (EJ) ELEMENT
UPDATES – CONTRACT MODIFICATION #3**

Dear Zoe,

This letter is to request an increase in our current NTE amount by an additional \$67,772 to our current contract dated June 8, 2021. We have grouped our efforts into two categories:

1. Unanticipated Level of Effort (through June 2023)
2. Future Level of Effort (July through October 2023)

1. UNANTICIPATED LEVEL OF EFFORT:

As of June 30, 2023, UPP is over budget by approximately \$27,595 for the Housing Element and \$23,541 for the EJ Element. UPP will be writing down 20-25% of the overage for each Element to make up for inefficiencies related to our staffing changes and to help share in the cost overruns with the city. This amount does not include any time spent on this contract modification. Therefore, the amount requested is reduced to \$22,076 and \$17,641 for the Housing Element and EJ Element, respectively. Please also note that in 2022, UPP wrote down an additional \$5,720 for the EJ Element to make up for overages related to the data collection/mapping analysis. The combined amount written down for both projects is \$17,139. A more detailed breakdown of our out-of-scope work is described below:

Housing Element. The overage on the Housing Element is primarily due to the extensive analyses/revisions required by HCD to complete drafts of the document, several calls with HCD, as well as overall project duration given that the original scope and fee assumed a project end date of January 2023. As previously mentioned, UPP is writing down about 20% of the overage or \$5,519.

- **Project Management and Coordination**
 - Meetings. Our original scope and fee assumed 12 meetings for the duration of the project (ending by January 2023). We have continued to meet between February and June 2023 to work through HCD's comments.

- **Housing Element Update**

- HCD Revisions Housing Element (#2) Submitted February 2023. Responding to HCD comments received in September 2022 required more back and forth with the HCD reviewer and the City than anticipated including additional AFFH analysis, policy revisions, and a more robust analysis of the suitability of sites. More effort was also required to analyze potential governmental constraints.
- HCD Revisions Housing Element (#3) Anticipated July 2023. A number of more specific comments were introduced in HCD's April 2023 letter, including the need for additional AFFH analysis, more information on suitability of nonvacant sites, and additional analysis to satisfy Assembly Bill 2339 (Emergency Shelters).

Environmental Justice Element. The overage on the EJ Element is primarily due to this being a new requirement per State law. When scoping, it was difficult to assess the level of effort as this was uncharted territory. As previously mentioned, UPP is writing down 25% of the overage or \$5,900. This is in addition to the \$5,720 that was written down in 2022.

- **Project Initiation and Analysis**

- Data Gathering, Mapping, and Stakeholder Outreach. More effort was required collecting data and preparing maps demonstrating existing conditions, especially related to pollution exposure and healthy food access. Additional time was also spent determining which stakeholders to reach out to and then coordinating with them (Contra Costa Health Services, First 5 Contra Costa, and other CBOs) to inform the EJ analysis.

- **Administrative and Draft Documents**

- Draft Goals, Policies, and Programs. Crafting goals, policies, and programs for the EJ Element was more time intensive than originally scoped.

2. FUTURE LEVEL OF EFFORT:

UPP requests an additional \$23,690 to complete the 2023-2031 Housing Element Update and \$4,365 to complete the EJ Element.

Housing Element

- **Project Management and Coordination (\$4,350)**

- Meetings. Our original scope and fee assumed 12 meetings for the duration of the project (ending by January 2023). The current schedule for the Housing Element is now anticipated through October 2023 if a third round of HCD comments are received in September. We have assumed biweekly meetings for July through October 2023.

- **Housing Element Update (\$19,340)**

- HCD Revisions Housing Element (#3) Anticipated July 2023. We will continue working with HCD and the City to implement edits in response to HCD comments received in April 2023. This includes revising many of the graphics throughout the document to address changes to the site inventory (e.g., moving the Vierra sites out of the RHNA). This contract modification will also cover the cost to publish the

Housing Element Draft #3 for public review and implement revisions based on public comments before sending to HCD.

- HCD Revisions Housing Element (#4). Based on experience from other jurisdictions and the number of comments received on the first and second letters from HCD, the City may receive a third round of comments in the Fall of 2023 which would require preparation of a Housing Element #4. This contract modification will also cover one additional Planning Commission meeting plus staff report preparation (if needed).

Environmental Justice Element (\$4,365)

- **Phase 3 Adoption and Final Documents**

- City Council Meeting. This amount will cover the remaining City Council meeting, including staff report preparation and Council presentation.
- Final EJ Element. If City Council comments require changes to the EJ Element, this contingency assumes minor revisions to prepare a final document.

Budget

UPP requests a modification to increase the current not-to exceed fee by an additional **\$66,772**, to cover the unanticipated level of effort through June 2023 and the future work needed to complete the 2023-2031 Housing Element Update by the Fall of 2023 (see Table 1 below).

Table 1 Contract Modification #3 Fee Summary

Project	Amount
Housing Element Overage through June 2023	\$27,595
Housing Element Write Down (20%)	(\$5,519)
Housing Element Future Work	\$23,690
Housing Element Subtotal	\$45,766
EJ Element Overage through June 2023	\$23,541
EJ Element Write Down (25%)	(\$5,900)
EJ Future Work	\$4,365
EJ Element Subtotal	\$22,006
Grand Total (HE+EJ)	\$67,772

Approval of this Contract Modification #3 would increase our fee as shown below.

Work Authorization	June 8, 2021
Initial NTE budget	\$552,765
NTE Increase #1 (Approved July 21, 2021)	\$107,440
NTE with Increase #1:	\$660,205

Zoe Merideth

July 6, 2023

Page 4

NTE Increase #2 (Approved April 26, 2022)	\$157,300
NTE with Increase #2:	\$817,505
NTE Increase #3 (Requested)	\$ 67,772
NTE with Increase #3:	\$885,277

All terms of our original contract would remain in effect. Please contact Curtis or Carla with any questions. We look forward to completing this project for the City of Antioch.

Sincerely,

URBAN PLANNING PARTNERS, INC.



Curtis Banks

PROJECT DIRECTOR

cbanks@up-partners.com



Carla Violet

PROJECT MANAGER

cviolet@up-partners.com



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Zoe Merideth, Senior Planner ZM

APPROVED BY: Kevin Scudero, Acting Community Development Director KS

SUBJECT: Renewal of Vesting Tentative Subdivision Map 357-302-20, Final Development Plan, and Design Review

RECOMMENDED ACTION

It is recommended that the City Council adopt the resolution approving a one-year extension of the vesting tentative subdivision map, final development plan, and design review approvals for the Wild Horse Multifamily Project (Attachment A).

FISCAL IMPACT

There is no direct fiscal impact because of this action.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) was adopted and certified on January 11, 2022.

DISCUSSION

On January 11, 2022, the City Council adopted (1) Resolution 2022/07, which approved the EIR Certification; (2) Resolution 2022/08 which approved the General Plan Amendment; (3) Ordinance 2201-C-S rezoning the property to Planned Development District (PD-20-01); and (4) Resolution 2022/09 which approved the Vesting Tentative Subdivision Map (VTSM 357-202-20) for condominium purposes, Final Development Plan and Design Review for the Wild Horse Multifamily Project. Resolution 2022/09 is included as Attachment B. The applicant is requesting an extension of the approvals found in Resolution 2022/09. The project consists of approximately 11.72 acres parcel located at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4.

Analysis

The approved Conditions of Approval include General Conditions 1 for project expiration:

This approval expires two years from the date of approval by the City Council (January 11, 2024), unless a building permit has been issued and construction has diligently commenced thereon and has not expired, or an extension has been approved by the Zoning Administrator. Requests for

extensions must be received in writing with the appropriate fees prior to the expiration of this approval. No more than one one-year extension shall be granted.

Chapter 4 "Subdivisions" and Article 3 "Tentative Maps" includes expiration and extension policies for approved tentative maps. This provision also requires the recommendation of the Planning Commission to the City Council for the extension approval of one additional year.

9-4.314 EXPIRATION AND EXTENSION.

An approved or conditionally approved tentative map shall expire 24 months after its approval or conditional approval. Upon an application of the subdivider filed prior to the expiration of the tentative map, and following the recommendation of the Commission, the time at which the map expires may be extended by the Council for a period of one additional year.

The tentative map was approved on January 11, 2022, and is set to expire on January 11, 2024. The applicant has requested an extension of the map approval pursuant to Section 9-4.314 (See Attachment C) and is seeking a one-year approval extension with a new expiration date of January 11, 2025.

If approved, the new expiration date will be January 11, 2025. The previously approved Conditions of Approval and Tentative Map will be carried forward without any change and as originally approved by the City Council in January 2022.

ATTACHMENTS

- A. Resolution extending the project approvals
- B. Resolution 2022/09
- C. Request Letter

RESOLUTION NO. 2023/XX

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING
THE ONE-YEAR EXTENSION OF THE VESTING TENTATIVE SUBDIVISION MAP,
FINAL DEVELOPMENT PLAN, AND DESIGN REVIEW APPROVALS OF THE WILD
HORSE MULTIFAMILY PROJECT (PD-20-01, AR-21-17)**

WHEREAS, the City of Antioch received a written request from Philip Su, applicant, for a one-year extension of the project approvals for the Wild Horse Multifamily Project. The extension would extend the expiration date of the approvals for Vesting Tentative Subdivision Map (VTSM 357-302-20) for condominium purposes, Final Development Plan, and Design Review;

WHEREAS, an Environmental Impact Report (EIR) and a Mitigation Monitoring and Reporting Program was prepared and adopted by the City Council on January 11, 2022 in conformance with the California Environmental Quality Act;

WHEREAS, a subsequent environmental document does not need to be prepared because (1) no changes to the project are proposed requiring revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, (2) no substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, and (3) no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence or at the time the previous EIR was adopted;

WHEREAS, on January 11, 2022, the City Council duly held a public meeting, received and considered evidence, both oral and documentary and approved the Vesting Tentative Subdivision Map, Final Development Plan, and Design Review;

WHEREAS, the Planning Commission held a public meeting on July 19, 2023, considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request;

WHEREAS, the Planning Commission recommended that the City Council approve the extension; and

WHEREAS, the City Council held a public meeting on August 8, 2023, considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby approves a one-year extension of the project approvals for the Vesting Tentative

RESOLUTION NO. 2023/**

August 8, 2023

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Subdivision Map (VTSM 357-302-20) for condominium purposes, Final Development Plan, and Design Review for the Wild Horse Multifamily Project until January 11, 2025.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 8th day of August 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH

**CITY COUNCIL
RESOLUTION NO. 2022/09**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING A VESTING TENTATIVE MAP, FINAL DEVELOPMENT PLAN, AND
DESIGN REVIEW FOR THE WILD HORSE MULTIFAMILY PROJECT**

WHEREAS, the City of Antioch (City) received an application from CCP-Contra Costa Investor, LLC (Applicant), seeking approval of the following: EIR Certification, General Plan Amendment, Rezone to Planned Development District, Vesting Tentative Map, Final Development Plan, and Design Review for the development of a 126 multifamily unit residential community and associated improvements on an approximately 11.72 acre project site, known as the Wild Horse Multifamily Project (PD-20-01, GP-20-03, AR-21-17);

WHEREAS, the project site consists of an approximately 11.72 acre parcel located at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4 (APN: 041-022-003);

WHEREAS, a Final Environmental Impact Report (Final EIR) and Mitigation Monitoring and Reporting Program was prepared in accordance with the California Environmental Quality Act ("CEQA") Guidelines Section 15162;

WHEREAS, on December 1, 2021, the Planning Commission recommended to the City Council certification of the Final Environmental Impact Report, based on findings of fact and adopting a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;

WHEREAS, on January 11, 2022, the City Council certified the Final Environmental Impact Report, based on findings of fact and adopting a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;

WHEREAS, the applicant has prepared Design Guidelines for the Project in order to customize the City of Antioch's Residential Design Guidelines specifically for the Project;

WHEREAS, on October 21, 2021, the Parks and Recreation Commission considered the Wild Horse Multifamily Project and did recommend to the Planning Commission that the project be obligated to pay \$119,700 in parkland dedication in lieu fees. The Planning Commission did recommend to the City Council on December 1, 2021 that the project be obligated to pay \$119,700 in parkland dedication in lieu fees;

WHEREAS, on December 1, 2021, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary, and recommended approval of a Vesting Tentative Subdivision Map, Final Development Plan, and Design Review to the City Council;

WHEREAS, the City Council duly gave notice of public hearing as required by law; and

WHEREAS, on January 11, 2022, the City Council duly held a public hearing on the matter, and received and considered evidence, both oral and documentary.

NOW, THEREFORE, BE IT RESOLVED, that the City Council makes the following required findings for approval of a Vesting Tentative Subdivision Map:

1. The Vesting Tentative Subdivision Map, design and improvements are consistent with the General Plan, as required by Section 66473.5 of the Subdivision Map Act and the City's Subdivision Regulations. The site has a proposed General Plan Designation of High Density Residential and the Vesting Tentative Subdivision Map will accommodate uses that are consistent with the proposed General Plan designation.
2. The project proposed by the Vesting Tentative Subdivision Map for Condominium Purposes complies with the rules, regulations, standards and criteria of the City's Subdivision Regulations. The City's Planning and Engineering staff have reviewed the Vesting Tentative Subdivision map and evaluated the effects of the map proposed and have determined that the Vesting Tentative Map, as conditioned, complies with and conforms to all the applicable rules, regulations, standards, and criteria of the City's Subdivision Regulations.
3. The Project's conditions of approval protect the public safety, health and general welfare of the users of the project and surrounding area. In addition, the conditions ensure the project is consistent with all applicable City standards.

BE IT FURTHER RESOLVED, that the City Council makes the following findings for approval of a Final Development Plan:

1. Each individual unit of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability, and the uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another zoning district because the project will provide new housing options to the area while remaining compatible with existing surrounding development. The project is designed to function independently while remaining interconnected through pathways and access for both vehicles and pedestrians.
2. The streets and thoroughfares proposed meet the standards of the city's Growth Management Program and adequate utility service can be supplied to all phases of the development because the Project design minimizes traffic impacts to the existing street system and encourages internal pedestrian circulation within the development. The Project will be required to construct all required streets and

utilities to serve the project. The final design, location, and size of these improvements will be subject to the approval of the City Engineer. As shown in the project's Final EIR, adequate utility service can be supplied to the project. the project will be constructing all the required streets and utilities to serve the project.

3. Any commercial components are justified economically at the location(s) proposed. There are no commercial components to the project
4. Any residential component will be in harmony with the character of the surrounding neighborhood and community and will result in densities no higher than that permitted by the General Plan because the project has been designed to comply with City density standards, and the proposed densities are within General Plan allowances. The project includes multifamily development that is consistent with the overall intent of the General Plan.
5. Any industrial component conforms to applicable desirable standards and will constitute an efficient, well-organized development with adequate provisions for railroad and/or truck access and necessary storage and will not adversely affect adjacent or surrounding development. There are no industrial components of the project.
6. Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan which offer certain unusual redeeming features to compensate for any deviations that may be permitted. The proposed PD zone was intended to allow for current and future flexibility in development. Minor deviations to development standards have been incorporated into the Wild Horse Multifamily Project Planned Development Ordinance that respond to specific limitations, including topography and existing infrastructure, of the project site.
7. The area surrounding the P-D District can be planned and zoned in coordination and substantial compatibility with the proposed development because the land surrounding the Project is already developed and the proposal has been designed to compatible with surrounding uses.
8. The P-D District conforms to the General Plan of the city because the amendment to the General Plan to change the designation of the site to High Density Residential allows continues to allow residential development to occur at the site while allowing flexibility of development types. The intent of the General Plan is being maintained.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch does hereby APPROVE a Vesting Tentative Map, Final Development Plan, and Design Review for the development of a 126 multifamily unit residential community and associated improvements on an approximately 11.72 acre project site, known as the Wild

Horse Multifamily Project (PD-20-01, GP-20-03, AR-21-17) located at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4 (APN: 041-022-003) subject to the following conditions:

A. GENERAL CONDITIONS

1. The development shall comply with the City of Antioch Municipal Code, unless a specific exception is granted thereto, or is otherwise modified in these conditions.
2. Concurrent with the first submittal of grading or improvement plans, the developer shall submit a site plan exhibit showing the site plan as modified by conditions and approvals.
3. This approval expires two years from the date of approval (Expires January 11, 2024) unless a building permit has been issued and construction has diligently commenced thereon and not expired, or an extension has been approved by the Zoning Administrator. Requests for extensions must be received in writing with the appropriate fees prior to the expiration of this approval. No more than one, one-year extension shall be granted.
4. The developer shall defend, indemnify, and hold harmless the City in any action brought challenging any land use approval or environmental review for the Project. In addition, developer shall pay any and all costs associated with any challenge to the land use approval or environmental review for the Project, including, without limitation, the costs associated with any election challenging the Project.
5. A final and unchallenged approval of this project supersedes previous approvals that have been granted for this site.
6. Permits or approvals, whether discretionary or ministerial, will not be considered if the developer is not current on fees, reimbursement and/or other payments that are due the City.
7. All advertising signs shall be consistent with the Sign Ordinance or as approved by the Community Development Director.
8. All required easements or rights-of-way for improvements shall be obtained by the developer at no cost to the City of Antioch. Advance permission shall be obtained from any property or, if required from easement holders, for any work done within such property or easements.

9. All easements of record that are no longer required and affect individual lots or parcels within this project shall be removed prior to or concurrently with the recordation of the parcel map for condominium purposes or subsequent separate document as approved by City Engineer.

B. VESTING TENTATIVE MAP CONDITIONS

1. The Vesting Tentative Map for condominium purposes approval is subject to the time lines established in the State of California Subdivision Map Act.
2. Approval is based upon substantial conformance with the Vesting Tentative Map for condominium purposes prepared on August 10, 2020, revised on October 26, 2020 and stamped received by the Community Development Department on October 30, 2020.
3. Approval of this Vesting Tentative Map for condominium purposes shall not constitute the approval of any improvements shown on the Vesting Tentative Map for condominium purposes and shall not be construed as a guarantee of future extension or re-approvals of this or similar maps, nor is it an indication of future availability of water or sewer facilities or permission to develop beyond the capacities of these facilities.

C. DISTRICTS AND ANNEXATION

1. Prior to filing of a parcel map for condominium purposes for recording, the developer shall annex into the District 1 Zone 1 Lighting and Landscaping District (LLD) and accept a level of annual assessments sufficient to maintain public facilities in the vicinity of the project area at no cost to the City. The annual assessment shall cover the actual annual cost of maintenance as described in the Engineer's Report.
2. Prior to filing of a parcel map for condominium purposes for recording, the developer shall annex into CFD 2018-02 (Police Protection).

D. HOME OWNERS ASSOCIATION AND CC&RS

1. The developer shall establish a Home Owners Association (HOA) for this project in conformance with the regulations set forth by the California Department of Real Estate. The HOA shall be responsible for maintaining all on-site landscaping, roadway (including striping and signing), concrete (including sidewalk, curb, gutter and curb ramps), street lighting, bio-retention basins, and storm drain facilities.

2. The City shall be reimbursed for maintenance of landscape, roadway (including striping and signing), concrete (including sidewalk, curb, gutter and curb ramps), bio-retention basins, storm drain facilities, street lighting, and all other HOA facilities and amenities not maintained by the HOA to an acceptable City level.
3. A parking lot sweeping program shall be implemented that, at a minimum, provides for sweeping immediately prior to the storm season and prior to each storm event.
4. Subject to approval by the state, the Codes, Covenants and Restrictions (CC&Rs) for the subdivision shall include a provision indicating that the City of Antioch is named as a third-party beneficiary with the right, but not the obligation, to enforce the provisions of the CC&Rs relating to the maintenance and repair of the property and improvements, including but not limited to landscaping, streets, curbs, gutters, streetlights, parking, open space, storm water facilities and the prohibition of nuisances. The City shall have the same rights and remedies as the Association, Manager or Owners are afforded under the CC&Rs, including but not limited to rights of entry. This right of enforcement is in addition to all other legal and equitable remedies available to the City, including the right to refuse to issue building permits for any building or structure that is not in compliance with applicable federal, state or local laws, regulations, permits or approvals. Neither action nor inaction by the City shall constitute a waiver or relinquishment of any rights or remedies. In addition, the CC&Rs shall include a provision that any design approvals required by the CC&RS for construction, reconstruction and remodeling are in addition to any approvals needed from the City as well. Further, the CC&Rs cannot be terminated or amended materially without the prior written consent of the Community Development Director and the City Attorney of the City of Antioch. Material changes are those that would change the fundamental purpose of the development including but not limited to:
 - City approvals of uses or external modifications.
 - Property ownership or maintenance obligations including, but not limited to, common areas, storm water and landscaping.

The CC&Rs for this project shall be reviewed and approved by the City Attorney and the Community Development Director prior to the issuance of the first building permit.

E. CONSTRUCTION CONDITIONS

1. The use of construction equipment shall be as outlined in the Antioch Municipal Code and is restricted to weekdays between the hours 8:00 A.M. and 5:00 P.M., or as approved in writing by the City Manager. Requests for alternative days/time may be submitted in writing to the City Engineer for consideration.
2. The project shall be in compliance with and supply all the necessary documentation for Antioch Municipal Code § 6-3.2: Construction and Demolition Debris Recycling.
3. Standard dust control methods and designs shall be used to stabilize the dust generated by construction activities. The developer shall post dust control signage with a contact number of the developer, City staff, and the air quality control board.
4. The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.

F. SITE AND PROJECT DESIGN

1. Provisions for mail delivery and locations of mailbox facilities shall be reviewed by the USPS and approved by the City Engineer prior to the issuance of a building permit.
2. All proposed improvements shall be constructed to City standards or as approved by the City Engineer.
3. All public streets shall intersect at approximately 90 degrees and meet the requirements of Caltrans Highway Design Manual for Intersection Design Standards (Topic 405), as approved by the City Engineer.
4. All driveways shall be perpendicular or radial to the street centerline, or as approved by the City Engineer.
5. Maximum driveway slope shall be 12% or as approved by the City Engineer.
6. All driveways shall be a minimum of five feet (5') from the curb return.
7. Curb ramps shall meet the latest version of Caltrans ramps.

8. Monolithic sidewalks with beveled curb shall be six inches (6") thick and reinforced as approved by the City Engineer. Sidewalks at driveway approaches shall be ADA complaint. Minimum sidewalks widths shall be as follows:
 - Adjacent to beveled curb, 4 feet excluding curb (bevel curb to be 12" deep by 3" high with ½" lip and 18" gutter).
 - Adjacent to vertical curb, 4.5 feet excluding curb.
9. Sight distance triangles shall be maintained per Antioch Municipal Code § 9-5.1101 Site Obstructions at Intersections, or as approved by the City Engineer.
10. A minimum of a twenty-foot (20') tangent shall extend beyond the return at intersections at public streets for the maintenance of adequate sight distance, or as approved by the City Engineer.
11. In cases where a fence is to be built in conjunction with a retaining wall, and the wall face is exposed to a side street, the fence shall be setback a minimum of three feet (3') behind the retaining wall per Antioch Municipal Code § 9-5.1603, or as approved by the City Engineer.
12. The street names for the streets listed below shall be approved by Planning Commission prior to recordation of the parcel map for condominium purposes. Changes to street names shall require Planning Commission review and approval.
 - Street 'A'
 - Street 'B'
13. The developer shall provide a "checklist" of universal design accessibility features to home buyers as required by Health and Safety Code § 17959.6.
14. All improvements for each lot (water meters, sewer cleanouts, etc.) shall be contained outside of the driveway and within the lot and the projection of its sidelines, or as approved by the City Engineer.
15. The developer shall install and maintain streetlights within the project area at no cost to the City.
16. Guest parking shall be provided at the site at a minimum rate of one spot per every five units.
17. Cul-de-sac parking shall be provided as required by the City Engineer.

18. All fencing adjacent to open space (trails and basins) shall be wrought iron or tubular steel and shall be located at the top of slope.
19. All standard two-car garages shall be a minimum of twenty feet by twenty feet (20' x 20') clear inside dimensions. All tandem two-car garages shall have a minimum dimension of ten feet by forty feet (10' x 40') clear inside dimensions.
20. The developer and then the HOA, once the CC&Rs are operative, shall maintain all undeveloped areas within this subdivision in an attractive manner, which shall also ensure fire safety.

G. UTILITIES

1. Public utilities shall be constructed to their ultimate size and configuration with the road construction in which they are to be located.
2. All existing and proposed utilities shall be undergrounded (e.g. transformers and PMH boxes) and subsurface in accordance with the Antioch Municipal Code, or as approved by the City Engineer.
3. All sewage shall flow by gravity to the intersecting street sewer main.
4. All public utilities, including storm drain pipes and ditches, shall be installed in streets avoiding between lot locations. All proposed drainage facilities, including open ditches, shall be constructed of Portland Concrete Cement or as approved by the City Engineer.
5. Prior to the recordation of the parcel map for condominium purposes, the developer shall submit hydrology and hydraulic analyses with a storm water control plan that proves the adequacy of the in-tract drainage system and downstream drainage system to the City for review and approval and to Contra Costa County Flood Control for review at no cost to the City as directed by the City Engineer.
6. The detention basin and associated improvements shall be constructed prior to issuance of first building permit for residential structures.
7. The developer shall provide adequate water pressure and volume to serve this development. This will include a minimum residual pressure of 20 psi with all losses included at the highest point of water service and a minimum static pressure of 50 psi or as approved by the City Engineer. See Fire Requirements for additional water flow conditions.

8. Buildings shall contain rain gutters and downspouts that direct water away from the foundation as approved by the City Engineer.
9. Prior to acceptance of public utilities, the developer shall provide GPS coordinates of all in and above ground assets. This includes all Water Distribution Utility features, Collection Utility features, Storm Water Utility features, and inverts associated with these features. Developer shall also include GPS coordinates of metal subdivision entryway signs, street signs, light poles, and irrigation controllers. These GPS coordinates must be taken on a survey-grade sub-meter GPS data receiver/collector and provided in GIS shapefile format using the North American 1983 Coordinate System.

H. LANDSCAPING

1. Landscaping on all slopes, medians, C.3 basins and open space areas shall be approved by the City Engineer and shall be installed, at no cost to the City.
2. Final landscape and irrigation plans shall be submitted to the City for review and approval at the time the design review for the multifamily buildings are submitted. All landscaping and irrigation shall be installed in accordance with approved plans prior to the issuance of certificates of occupancy.
3. Landscaping for the project shall be designed to comply with the City of Antioch Water Efficient Landscape Ordinance (WELO). Prior to issuance of a building permit, the developer shall demonstrate compliance with the applicable requirements of the WELO in the landscape and irrigation plans submitted to the City.
4. Based on drought conditions, the City Engineer has the authority to delay some or all of the landscape Conditions of Approval.
5. All trees shall be a minimum 15-gallon size and all shrubs shall be a minimum 5-gallon size.

I. FIRE REQUIREMENTS

1. The applicant shall comply with the conditions provided by the Contra Costa Fire Protection District in the letter dated December 23, 2020.

J. FEES

1. The developer shall pay all City fees which have been established by the City Council and as required by the Antioch Municipal Code.

2. Prior to recordation of parcel map for condominium purposes, developer shall pay the Contra Costa County Flood Control District Drainage Area fee per letter dated January 4, 2021 and Contra Costa County map maintenance fee.
3. The developer shall pay all pass-through fees. Fees include but are not limited to:
 - a. East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fee in effect at the time of building permit issuance.
 - b. Contra Costa County Fire Protection District Fire Development Fee in place at the time of building permit issuance.
 - c. Contra Costa County Map Maintenance Fee in affect at the time of recordation of the parcel map for condominium purposes.
 - d. Contra Costa County Flood Control District Drainage Area fee.
 - e. School Impact Fees.
 - f. Delta Diablo Sanitation Sewer Fees.
 - g. Contra Costa Water District Fees.

K. MODEL HOMES

1. If developer requests model homes or sales trailer, prior to the placement of any sales trailers, plans shall be submitted to the Engineering Department for review and approval. Any trailer shall be placed out of the public right-of-way and shall have its own parking lot.
2. The model home complex parking lot location and design shall be subject to the City Engineer's approval.
3. The model home landscaping shall be drought tolerant, with total area of spray irrigation for the complex not to exceed 50 percent of the landscaping area.

L. GRADING

1. Prior to the approval of the grading plan(s), the City Engineer shall determine if it is necessary to engage soils and structural engineers, as well as any other professionals, deemed necessary to review and verify the adequacy of the building plans submitted for this project. If deemed necessary by the City Engineer, this condition may include field inspections by such professionals to verify implementation of the plans. Costs for these services shall be borne by the developer.

2. The grading operation shall take place at a time, and in a manner, so as not to allow erosion and sedimentation. The slopes shall be landscaped and reseeded as soon as possible after the grading operation ceases. Erosion measures shall be implemented during all construction phases in accordance with an approved erosion and sedimentation control plan.
3. A grading permit shall be required prior to any grading operations.
4. All lots and slopes shall drain to approved drainage facilities as approved by the City Engineer.
5. All grading shall be accomplished in a manner that precludes surface water drainage across any property line.
6. All lots shall be graded to drain positively from the rear to the street or as approved by the City Engineer.
7. The swales adjacent to the house structure shall have a minimum of a two percent (2%) slope or as directed by the City Engineer.
8. All off-site grading is subject to the coordination and approval of the affected property owners and the City Engineer. The developer shall submit written authorization to "access, enter, or grade" adjacent properties prior to performing any work.
9. Any sale of a portion (or portions) of this project to multiple developers shall include the necessary agreement and/or grading easements to assure that project-wide grading conforms to the approved map and conditions of this resolution.
10. The grading plan for this development shall be approved by the City Engineer.
11. All elevations shown on the plans shall be on the USGS 1929 sea level datum or NAVD 88 with conversion information, as approved by the City Engineer.
12. Retaining walls shall not be constructed in City right-of-way or other City maintained parcels unless approved by the City Engineer.
13. All retaining walls shall be of masonry construction.
14. Wall and fence locations shall be included on the grading plan.

15. All retaining walls shall be reduced in height to the maximum extent practicable and the walls shall meet the height requirements in the front yard setback and sight distance triangles as required by the City Engineer.
16. The back-to-back or side-to-side grading transitions from lot-to-lot shall have a maximum slope of 2:1, and shall be accommodated entirely on the lower lot or as approved by the City Engineer.
17. The minimum concrete gutter flow slope shall be 0.75%.
18. All property lines shall be located at the top of slope.

M. CONSERVATION/NPDES

1. Water conservation measures, including low volume toilets, flow restrictors in showers and the use of drought tolerant landscaping, shall be used.
2. The Project shall meet or exceed Tier 1 of the CALGreen Building Code.
3. The project shall comply with all Federal, State, and City regulations for the National Pollution Discharge Elimination System (NPDES) (AMC§6-9). (Note: Per State Regulations, NPDES Requirements are those in affect at the time of the Final Discretionary Approval.) Under NPDES regulations, the project is subject to provision C.3: New development and redevelopment regulations for storm water treatment. Provision C.3 requires that the project include storm water treatment and source control measures, as well run-off flow controls, so that post-project runoff does not exceed estimated pre-project runoff. C.3 regulations require the submittal of a Storm Water Control Plan (SWCP) that demonstrates how compliance will be achieved. The SWCP shall be submitted simultaneously with the project plans. For the treatment and flow-controls identified in the approved SWCP, a separate Operation and Maintenance Plan (O&M) shall be submitted and approved before the Building Department will issue Certificate of Occupancy permits. Both the approved SWCP and O&M plans shall be included in the project CC&Rs. Prior to building permit final and issuance of a Certificate of Occupancy, the developer shall execute any agreements identified in the Storm Water Control Plan that pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs. Already stated in COAs below, 5.c and 5.h.w.
4. Additional information regarding the project SWCP is necessary and modifications to the SWCP shown on the proposed Vesting Tentative Map may be required in order to comply with C.3 regulations.

5. The following requirements of the federally mandated NPDES program (National Pollutant Discharge Elimination System) shall be complied with as appropriate, or as required by the City Engineer:
 - a. Prior to issuance of permits for building, site improvements, or landscaping, the developer shall submit a permit application consistent with the developer's approved Storm Water Control Plan, and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent source control BMPs, and other features that control storm water flow and potential storm water pollutants.
 - b. The Storm Water Control Plan shall be certified by a registered civil engineer, and by a registered architect or landscape architect as applicable. Professionals certifying the Storm Water Control Plan shall be registered in the State of California and submit verification of training, on design of treatment measures for water quality, not more than three years prior to the signature date by an organization with storm water treatment measure design expertise (e.g., a university, American Society of Civil Engineers, American Society of Landscape Architects, American Public Works Association, or the California Water Environment Association), and verify understanding of groundwater protection principles applicable to the project site (see Provision C.3.i of Regional Water Quality Control Board Order R2 2003 0022).
 - c. Prior to building permit final and issuance of a Certificate of Occupancy, the developer shall submit, for review and approval by the City, a final Storm Water BMP Operation and Maintenance Plan in accordance with City of Antioch guidelines. This O&M plan shall incorporate City comments on the draft O&M plan and any revisions resulting from changes made during construction. The O&M plan shall be incorporated into the CC&Rs for the Project.
 - d. Prior to building permit final and issuance of a Certificate of Occupancy, the developer shall execute and record any agreements identified in the Storm Water Control Plan which pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs.
 - e. Prevent site drainage from draining across sidewalks and driveways in a concentrated manner.
 - f. Collect and convey all storm water entering, and/or originating from, the site to an adequate downstream drainage facility without diversion of the

watershed. Submit hydrologic and hydraulic calculations with the Improvement Plans to Engineering Services for review and approval.

- g. Prior to issuance of the grading permit, submit proof of filing of a Notice of Intent (NOI) by providing the unique Waste Discharge Identification Number (WDID#) issued from the Regional Water Quality Control Board.
- h. Submit a copy of the Storm Water Pollution Prevention Plan (SWPPP) for review to the Engineering Department prior to issuance of a building and/or grading permit. The general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMP's. Construction site cleanup and control of construction debris shall also be addressed in this program. Failure to comply with the approved construction BMP may result in the issuance of correction notices, citations, or a project stop work order.
- i. Install appropriate clean water devices at all private storm drain locations immediately prior to entering the public storm drain system. Implement Best Management Practices (BMP's) at all times.
- j. Install on all catch basins "No Dumping, Drains to River" decal buttons.
- k. If sidewalks are pressure washed, debris shall be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged into the storm drain. If any cleaning agent or degreaser is used, wash water shall be collected and discharged to the sanitary sewer, subject to the approval of the sanitary sewer District.
- l. Include erosion control/storm water quality measures in the final grading plan that specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydro seeding, gravel bags and siltation fences and are subject to review and approval of the City Engineer. If no grading plan is required, necessary erosion control/storm water quality measures shall be shown on the site plan submitted for an on-site permit, subject to review and approval of the City Engineer. The developer shall be responsible for ensuring that all contractors and subcontractors are aware of and implement such measures.
- m. Sweep or vacuum the parking lot(s) a minimum of once a month and prevent the accumulation of litter and debris on the site. Corners and hard to reach areas shall be swept manually.
- n. Ensure that the area surrounding the project such as the streets stay free and clear of construction debris such as silt, dirt, dust, and tracked

mud coming in from or in any way related to project construction. Areas that are exposed for extended periods shall be watered regularly to reduce wind erosion. Paved areas and access roads shall be swept on a regular basis. All trucks shall be covered.

- o. Clean all on-site storm drain facilities a minimum of twice a year, once immediately prior to October 15 and once in January. Additional cleaning may be required if found necessary by City Inspectors and/or City Engineer.
- 6. Per State Regulations, all impervious surfaces including off-site roadways to be constructed as part of the project, are subject to C.3 requirements.
- 7. Defined emergency spillway shall be included in the bioretention basin's design to convey potential overflow due to large storm events from the basin and mitigate flooding on adjacent properties and an Operations and Maintenance Manual shall be submitted for basins.

N. PARCEL MAP REQUIREMENTS

- 1. The parcel map for condominium purposes submittal shall include all of the required information described in Title 9, Chapter 4, Article 5: Final Maps, of the Antioch Municipal Code, including, but not limited to:
 - a. Improvement security in one of the following forms:
 - i. Bond or bonds issued by one or more duly authorized corporate securities in an amount equal to 100% of the total estimated costs of the improvements for faithful performance, and in an amount equal to 100% of the total estimated costs of the improvements for labor and materials.
 - ii. A deposit, either with the city or a responsible escrow agent or trust company, at the option of the City Engineer, of money or negotiable bonds of the kind approved for securing deposits of public moneys, in the amounts and for security as specified above, to be released in the same manner as described above for bonds.
 - iii. An irrevocable letter of credit in form acceptable to the City Attorney issued by a financial institution acceptable to the City Attorney in an amount equal to 100% of the total estimated costs of the improvements for faithful performance, no part thereof to be released until such time as specified by state law.
 - b. An original, signed improvement agreement, to be executed by the developer, guaranteeing the completion of the construction of the

improvements required by the governing body within a specified time and payment therefore, satisfactory to the City Attorney as to legality and satisfactory to the City Engineer as to amount.

- c. A letter from the Tax Collector showing that all payable taxes have been paid and a bond for the payment of taxes then a lien but not yet payable, as required by the Subdivision Map Act.
- d. A cash payment, or receipt therefore, of all the fees required for the checking and filing of the maps and the inspections of the construction; payment for the street signs to be furnished and installed by the city, if required by the developer; a cash deposit for the payment of such fire hydrant rental fees as may be established by the respective fire districts or water company or district having jurisdiction; and any other applicable fees or deposits.
- e. Deeds for the easements or rights-of-way for road purposes map.
- f. Written evidence acceptable to the city, in the form of rights of entry or permanent easements across private property outside the subdivision, permitting or granting access to perform the necessary construction work and permitting the maintenance of the facility.
- g. Agreements acceptable to the city, executed by the owners of existing utility easements within the proposed roads rights-of-way, consenting to the dedication of roads or consenting to the joint use of the rights-of-way as may be required by the city for the purpose use and convenience of the roads.
- h. A surety bond acceptable to the city, guaranteeing the payment of the taxes and assessments which will be a lien on the property, as set forth in the Subdivision Map Act, when applicable.
- i. Payment of map maintenance fee.
- j. Payment of the assessment district apportionment fee, if applicable.
- k. Evidence of annexation into Police Services Fee CFD
- l. Evidence of payment of Contra Costa County Flood Control District fees.
- m. A preliminary soil report, prepared by a civil engineer who is registered by the state, based upon adequate test borings or excavations of every subdivision, as defined in Cal. Gov't Code §§ 66490 and 66491. The

preliminary soil report may be waived if the City Engineer shall determine that, due to the knowledge of such department as to the soil qualities of the subdivision, no preliminary analysis is necessary.

2. Concurrent with, or prior to, submittal of the Final Subdivision Map, the developer shall submit evidence of annexation into all required districts, including Community Facilities District and Lighting and Landscape District.

O. MITIGATION MONITORING AND REPORTING PROGRAM

1. The developer shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program for the Wild Horse Multifamily Project.

P. PROJECT SPECIFIC CONDITIONS

1. This approval applies to the following documents;
 - a. Vesting tentative map for condominium purposes and final development plans and other design drawings dated received by the Community Development Department on October 30, 2020
 - b. Landscaping plans dated received by the Community Development Department on August 12, 2020
 - c. Su Property Design Guidelines dated received by the Community Development Department on October 30, 2020
 - d. Stormwater Control Plan for Su Property dated received by the Community Development Department on October 30, 2020.
2. Prior to the development of the project, the applicant shall secure a use permit and design review approval from the Planning Commission.
3. Developer shall record parcel map for condominium purposes prior to the issuance of a building permit.
4. Wild Horse Road extension shall be fully landscaped to the satisfaction of the City Engineer, prior to the issuance of the first building permit. Improvements shall be full width (both sides of street) for the full length of Wild Horse Road extension plus the adjacent unimproved street frontage areas. For the purpose of this condition, Wild Horse extension shall be defined as from the intersection with Le Conte Circle up to and including the underpass of Highway 4.
5. Developer shall provide all the necessary signing, striping and street improvements along Wild Horse Road necessary to provide safe access to and from their proposed entrance. Improvements may include but not be

limited to accessibility, safety signage, view corridors, safe pavement transitions, etc. The entrance shall be a "street cut" design.

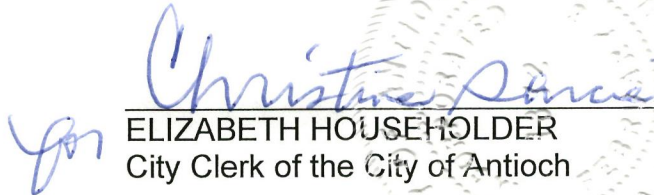
6. No Parking Any Time (R26) signage shall be installed per California MUTCD standards at locations along project frontage as approved by the City Engineer.
7. Stop sign shall be installed at driveway exits onto Wild Horse Road.
8. Street 'A', Street 'B', and all interior drive aisles between building units shall have a street width of 26', a minimum traffic index (TI) of 6, and a minimum pavement thickness of 4" AC over 12" Class II AB.
9. Street 'A' and Street 'B' shall have 5' sidewalk on both sides of streets.
10. The parking lot striping and signing plan shall be approved by the City Engineer.
11. All parking spaces shall be double-striped and all parking lot dimensions shall meet minimum City policies and Antioch Municipal Code requirements.
12. The City of Antioch franchise waste hauler shall provide approval for the location of all trash enclosures, subject to the approval of the City Engineer. Trash enclosures shall not be located within any easement areas. Trash bins shall not be stored in the required garage space for each unit.
13. Trash enclosures shall be screened with landscaping and painted to match the building design. The trash enclosure shall comply with AMC § 9-5.1401 Refuse Storage Area Design Guidelines. The trash enclosures shall be depicted on the Design Review application.
14. The applicant shall show a turning template on the site plan verifying that trucks can safely ingress, egress, and successfully maneuver throughout the site.
15. Prior to the issuance of the building permit for the construction of the 7th multifamily unit, open space/play area shall be constructed and completed.
16. As recommended by the Parks and Recreation Commission on October 21, 2021, the following condition shall apply prior to the issuance of the 1st building permit:
 - Park-in-lieu fees in the amount of \$119,700 shall be paid to the City of Antioch to meet the Project's park land dedication obligation.

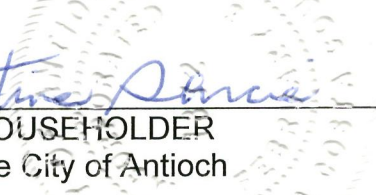
17. The final private park design shall be reviewed and approved by the Parks and Recreation Commission prior to the issuance of a building permit for the park.
18. The private park shall meet all the City's park design standards current at the time of park construction and shall include a color scheme soothing for children with visual sensitivities.
19. The developer shall disclose to each property owner in the development that the Contra Costa Water District property that borders the development contains hydrological improvements and related service structures which may be altered or expanded by the Water District.
20. All units shall have two covered and enclosed parking spaces in a garage. Up to 50% of the parking spaces may be tandem parking.
21. The project shall be built in conformance with the Su Property Design Guidelines, dated received by the Community Development Department on October 30, 2020, unless modified by the conditions of approval or the Planned Development Ordinance for the project. Major deviations from or modification to the Design Guidelines shall be approved by the Planning Commission. Minor deviations may be approved by the Zoning Administrator.
22. The landscaping plans shall be revised to use non-invasive, drought tolerant, native plants. The revisions shall be shown on the final landscaping plan submittal.
23. A Community Facilities District (CFD) for fire protection shall be required for this project. The developer shall enter into a Memorandum of Understanding with the Contra Costa County Fire Protection District regarding the establishment of the CFD or annexation of the property into an existing CFD.
24. The park shall be designed to be an all-abilities park.
25. The project shall provide speed humps/speed bumps at the entrance of the project. The design shall be reviewed and approved by the City Engineer prior to issuance of a building permit.

* * * * *

I HEREBY CERTIFY that the foregoing recommendation was passed and adopted by the City Council of the City of Antioch, at a regular meeting thereof, held on the 11th day of January, 2022 by following vote:

AYES: Council Members District 3 Ogorchock, District 4 Wilson and Mayor Pro Tem (District 2) Barbanica
NOES: Council Members District 1 Torres-Walker
ABSTAIN: None
ABSENT: None
RECUSED: Mayor Thorpe


ELIZABETH HOUSEHOLDER
City Clerk of the City of Antioch



CCP - Contra Costa Investor LLC

893 Corporate Way Fremont, CA 94539

January 30, 2023

Community Development Director
City of Antioch
200 H Street
Antioch, CA 94531

To Forrest Ebbs,

Re: Extension of Tentative Map on A.P.N. 041-022-003

We respectfully request that the above Tentative Map for 126 TH units approved on January 11, 2022 and expires on January 11, 2024 be extended. We are currently still waiting for the Certificates of Compliance to be issued. At this time the two parcels associated with the Certificates of Compliance cannot be legally identified as separate parcels.

If you have any questions or concerns please contact us.

Sincerely,

CCP – Contra Costa Investor LLC

 1/31/23
Philip Su
Managing Member

CC: Rex Warren
CC: Manuel Prado



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

PREPARED BY: Zoe Merideth, Senior Planner ZM

SUBMITTED BY: Kevin Scudero, Acting Community Development Director KS

SUBJECT: Resolution Adopting Transportation and Vehicle Miles Traveled Impact Analysis Guidelines

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution adopting the Transportation and Vehicle Miles Traveled Impact Analysis Guidelines.

FISCAL IMPACT

There is no direct cost associated with the adoption of the Transportation and Vehicle Miles Traveled Impact Analysis Guidelines ("Guidelines"). The consultant costs to develop the Guidelines were included as part of the Housing Element effort and partially paid for with grant funding from the State. Additionally, there will not be ongoing costs associated with having adopted Guidelines because existing staff will be reviewing development projects against the Guidelines in addition to other City standards.

DISCUSSION

Background

Senate Bill ("SB") 743 signed by the Governor in 2013, changed the way transportation impacts are identified. The legislation directed the Office of Planning and Research ("OPR") to consider different metrics for identifying transportation impacts under the California Environmental Quality Act ("CEQA"). Prior to SB 743, cities used Level of Service ("LOS") to determine a project's transportation impact. In 2018, OPR determined that Vehicle Miles Traveled ("VMT") is the preferred transportation impact metric and updated the CEQA Guidelines accordingly. Additionally, OPR gave cities a deadline of July 1, 2020 to begin implementing the new law. For cities, implementation requires that VMT be analyzed as the metric for measuring CEQA compliance, however cities may choose to retain LOS-based standards. Since July 1, 2020, the City has been using VMT in its CEQA documents, as required by SB 743, and following the Contra Costa Transportation Authority methodology when completing VMT analyses. Meanwhile, as

part of the Housing Element effort, the City has been working with a consultant to draft Antioch specific VMT and LOS standards for the City.

LOS vs. VMT

Historically, Antioch and other jurisdictions have used LOS as the threshold for analyzing the significance of impacts to transportation infrastructure under CEQA, as well as in the General Plan and other transportation policies. As a measure of congestion or roadway capacity, LOS assigns a letter grade (A = below capacity or low congestion, through F = at or exceeding capacity, high congestion) to intersections or roadway segments based on the average delay experienced by drivers given the traffic conditions. Until SB 743, cities had been using LOS to analyze a project's transportation impacts under CEQA.

California has now shifted away from using LOS in the CEQA process because measuring congestion using LOS has had the unintended consequence of encouraging urban sprawl. Under the use of LOS, roadway widening and other infrastructure improvements have incentivized new development to locate in more remote areas, since these areas have little congestion compared to urban environments. This outcome, combined with large differentials in the cost of urban housing in certain parts of the state, has resulted in greater vehicle use, traffic congestion, and greenhouse gas emissions overall because people must travel longer distances to reach destinations. This is particularly true when employment and residential neighborhoods are located far apart. Although LOS may no longer be used as a measure of CEQA transportation impacts, SB 743 does not prevent a city from continuing to analyze LOS as part of its transportation planning and project analysis.

VMT is a measure of the amount and distance a project causes people to drive, including consideration of the number of passengers in vehicles (vehicle occupancy). Said another way, VMT is the total number of miles travelled by motor vehicles among a given population over a defined period of time, most often measured as daily or annual VMT. Typically, developments at a greater distance from other land uses, and developments located in areas with poor access to non-auto modes of travel, will generate more driving than developments located in the vicinity of other complementary uses. The use of VMT as an impact metric encourages infill development and a mix of land uses, which have smaller environmental impacts and reduce the need to drive. VMT as an impact metric also encourages the use of active transportation and transit, which have smaller environmental footprints than vehicle travel. VMT data is already gathered and used to calculate air quality and greenhouse gas emissions as part of the CEQA analysis.

Transportation Impact Analysis

SB 743 does not prevent a city from continuing to analyze LOS outside of CEQA review for transportation planning or analysis purposes. LOS is referenced throughout the City's General Plan and specific transportation-related policies. LOS may continue to be assessed relative to City standards during development review, to promote the City's interest in maintaining and operating a functional roadway network. Beyond LOS, a

transportation impact analysis (“TIA”) can also examine the project’s on-site circulation, the need to signalize a new intersection, or other roadway improvements that may be required to reduce the adverse effects of a project on nearby traffic. The recommendations of a TIA can be added as conditions of approval to a project. The Guidelines provide direction, based on the City’s General Plan and best industry practice, of when a project requires a TIA. Currently, the City requires a TIA, separate from the CEQA analysis, when a project includes a General Plan Amendment (“GPA”) that changes the land use or is expected to generate greater than 50 vehicle trips affecting an intersection of Circulation Element Roadways during the morning or evening peak hour. TIAs are also required of developers at staff discretion based on concerns about a project’s site circulation or impact. The Guidelines will create consistent standards of when a TIA is needed and what the TIA needs to include.

Under the Guidelines, a TIA will be required in the following conditions:

1. Projects that do not meet any of the Vehicle Miles Traveled screening criteria outlined in section 5.2.2 of these guidelines.
2. When project-generated traffic is expected to be greater than 100 vehicle trips during the morning or evening peak hour.
3. When a project includes a GPA that changes the land use or is expected to generate greater than 50 vehicle trips affecting an intersection of Circulation Element Roadways during the morning or evening peak hour.

A focused TIA may be required in lieu of a full TIA under any of the following circumstances:

- When project traffic will affect an intersection or roadway segment in the vicinity of the project site where there are known traffic concerns.
- Any project that contains a “drive through” function.
- When the project will substantially change the off-site transportation system or result in diversion of traffic to other routes, including physical changes such as street closures or access restrictions, lane reductions, new traffic signals or stop signs, disruption of sidewalk or bikeway continuity or safety, relocation or obstruction of transit stops, etc.
- When the project produces fewer than 100 morning or evening peak hour trips.
- When the project is within 1,000 feet of a freeway on-ramp.
- When the proposed project may be presumed to have a less-than-significant VMT impact through screening criteria, to verify the presumption.

In addition to determining when a TIA is required, the Guidelines address the process for preparing the TIA and what items need to be included in it. Finally, the Guidelines define

the methodology used for the LOS analysis, selection of study intersections, traffic counting protocol, among other topics.

VMT

A project's impact on transportation is one of the environmental topics reviewed under CEQA. When it is determined that a project may have "significant impacts," mitigation measures may be required, such as changes in project scope and scale, or alternative transportation infrastructure. In 2018, OPR issued guidance for how cities should implement VMT, including determining what is a significant impact regarding VMT. In developing the VMT criteria, staff maintained OPR's recommended thresholds of significance, believing this was the most legally defensible approach. These thresholds of significance are:

- For residential projects, a project would cause substantial additional VMT if it exceeds 85 percent of existing citywide household VMT per capita.
- For office projects, a project would cause substantial additional VMT if it exceeds 85 percent of the existing countywide VMT per employee.
- For regional retail projects a project would cause substantial additional VMT if it exceeds 85 percent of the baseline Bay Area total VMT per service population.
- Mixed-Use Projects – shall be divided into their individual constituent parts and evaluated against their individual components' standards.

In addition to identifying thresholds of significance, the Guidelines outline screening criteria that may be used to identify types, characteristics, and/or locations of land use projects that would not exceed these VMT thresholds of significance. If a project or components of the project meet any of the screening criteria, then it is presumed VMT impacts would be less than significant for the project or component of the project and a detailed VMT analysis is not required. The screening criteria are broken into three parts, each defining categories of projects that may be presumed to have a less-than-significant impact on VMT: project type, low VMT area screening, and proximity to transit. For example, under the project type criterium, a small scale, local-serving retail project is assumed to not generate a significant impact because these projects attract trips that would have otherwise travelled farther away to reach a similar destination.

If a project is determined to not fall into any of the screening criteria, then a full VMT assessment will be required. The Guidelines describe the process of using the Contra Costa Transportation Authority's model to determine if a significant VMT impact is present. If a significant impact is found, the Guidelines include mitigation measures that can be adopted to mitigate the VMT impacts. The Guidelines are consistent with the required CEQA methodology of studying a project to see if the project will generate significant impacts, and, if so, developing mitigation measures in an attempt to mitigate those impacts to be within acceptable parameters.

Conclusion

Adopting the Guidelines allows the City to comply with State law and provide established and consistent criteria for analyzing impacts of development projects under CEQA and the City's General Plan. The policy will facilitate the buildout of the General Plan by providing standards from which to evaluate projects.

ENVIRONMENTAL

The Guidelines are exempt from CEQA under Section 15061(b)(3), the "Common Sense" Exemption. This exemption can be used when it can be seen with certainty that there is no possibility that the ordinance may have a significant effect on the environment. The Guidelines provide standards and procedures for transportation review does not authorize or approve any actual changes in the physical environment. Based on the above information, the Guidelines are exempt from CEQA under the "Common Sense" Exemption.

ATTACHMENTS

- A. Resolution adopting the adopting the Transportation and Vehicle Miles Traveled Impact Analysis Guidelines

Exhibit A: Transportation and Vehicle Miles Traveled Impact Analysis Guidelines

ATTACHMENT A

RESOLUTION NO. 2023/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING THE TRANSPORTATION AND VEHICLE MILES TRAVELED IMPACT ANALYSIS GUIDELINES

WHEREAS, Senate Bill ("SB") 743, enacted in 2013 and codified in Public Resources Code section 21099, required changes to the California Environmental Quality Act ("CEQA") Guidelines regarding the criteria for determining the significance of transportation impacts of projects;

WHEREAS, in 2018, the Governor's Office of Planning and Research ("OPR") proposed, and the California Natural Resources Agency adopted, CEQA Guidelines section 15064.3 that identifies vehicle miles traveled ("VMT")—meaning the amount and distance of automobile travel attributable to a project—as the most appropriate metric to evaluate a project's transportation impacts under CEQA;

WHEREAS, as a result, OPR has determined that automobile delay, as measured by "level of service" and other similar metrics, is no longer an appropriate metric for evaluating a project's environmental impacts under CEQA;

WHEREAS, CEQA Guidelines section 15064.3 became effective on July 1, 2020;

WHEREAS, the City has analyzed and drafted appropriate VMT thresholds of significance, considering local conditions and guidance from OPR and is supported by substantial evidence;

WHEREAS, the City also analyzed and drafted appropriate transportation impact analysis criteria based on the General Plan's policies and considering local conditions;

WHEREAS, the Transportation and Vehicle Miles Traveled Impact Analysis Guidelines contain the VMT and transportation impact analysis guidelines drafted by the City;

WHEREAS, the Transportation and Vehicle Miles Traveled Impact Analysis Guidelines is not considered a project under the California Environmental Quality Act under the common sense exemption (CEQA Guidelines 150361(b)(3)) because it will not have a direct or reasonably foreseeable indirect physical change or effect on the environment; and

WHEREAS, the City Council held a public meeting on August 8, 2023, considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request.

RESOLUTION NO. 2023/**

August 8, 2023

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NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby approves Transportation and Vehicle Miles Traveled Impact Analysis Guidelines attached hereto as Exhibit A.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 8th day of August 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

**ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH**



City of Antioch Transportation and VMT Impact Analysis Guidelines

June 2023

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1.0 Introduction

The purpose of these Transportation Impact Analysis (TIA) Guidelines is to establish general procedures and requirements for the preparation of transportation impact studies for development projects within the City of Antioch. In general, they are designed for use by transportation engineering and California Environmental Quality Act (CEQA) professionals because of their technical contents. The term “guideline” is important in that the City recognizes that every project and study context is unique. The guidelines are intended as a checklist for study preparers to be sure that all required study items are included. They establish a uniform approach, methodology, and tool set to evaluate the effects of land use decisions and related transportation projects on the City transportation system. They are not intended to eliminate professional judgment or creativity. However, the need for and final scope of a TIA shall be determined by the City of Antioch. This is intended to be a “living document” and will be updated periodically to reflect newly acquired data and relevant policies.

The primary objectives of these guidelines are to provide:

- Guidance in determining if and when a Transportation Impact Analysis is needed;
- Consistency and uniformity in the identification of transportation impacts of proposed land uses;
- An early guidance to establish assumptions, data requirements, study scenarios and analysis methodologies prior to beginning the TIA; and
- Early coordination during the planning phases of a project to facilitate the preparation of a TIA.

These guidelines are intended to ensure that a TIA will address the potential effects of a proposed development on the transportation system of the City, giving sufficient attention to all modes of travel, in accordance with the goals of the City’s General Plan. Note that these are only guidelines, and the information provided herein does not constitute a complete scope of work for any particular transportation analysis. The guidelines provide a broad overview of analysis procedures, while a tailored scope of work is required to match the size and complexity of transportation issues associated with a particular project. The City Engineer, under the authority of the Public Works Director and recommendations from the Traffic Engineer, will make the final decision on the need for a transportation study.

1.1 SB 743 and the Updated CEQA Guidelines

Senate Bill 743 (SB 743), signed by the Governor in 2013, changed the way transportation impacts are identified. Specifically, the legislation directed the Office of Planning and Research (OPR) to consider different metrics for identifying transportation impacts under the California Environmental Quality Act. OPR finalized updates to the CEQA Guidelines in December 2018; the updated CEQA Guidelines identify vehicle miles of travel (VMT) as the preferred transportation impact metric. The updated CEQA Guidelines state that, as of July 2020, all lead agencies must use VMT as the new transportation metric for identifying impacts of land use projects.

The updated CEQA guidelines include revised Appendix G Checklist questions for transportation impact evaluation. The four questions are:

Would the project:

1. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including public transit, roadway, bicycle and pedestrian facilities?*
2. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
3. *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*
4. *Result in inadequate emergency access?*

Question 2 is the implementation of the SB 743 requirement. CEQA Guidelines section 15064.3(b) reads, in part, as follows:

- (1) *Land Use Projects. Vehicle-miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*
- (2) *Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.*
- (3) *Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.*
- (4) *Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.*

1.2 CEQA Transportation Impact Analysis and Local Transportation Assessment

One of the fundamental roles of government agencies is the construction and maintenance of public infrastructure facilities including roadways, rail and bus facilities, bicycle and pedestrian infrastructure, water lines, sanitary sewer lines, stormwater treatment facilities, parks, and other public facilities. When private development occurs, it is the responsibility of government to ensure that there are adequate public facilities to serve incremental population and employment growth. For the transportation system, one way to address this issue has been the preparation of a Transportation Impact Analysis.

For the past several decades, the preparation of a TIA within the City of Antioch was integrated into the CEQA process, in which the TIA was used primarily to analyze a project's impacts under CEQA. However, with the passage of SB 743, changes to this process are necessary. Specifically, a TIA may need to be prepared as a stand-alone document, as part of the project approval process, including information for the decision makers that is not required as part of the CEQA process (e.g. Level of Service assessments).

The purpose of this TIA Guidelines document is to provide instructions for analyzing the potential transportation impacts of proposed development projects, for purposes of both the CEQA and non-CEQA transportation evaluations. These guidelines present the recommended methodology that should generally be utilized in the preparation of TIAs. These recommendations are general guidelines, and the City of Antioch may modify the TIA requirements based on the unique characteristics of a particular project.

1.2.1 Local Transportation Analysis (Non-CEQA Analysis)

SB 743 does not prevent a city from continuing to analyze delay or Level of Service (LOS) outside of CEQA review for other transportation planning or analysis purposes (i.e., general plans, impact fee programs, corridor studies, congestion mitigation, or ongoing network monitoring); but these metrics may no longer constitute the sole basis for CEQA impacts. If a project is required to prepare a CEQA traffic analysis, or if the project is anticipated to generate 50 or more peak hour trips, then a local transportation analysis will be required, however, the City retains the discretion to require a local transportation analysis be prepared for any project.

The City's General Plan has a standard of LOS D or better, with exception to regional commercial portions of the Antioch Planning Area in which intersections within 1,000 feet of a freeway interchange may have a low LOS E (volume-to-capacity ratio between 0.90-0.94). Residential and commercial portions of the Rivertown Focus Area and freeway interchanges may have a high LOS D (v/c ratio of 0.85 to 0.89). Residential and arterial roadways in non-Regional Commercial areas may have a mid-range LOS D (v/c ratio of 0.83 to 0.87).

LOS can continue to be assessed relative to this standard during development review, to promote the City's interest in maintaining and operating a functional roadway network. However, assessment of a development project's effect on intersection level of service must be conducted outside the CEQA process. The assessment can be performed as part of a General Plan consistency assessment. City

planning and traffic engineering staff will define the scope and methodology for project-level of service analysis as part of the development review process.

2.0 Developing the Scope of Work

A transportation impact analysis will be required by the City to assess the transportation effects of development projects on the existing and/or planned street system under the conditions described below.

2.1 Transportation Impact Analysis (TIA)

1. Projects that do not meet any of the Vehicle Miles Traveled screening criteria outlined in section 5.2.2 of these guidelines.
2. When project-generated traffic is expected to be greater than 100 vehicle trips during the morning or evening peak hour.
3. When a project includes a General Plan Amendment (GPA) that changes the land use or is expected to generate greater than 50 vehicle trips affecting an intersection of Circulation Element Roadways during the morning or evening peak hour.

2.2 Focused Transportation Memorandum

The City may require a focused transportation memorandum in lieu of a full transportation analysis under any of the following circumstances:

- When project traffic will affect an intersection or roadway segment where there are known traffic concerns in the vicinity of the project site.
- Any project that contains a “drive through” function.
- When the project will substantially change the off-site transportation system or result in diversion of traffic to other routes, including physical changes such as street closures or access restrictions, lane reductions, new traffic signals or stop signs, disruption of sidewalk or bikeway continuity or safety, relocation or obstruction of transit stops, etc.
- When the project produces fewer than 100 morning or evening peak hour trips.
- When the project is within 1,000 feet of a freeway on-ramp.
- When the proposed project may be presumed to have a less-than-significant VMT impact through screening criteria, but the presumption needs to be verified.

The scope of the focused traffic memorandum would be reviewed by City staff, but at minimum should show that the project would not result in any significant effect on any transportation facility or mode.

2.3 Traffic Scoping Memorandum

Prior to the initiation of the preparation of a full Transportation Impact Analysis or Focused Transportation Memorandum, a Traffic Scoping Memorandum shall be prepared and submitted to City staff for approval. The Traffic Scoping Memorandum should detail the proposed scope of work and include the following elements:

- (1) Brief Project Description
- (2) CEQA VMT Assessment

- a. VMT Screening Criteria Check
- b. Provision of Average VMT Values
 - i. Antioch average VMT/resident or VMT/employee, whichever is appropriate.
 - ii. Contra Costa County average VMT/employee
 - iii. Applicable VMT for the project's Traffic Analysis Zone (TAZ)
- c. Trip Generation using the latest edition of the ITE Trip Generation Manual or other appropriate source
 - i. Land Use Type
 - ii. Daily Rate and Daily Trip Generation Estimate
 - iii. AM and PM peak hour rates and estimated trip generation
 - iv. Pass-By and Diverted-Linked Trip Estimates
- d. Trip Distribution
- e. List of Proposed Study Intersections
- f. Proposed Analysis Scenarios
 - i. Land use assumptions
 - ii. Roadway network Assumptions

3.0 Transportation Impact Study Format

The content and level of analysis necessary to evaluate a project will vary and are dependent on the scope of land use proposal and location within the city. All transportation impact studies will be generally organized and contain the information provided in the following outline. Additional study elements may be required by the City Traffic Engineer.

1. Executive Summary
 - a. Project Description and Analysis Parameters
 - b. Key Findings and Recommendations
 - i. CEQA Findings and Recommendations
 - ii. Local Transportation Analysis (Non-CEQA) Findings and Recommendations
2. Introduction
 - a. Study Purpose
 - b. Project Description
 - c. Site Location and Study Area Boundaries
 - d. Analysis Scenarios
 - e. Analysis Methods
 - f. Regulatory Setting – Applicable Plans and Policies
 - g. Significance Criteria
3. Project Characteristics
 - a. Project Description
 - b. Project Trip Generation
 - c. Project Trips Distribution and Assignment
4. Site Plan Review
 - a. Vehicular Circulation
 - i. On-Site Queuing and Storage Assessment
 - b. Bicycle and Pedestrian Facilities
 - c. Emergency Vehicle Access
 - d. Transit Facilities
 - e. Parking
 - i. City Code Requirements
 - ii. Parking Demand
5. Existing Conditions
 - a. Existing Roadway System

- b. Existing Pedestrian Facilities
 - c. Existing Bicycle Facilities
 - d. Existing Transit Service
 - e. Existing Traffic Counts
 - f. Existing Operations Assessment
 - g. Existing Queuing Analysis
- 6. Existing with Project Conditions
 - a. Existing with Project Traffic Volumes
 - b. Analysis of Existing with Project Conditions
 - i. Intersection Operations Assessment
 - ii. Queuing Assessment
 - iii. Signal Warrants
- 7. Near-Term Traffic Conditions (5 years)
 - a. Near-Term Roadway Assumptions
 - b. Approved and Pending Near-Term Projects
 - c. Near-Term Traffic Forecasts
 - d. Analysis of Near-Term Conditions
 - i. Intersection Operations Assessment
 - ii. Queuing Assessment
 - iii. Signal Warrants
- 8. Cumulative Traffic Conditions
 - a. Cumulative Roadway Assumptions
 - b. Cumulative Traffic Forecasts
 - c. Analysis of Cumulative Conditions
 - i. Intersection Operations Assessment
 - ii. Queuing Assessment
 - iii. Signal Warrants
- 9. Environmental Assessment (CEQA)
 - a. Vehicle Miles Traveled
 - i. VMT Screening Review
 - ii. Vehicle Miles Traveled Assessment
 - iii. VMT Reductions, if applicable
 - b. Pedestrian System Impacts
 - c. Bicycle System Impacts
 - d. Transit System Impacts
 - e. Emergency Vehicle Access Impacts
 - f. Vehicular Circulation/Hazardous Features
- 10. Summary of Findings

11. Appendix

- a. Traffic Counts
- b. Intersection Operations Calculations
- c. Traffic Signal Warrant Calculations

4.0 Local Transportation Analysis (Non-CEQA Assessment)

4.1 Level of Service Analysis

When evaluating the impacts of development projects on the performance of the City's transportation facilities, the City applies operational standards to ensure the levels of growth and development provided in the City's General Plan Land Use Element are sufficiently accommodated.

4.1.1 LOS Analysis Methodologies

The method used for evaluating Level of Service (LOS) at signalized and unsignalized intersections shall be the method defined in the latest version of the Transportation Research Board's *Highway Capacity Manual* (HCM), unless directed otherwise by the City. This method bases intersection operations on the average vehicular control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay. The average delay for intersections should be calculated using the latest version of Synchro analysis software (Trafficware), unless directed otherwise by the city.

Roundabout intersections should be analyzed using the latest version of the SIDRA Intersection software (SIDRA Solutions). Freeway mainline segment LOS and ramp junction LOS shall be analyzed using the latest HCM operational analysis consistent with Caltrans' Traffic Impact Analysis Guidelines.

4.1.1.1 Intersection Operational Analysis Assumptions

In general, the operations analysis at study intersections should utilize data and information collected in the field. Where field data is unavailable, default values presented in the latest version of the Transportation Research Board's *Highway Capacity Manual* may be used with City staff approval. Unless otherwise directed by City staff, the following shall be used in operational analysis:

- Peak Hour Factors – existing conditions assessments shall incorporate peak hour factors from traffic counts. Future year conditions shall use a default factor of 0.95, or lower based on engineering judgement.
- Heavy Vehicle Percentages – should be based on counts.
- Speed Limits – from field observations.
- Signal Timings – should be obtained from Caltrans or City staff as appropriate. Where signal timing cards are not available, timing and phasing can be collected in the field.

If an intersection's geometry, phasing, or timing is not compatible with the latest version of the Transportation Research Board's *Highway Capacity Manual*, an alternative methodology may be employed. The TIA should describe the methodology used and its appropriateness for the condition.

4.1.2 Queuing Assessment

Using the latest versions of the Simtraffic (Trafficware) and SIDRA (SIDRA Solutions) intersection analysis software, 95th percentile queue lengths will be reported for approach lanes to study intersections. Where the addition of project traffic is found to increase queue lengths at locations wherein the available storage is exceeded, improvement measures will be developed and proposed.

4.1.3 Selection of Study Intersections

The scope of the transportation analysis shall include the following intersections:

- All intersections adjacent to the project site;
- All proposed driveways and/or access points to the existing roadway network from the project site;
- All signalized or all-way stop controlled intersections at which the project may result in a violation of City LOS policy; and
- All side-street stop-controlled intersection(s) at which the project may result in a violation of City LOS policy.

Study intersections should be selected without consideration of jurisdictional boundaries. Additional study intersections may be selected after City staff has reviewed the trip generation, distribution, and assignment of a proposed project.

4.1.4 Traffic Counting Protocol

Traffic counts shall be conducted as follows:

1. Three-hour peak period counts of vehicles, pedestrians, heavy vehicles, and bicyclists are required for all study intersections. Typical analysis will include both weekday morning (6a.m. - 9a.m.) and evening (4p.m. - 7p.m.) peak periods, unless otherwise directed by the City. Counts shall be recorded at 5-minute or 15-minute intervals, tallied by turning movement for vehicles and bicyclists and by crossing leg for pedestrians.
2. During Fair Weather – Counts should be conducted in fair weather, without rain, flooding, heavy winds, or other adverse weather conditions that could disrupt the flow of traffic.
3. Counts shall be conducted on a Tuesday, Wednesday, or Thursday of a non-holiday week when public schools are in session.
4. Typical School Day – Counts should be taken on typical school days avoiding half days, late start days and early-dismissal days whenever possible. Note that currently City of Antioch schools operate on early-dismissal schedules on Wednesdays.
5. No Major Road Closings – If temporary road closings have occurred that affect traffic flow at the count location, the count should be postponed until the road is re-opened. If the road closing is to be for an extended period, and a count needs to be conducted, the count results should be

annotated to reflect the road closure conditions.

6. No Construction Activity – Counts should not be conducted in the presence of construction activity that could disrupt the arrival or departure of traffic at the count location.
7. No Collisions or Special Events – If a collision or special event the vicinity of the count location, or if such an event occurs during the count, the count should be discarded, and repeated at a later date.

4.1.4.1 Field Observations

The transportation consultant should observe each study intersection during peak hours of analysis and document their field observations. This should note the following:

- Field observations of delay match calculated delay
- Freeway ramp effects on local streets, including ramp meter spillback
- Uneven lane demand and usage
- Presence and effect of on-street parking
- Pedestrian and bicycle safety issues
- Transit routes and location of transit stops
- Cut-through traffic in neighborhoods
- Sight distance issues
- Intersection saturation that may explain low peak period traffic counts
- Queuing and storage length
- Issues affecting transit operations
- Truck routes

4.2 Level of Service Policies

Although not a CEQA metric, intersection levels of service are required to be assessed for General Plan compliance and to identify potential transportation improvements that could be implemented as part of the project to improve the overall operations of the transportation system for all travel modes. The City of Antioch strives to maintain level of service D operations for signalized intersections, unless other standards are adopted by CCTA or other regional agency.

The project could have a noticeable effect on local and regional travel if it would:

- Cause an increase in traffic which is substantial in relation to the traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, or delay and congestion at intersections) or
- Change the condition of an existing street (e.g., street closures, changing direction of travel) in a manner that would substantially change access or traffic load and capacity of the street system.

4.2.1 Operational Thresholds

Recommendations will be designed to enhance mobility for all travel modes, including transit vehicles, without degrading or precluding the provision of planned bicycle, pedestrian, and transit facilities.

4.2.1.1 Intersection Level of Service Thresholds

Intersection or roadway improvements shall be recommended if project-generated traffic causes existing or planned facilities' traffic operations to deteriorate from acceptable levels to below the thresholds described in **Table 1**.

TABLE 1: INTERSECTION LEVEL OF SERVICE STANDARDS	
Control Type	LOS Standard
<i>On Route of Regional Significance</i>	
Signalized Intersection	Conditions decline from LOS high-D (an average delay of 55 seconds for signalized intersections) or better to LOS E or F, based on the HCM LOS method, with the addition of project traffic.
Signalized Intersection	Would the project deteriorate already unacceptable operations by adding three or more seconds of vehicle delay by adding traffic.
Unsignalized Intersection	Would the operations of an unsignalized study intersection decline from acceptable to unacceptable with the addition of project traffic (i.e. LOS D to E or F) with traffic signal warrants being met.
<i>Not on Route of Regional Significance</i>	
Signalized Intersection	Conditions decline from LOS Low-E (an average delay of 65 seconds for signalized intersections) or better to a high- LOS E or F, based on the HCM LOS method, with the addition of project traffic for intersections within 1,000 feet of a freeway interchange.
Signalized Intersection	Conditions decline from LOS high-D (an average delay of 55 seconds for signalized intersections) or better to a LOS E or F, based on the HCM LOS method.
Signalized Intersection	Conditions decline from LOS mid-D (an average delay of 50 seconds for signalized intersections) or better to a high-LOS D, LOS E or F, based on the HCM LOS method, with the addition of project traffic for residential and arterial roadways in non-regional commercial areas.
Signalized Intersection	Would the project deteriorate already unacceptable operations by adding three or more seconds of vehicle delay at a signalized intersection by adding traffic.
Unsignalized Intersection	Would the operations of an unsignalized study intersection decline from acceptable to unacceptable with the addition of project traffic (i.e. LOS D to E or F) with traffic signal warrants being met.

For the Caltrans freeway facilities, the operational standards and significance criteria are established by the Contra Costa Transportation Authority (CCTA) acting as the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County. As the acting CMA, the CCTA establishes the traffic LOS standards for all state highway facilities in Contra Costa County, which supersede the general Caltrans operational standard for all state highways.¹

¹ 2013 Contra Costa Congestion Management Plan, Contra Costa County Authority, Walnut Creek, CA, 94598, December 19, 2013.

4.2.1.2 Queuing Thresholds

Where the addition of project traffic is found to increase 95th percentile queue lengths at locations wherein the available storage is exceeded, improvement measures will be developed and proposed.

4.2.2 Operational Improvements

The traffic analysis must recommend appropriate treatments for the transportation system to offset operational deficiencies that are found to have exceeded operational standards for the City of Antioch. Furthermore, as appropriate, the traffic analysis must disclose any secondary operational deficiencies that the proposed treatments could generate. For example, the secondary operational deficiency generated by adding approach lanes to an intersection could include an increase in pedestrian crossing time. The project should pay their proportionate share of improvements that would provide acceptable operations. In addition, projects are required to participate in the East Contra Costa Regional Fee and Finance Authority (ECCRFFA) regional fee program as appropriate.

4.3 Analysis Scenarios

The transportation operations analysis shall include the following scenarios:

1. **Existing Conditions** – This scenario evaluates transportation facilities based on volumes, lane geometry and traffic controls at the time of analysis. Where existing traffic volumes are demonstrated to be substantially below recent historical counts, the recent historical counts may be more appropriate to use for the existing conditions and for forecasting purposes to represent a sufficiently conservative estimate of "typical" conditions. The city will confirm the use of traffic counts through feedback on the Traffic Scoping Memorandum produced by the traffic consultant.
2. **Existing plus Project Conditions** – Existing Conditions with the addition of traffic from the proposed project.
3. **Near-term Conditions** – Existing Conditions with the addition of trips added by the buildout of approved and planned projects in the study area expected to be complete in the next 5 years. Traffic volume growth rate for Near-Term conditions shall be approved by the City through the Traffic Scoping Memorandum.
4. **Near-term plus Project Conditions** – Near-term Conditions with the addition of traffic from the proposed project.
5. **Cumulative Conditions** – This scenario evaluates horizon year conditions with the implementation of all approved land use changes and any development that is consistent with the General Plan and expected to occur within the time frame of the project. It will also include transportation projects programmed for implementation prior to the horizon year and any programmed capital improvements. Unless otherwise directed by the city, cumulative forecasts should be developed using the latest available version of the CCTA travel demand model, accessible from the CCTA.

6. **Cumulative plus Project Conditions** – Cumulative Conditions with the addition of traffic from the proposed project.

4.4 Project Assessment

The TIA should include a detailed description of the project, including factors which quantify traffic generation, (e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats). A detailed site plan shall be provided that includes access, circulation, parking, and loading as applicable.

The project description should include the following information:

1. **Site Location.** Location of the project site, address, and cross streets; information regarding the project site's lot area, existing and proposed zoning.
2. **Building Area/Project Density.** Existing and proposed total gross square footage for each land use type and the number of units for residential uses, including the net changes for each type of use.
3. **Employees.** Existing and proposed estimated number of employees and/or dwelling units by type of use, including net changes.
4. **Off-Street Parking.** Existing and proposed number of off-street parking spaces and whether any on-street or off-street parking spaces will be removed.
5. **Ingress/Egress.** Figure identifying parking spaces, the proposed egress and ingress to the parking garage or lot, the circulation pattern within the parking facility and the number and location of parking spaces for the disabled (accessible parking spaces).
6. **Loading Spaces.** Existing and proposed number of off-street and on-street freight loading spaces as well as any proposed changes affecting on-street loading spaces.
7. **Site Circulation.** Detailed plans showing vehicular and pedestrian site access, including location of curb cuts for both existing and proposed uses, and internal vehicular circulation, presented in standard architectural or engineering scale.
8. **Loading/Trash Storage.** Figure showing the location, dimensions and access to the off-street freight loading spaces as well as the on-site location for trash and garbage storage.
9. **Bicycle Parking.** Identification of the location, number, type of bicycle parking spaces provided, and proposed primary access.

4.4.1 Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Trip generation estimates shall be developed using the latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Trips should be calculated using the weighted average rates or rates from the regression equations as determined according to the guidelines in the ITE *Trip Generation Manual*.

Special consideration should be given for ITE rates based on antiquated data or a small sample, which may require use of other data sources or additional data collection to determine the appropriate trip generation. (Local trip generation surveys may be required if the project site is not compatible with any ITE land use codes, the land use code has fewer than five data points, the project size does not fall within

the range of ITE study site, or standard deviation is greater than 110 percent of the weighted average rate).

Other trip generation rates may be approved by the city due to unique characteristics of a proposed project. In cases where the published ITE trip generation rates are based on very limited data, rates shall be verified through alternative source documents or local peak-period field observations of similar uses. When ITE data is not available or if the available ITE categories are inadequate for a specific project, trips may be determined using other references such as the San Diego Association of Governments (SANDAG) publications and other reputable sources, if approved by the City. Appropriate supporting information is required for the use of these other non-ITE or SANDAG data sources.

New rates may be determined from similar land uses in the community for uses not updated or included in the ITE Trip Generation Manual or other acceptable data sources, subject to receipt of documentation acceptable to City staff. Local trip generation studies should follow the procedures prescribed in the ITE Trip Generation Manual.

4.4.1.1 Other Trip Generation Adjustments

The city may consider the following adjustments to trip generation if appropriate:

1. Trips generated by existing uses at the project site to be removed are already included in existing transportation counts and thus may be subtracted from the total project trip generation. A trip generation survey of the existing site is generally required for claiming this trip reduction and the results of the survey shall determine the reduction; however, ITE Trip Generation analysis may be substituted for a survey subject to the approval of City transportation staff. If the existing and proposed site differs by land uses and/or access points, existing trips shall be distributed and reassigned separately to the network as both positive and negative trips.
2. Pass-by, diverted, and linked trips are created by intermediate stops on a through trip. Pass-by trips are trips present on adjacent roadway facilities under existing conditions that enter the project site and then exit in the same direction of travel. They are attracted to the land use – typically service stations, fast food restaurants, and convenience stores – from an adjacent roadway with direct access to the project site. Diverted and linked trips are existing trips on nearby roadways that will divert from their existing routes to access the project site, typically larger retail development. These trips change existing through movements to turning movements or vice versa at nearby intersections. The latest edition of the ITE Trip Generation Handbook shall be used as the starting point to determine these reductions. Pass-by trip reductions shall only be applied to shopping centers greater than 10,000 square feet, gas stations, fast food restaurants, and convenience stores. Use of this reduction requires justification of the percent reduction based on existing volumes and an analysis of turning movements to and from the project driveways.

4.4.2 Trip Distribution and Assignment

Project trip distribution refers to the directions of approach and departure that vehicles would take to access and leave the site. A figure illustrating the percentage of peak hour project-generated traffic going to and from various destinations along the transportation network shall be included in the TIA. Trip

distribution shall be based on the proposed land use, existing travel patterns, site access to major corridors, relative locations of complementary land uses, and model runs of the Contra Costa Transportation Authority travel demand model. Typically, CCTA model runs should only be used for a general trip distribution to and from the north, south, east, and west. Project trips should then be manually assigned to the driveways, intersections, and roadway segments according to the trip distribution, and account for any turning movement restrictions or other relevant roadway characteristics including relative level of congestion on available route options. The model should not be relied on for project trip assignment.

A preliminary trip distribution pattern should be submitted in the proposed project scope for review and approval by City staff. Trip distribution may be further refined after consultation with City staff, even after a transportation analysis work scope is agreed upon.

A figure illustrating the assignment of peak hour project-only trips at the driveways, study intersections, and roadway segments based on the trip distribution shall be included in the TIA. If the trip distribution is different between existing, near-term, and cumulative conditions, a figure shall be provided for each different trip distribution and/or assignment with supporting discussion and justification. All assumptions shall have proper citation and justification for their use in the TIA. The trip distribution and assignment assumptions shall be submitted with the work scope for review and approval of the City Traffic Engineer, which the consultant should obtain before proceeding with subsequent traffic analysis.

4.5 Other Analyses

The following assessments should be included in the TIA as appropriate and directed by city staff.

4.5.1 Site Plan Review

The TIA will review and evaluate the site plan for the proposed project to ensure safe and efficient circulation of vehicles, bicycles, and pedestrians through the project site and on the roadways adjacent to the project site. The site plan review section will include evaluations of the following:

1. Site access and interface with roadway network including adequacy of turn-pocket lengths, driveway throat lengths, sight distance and level of service
2. Vehicular circulation and internal intersection operations
3. Emergency vehicle access and circulation
4. Pedestrian access and circulation within and adjacent to the site
5. Bicycle access and circulation within and adjacent to the site
6. Transit and shuttle vehicle circulation within and adjacent to the site
7. Pedestrian access to and from transit stops
8. Truck circulation and loading dock access
9. Level of parking supply in relation to code requirements and expected demand
10. Construction traffic evaluation and phasing (in the city's right-of-way)
11. Bicycle parking

5.0 CEQA Assessment

5.1 CEQA Significance Criteria

A project would have a significant effect on the environment if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including public transit, roadway, bicycle, and pedestrian facilities.
2. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
3. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).
4. Result in inadequate emergency access.

CEQA Guidelines section 15064.3, subdivision (b) details the requirements regarding the implementation of SB 743 and the use of VMT in the assessment of transportation impacts.

5.2 VMT Analysis

A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis of determining CEQA impacts. The most recent CEQA guidelines, released in December 2018, recommend VMT as the most appropriate measure of project transportation impacts. However, SB 743 does not prevent a city from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring. These guidelines provide technical guidance regarding the assessment of VMT, thresholds of significance, and mitigation measures for land development and transportation projects within the City of Antioch.

5.2.1 VMT Thresholds of Significance

The following are thresholds of significance related to substantial additional VMT:

- For residential projects, a project would cause substantial additional VMT if it exceeds 85 percent of existing citywide household VMT per capita.
- For office projects, a project would cause substantial additional VMT if it exceeds 85 percent of the existing countywide VMT per employee.
- For regional retail projects a project would cause substantial additional VMT if it exceeds 85 percent of the baseline Bay Area total VMT per service population.
- Mixed-Use Projects – shall be divided into their individual constituent parts and evaluated against their individual components' standards.

Additional guidance is provided below regarding review of other types of land uses.

5.2.2 Project VMT Screening

The following screening criteria may be used to identify types, characteristics, and/or locations of land use projects that would not exceed these VMT thresholds of significance. If a project or components of the project meet any of the below screening criteria, then it is presumed VMT impacts would be less than significant for the project or component of the project and a detailed VMT analysis is not required. It should be noted that City staff may deny the use of screening criteria if substantial evidence suggests that the project is not appropriate for screening.

There are three key screening criteria for projects: project type, project location in a low-VMT area, and project location near transit stations. A project only needs to meet one of the three screening criteria: Project Type, Low VMT Area, or Proximity to Transit to be screened out. Projects that do not meet any of the identified screening criteria are required to conduct a detailed VMT assessment.

Screening Criteria 1: Project Type

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, the following types of projects should be expected to cause a less-than-significant impact under CEQA and would not require further VMT analysis.

- Small Projects: Small projects generate or attract fewer than 110 trips per day. Based on research for small project triggers, this may equate to non-residential projects of 10,000 square feet or less and single-family residential projects of 10 units or less (or approximately 16 multi-family units), or otherwise generating less than 836 VMT per day.
- Small Scale, Local-Serving Retail: Local-serving retail projects are defined as projects of less than 50,000 square feet in size on the basis that they attract trips that would otherwise travel longer distances. Local-serving retail generally improves the convenience of shopping and other activities close to home and has the effect of reducing vehicle travel.
- Affordable Housing: Projects that provide affordable housing can be presumed to have a less than-significant impact absent substantial evidence to the contrary. This exemption only applies to projects that provide 100% affordable housing.
- Public services: Police stations, fire stations, public utilities, and parks do not generally generate VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. However, this presumption would not apply if the project is sited in a location that would require employees or visitors to travel substantial distances and the project is not located within ½ mile of a major transit stop or does not meet the small project screening criterion.

Screening Criteria 2: Low VMT Area Screening

Residential and employment-generating projects located within a low-VMT generating area of the city (i.e., lower than baseline average levels, based on the significance thresholds in this document) may be presumed to have a less than significant impact absent substantial evidence to the contrary. For this screening, CCTA's Travel Demand Model shall be utilized to compare the project's characteristics to land

uses currently in the low-VMT area and for individual traffic analysis zones (TAZs). TAZs are geographic polygons like census block groups used to represent areas of homogenous travel behavior. For the low VMT area screening to be satisfied, the analyst must verify that the project land uses would not alter the existing built environment in such a way as to increase the rate or length of vehicle trips (e.g. the proposed project is consistent with existing land use in the area, the project would be expected to contribute VMT consistent with existing land use in the area, and the project would not significantly alter travel patterns in the area).

A low VMT area is defined as follows:

- For housing projects: TAZs that have a baseline home-based VMT per capita that is 85% or less of the existing City-wide average.
- For employment-generating projects: TAZs that have baseline home-work VMT per employee that is 85% or less of the existing countywide average.

To identify if the project is in a low VMT-generating area, the analyst may review the screening maps provided as **Figure 1** (residential project mapping) and **Figure 2** (employment-generating project mapping) attached to this document. Additionally, as noted above, the analyst must identify if the project is consistent with the existing land use (e.g., if the project is proposing single-family housing, there should be existing single-family housing of approximately the same density) within that TAZ and use professional judgement that there is nothing unique about the about the project that would otherwise be misrepresented utilizing the data from the travel demand model.

Screening Criteria 3: Proximity to Transit

Projects located within a Transit Priority Area (TPA²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This includes residential, retail, office projects, or mixed-use projects proposed within half a mile of an existing major transit stop or an existing stop along a high-quality transit corridor. In Antioch, this includes the existing Antioch BART station and the Antioch-

² A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high quality transit corridor per the definitions below. The City has discretion to measure the half-mile based on a straight radius or walking routes. The straight radius method will maximize the footprint of the TPA and allow for the greatest amount of potential project screening. Using the walking route method will decrease the land area subject to potential TPA screening but will increase the likelihood that development projects located in this area have a less than 1/2 mile walking distance to the transit station. Academic research has demonstrated that walking distance is an important factor that influences the choice to take transit and thereby reduce VMT. For more background on this, see the following article: <http://www.reconnectingamerica.org/assets/Uploads/20111018UCB-ITS-VWP-2011-5.pdf>.

Pub. Resources Code, § 21064.3 - 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.' Note that this requirement means that both intersecting routes must have the 15-minute or less frequency of service interval.

Pub. Resources Code, § 21155 - For purposes of this section, a 'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Pittsburg Amtrak Station. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City (if the City requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy/Plan Bay Area;
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units; or
5. Has a retail component that is greater than 50,000 square feet.

Projects in proximity to an existing major transit stop or an existing stop along a high-quality transit corridor that do not satisfy all these criteria should prepare a detailed VMT analysis.

5.2.3 VMT Assessment for Non-Screened Development

Projects that do not meet any of the screening criteria above as well as project for which evidence suggests the project is not appropriate for screening should complete a VMT analysis and forecasting through the CCTA model to determine if they have a significant VMT impact. This analysis shall include "project generated VMT" and "project effect VMT" estimates for the project TAZ(s) under the following scenarios:

- Baseline Conditions – This data is available from the CCTA travel demand model; analysts should use caution to ensure that the baseline values calculated are reflective of values at the time that the Notice of Preparation for a project is released (consistent with guidance from OPR). The screening maps also provide the baseline VMT per service population in the City of Antioch.
- Baseline Plus Project - The project land use would be added to the project TAZ or a separate TAZ would be created to contain the project land uses. A full base year model run would be performed and VMT changes must be isolated for the project TAZ and across the full model network. The model output must include reasonableness checks of the production and attraction balancing to ensure the project effect is accurately captured.
- Cumulative No Project– This data is available from the CCTA travel demand model. The cumulative year shall be confirmed with City staff prior to beginning the cumulative analysis. Land use projects are often represented in the assumed growth of the cumulative year population and employment. It may be appropriate to remove land use growth that represents the Project from the cumulative year model to represent the cumulative no project scenario.
- Cumulative Plus Project - The project land use would either be added to the project TAZ or a separate TAZ would be created to contain the project land uses. The addition of project land uses may need to be accompanied by a reallocation of a similar amount of land use from other TAZs; especially if the proposed project is significant in size such that it could change other future

developments. If project land uses are simply added to the cumulative no project scenario, then the analysis should reflect this limitation in the methodology and acknowledge that the analysis may overestimate the project's effect on VMT.

The model output should include total VMT, which includes all vehicle trips and trip purposes, and VMT per service population (population plus employment), home based VMT per resident for residential, and home-based-work VMT per worker for employment uses. Total VMT (by speed bin) is needed as an input for air quality, greenhouse gas (GHG), and energy impact analysis while total VMT per service population is recommended for transportation impact analysis.

Both Baseline plus Project and Cumulative plus Project scenarios noted above will summarize different types of VMT: (1) project generated VMT per service population, home based VMT per resident for residential, and home-based-work VMT per worker for employment uses and comparing those back to the appropriate benchmark noted in the thresholds of significance, and (2) the project effect on VMT, comparing how the project changes VMT compared to the no project condition.

Project-generated VMT shall be extracted from the travel demand forecasting model using the origin-destination trip matrix and shall multiply that matrix by the final assignment skims. The project-effect on VMT shall be estimated using the appropriate boundary and extracting the total link-level VMT for both the no project and with project condition.

5.2.4 VMT Mitigation Measures

To mitigate VMT impacts, the following general choices are available to projects:

1. Modify the project's design features and/or land uses to reduce project trips or reduce trip length.
2. Moving the proposed development to a more travel-efficient area (i.e. area with access to high quality transit, or other transportation solutions that reduce the length/number of trips).
3. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project.

Proposed projects shall utilize the latest version of the California Air Pollution Control Officers Association ("CAPCOA") Quantifying Greenhouse Gas Mitigation Measures document to estimate the maximum feasible VMT mitigation. However, it should be noted that most of the data used to develop the CAPCOA mitigation strategies are based on projects from urban or relatively dense suburban areas. The effectiveness of VMT mitigations will vary from project to project based on the surrounding land use context, the combination of its uses, and the availability of alternative transportation modes. The proposed project's transportation impact analysis must quantifiably demonstrate, through the use of reliable calculation tools, proposed VMT mitigations will result in the estimated reductions when applied to the project.

The following VMT mitigation strategies should be considered for the mitigation of project VMT impacts.

Project/Site Level Strategies

1. Increase diversity of land uses – This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips. This strategy may not be feasible for smaller projects or projects subject to limited uses due to zoning such as single-family residential uses.
2. Increase density – This strategy focuses on increasing residential density within projects, which can be associated with lower VMT per capita. Increased residential density in areas with high jobs access may have a greater VMT change than increases in areas with lower jobs access. This measure also applies at the city and community level, with neighborhoods of higher density typically having lower VMT per capita.
3. Increase transit accessibility – This strategy focuses on ensuring site design favors access to existing or planned transit stations and is commonly referred to as Transit-Oriented Development (TOD). This strategy includes maximizing the amount of developable space within walking distance to transit stations (typically considered a radius of ¼ to ½ mile of a transit station), including a central transit station in the site design, and/or deemphasizing automobile facilities such as vehicle parking, garages, and driveways.
4. Limit parking supply – This strategy focuses on eliminating or reducing parking requirements, creating maximum parking requirements, and providing shared parking to encourage alternative transportation mode choices by residents and employees. This measure applies to various types of projects such as residential, office, retail, and mixed-use projects in urban or suburban contexts.
5. Unbundle parking costs – This strategy separates parking costs from property costs removing the burden from those who do not utilize parking spaces and requiring those who wish to do so to purchase parking spaces at an additional cost. This measure has the same applicability as the “Limit Parking Supply” strategy.
6. Encourage telecommuting – This strategy relies on effective internet access/speeds, flex space, and/or accessory office units for individual project sites/buildings that provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants; this should be a factor in considering the potential VMT reduction, as tenants may change over time.
7. Provide ride-sharing programs – This strategy includes measures such as designating a proportion of parking spaces exclusive to ride sharing vehicles, providing adequate loading, and unloading areas for passengers of ride-sharing vehicles and generating a web site or message board for ride coordination. The focus of this strategy is to increase the vehicle occupancy by ride sharing between people driving similar trips, which will result in fewer cars, and thus a decrease in VMT.
8. Implement subsidized or discounted transit program – This strategy focuses on providing daily or monthly transit passes at a discounted cost to encourage participants to change modes from cars to transit, which would reduce VMT. These passes can be subsidized by the employer, school, or development. Revenue from parking can be used to offset the cost of the program.

9. Provide employer sponsored shuttle – This type of program entails an employer purchasing or leasing vans for employee use, which will provide service to nearby transit stations and surrounding commercial centers. This strategy is appropriate for office, industrial, and mixed-use projects. In some cases, this can be employed as a community strategy with employers within a particular area pooling resources to provide shuttles to transit.
10. Price workplace parking – This strategy focuses on pricing parking, so employees consider alternative modes to commute to work. It may include explicitly charging for parking for its employees, implementing above market rate pricing, validating parking only for invited guests, not providing employee parking and transportation allowances, and educating employees about available alternatives.
11. Employee parking cash out – This strategy requires employers to provide employees with a choice of forgoing current subsidized or free parking for a cash payment equivalent to the cost of the parking space to the employer. This strategy provides an incentive for people who could walk, bike, or take transit to work but choose not to because they receive free parking and have little incentive to use other modes.

City/Community Level Strategies

12. Provide pedestrian network improvements – This strategy focuses on creating a pedestrian network and connecting projects to nearby destinations via pedestrian pathways. Projects in the City of Antioch range in size, so the emphasis of this strategy for smaller projects would likely be the construction of network improvements that connect the project sites directly to nearby destinations. For larger projects, this strategy could focus on the development of a robust pedestrian network within the project itself or closing gaps that could connect the project to other areas. This strategy could also include improvements that improve the safety outcomes for people walking, especially walking to/from transit stops. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on local or regional plans.
13. Provide traffic calming measures and low-stress bicycle network improvements – This strategy combines the CAPCOA research focused on traffic calming to provide a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Implementation options are similar to those for providing pedestrian network improvements. One potential change in this strategy over time is that e-bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.
14. Implement market price public parking (on-street) – This strategy focuses on implementing a market-based pricing strategy for on-street parking within central business districts, employment centers, and retail centers to encourage “park once” behavior. This measure deters parking spillover from project supplied parking to other public parking nearby, which undermine the

vehicle miles traveled benefits of project pricing. It may also generate sufficient area-wide mode shifts to justify increased transit service to the area.

15. Increase transit service frequency and speed – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. While the City of Antioch has fixed route rail and bus service that could be enhanced by returning to pre-pandemic service conditions, it is possible that new forms of low-cost, demand-responsive transit service could be provided. Given land use density in Antioch, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private transportation network companies (TNCs) or Taxi companies. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects. Additionally, this strategy is only effective in VMT reduction if it includes a pooling element to increase average vehicle occupancy.
16. Implement a car-sharing program – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.

The above list should not be considered exhaustive, and projects can propose other TDM measures if appropriate and desired.

5.2.4.1 VMT Mitigation Measure Effectiveness

An important consideration when combining TDM measures is whether a maximum VMT reduction should be applied based on the land use context. The CAPCOA methodology identifies VMT reduction maximums based on community types tied to land use context. The caps are applied at each step of the VMT reduction calculation (i.e., at the strategy scale, the combined strategy scale, and the global scale). However, these caps are not based on research related to the effectiveness of VMT reduction strategies in different land use contexts. The cap differences are largely based on VMT generation differences within different land use contexts and serves as a proxy for potential limits on VMT reduction strategy effectiveness. For suburban jurisdictions such as Antioch, CAPCOA identifies a global VMT reduction maximum of 15 percent. **Table 2** presents a summary of the maximum allowable reductions recommended for individual VMT mitigation measures based on the available research and the City's local context. For projects adjacent to the City's BART station, a higher VMT reduction could be realized. However, it is not expected that projects located adjacent to the BART station would result in a VMT impact that would need to be mitigated.

TABLE 2: VMT MITIGATION MEASURE REDUCTION CAPS

Mitigation Measure	Maximum Allowable Reduction
Increase Diversity of Land Uses	5 percent
Increase Density	3 percent
Increase Transit Accessibility	5 percent
Limit Parking Supply	5 percent
Unbundle Parking Costs	5 percent
Encourage Telecommuting	2 percent
Provide Ridesharing Programs	4 percent
Implement Subsidized or Discounted Transit Program	5 percent
Provide Employer Sponsored Shuttle/Vanpool	4 percent
Price Workplace Parking	5 percent
Employee Parking Cashout	3 percent
Provide Pedestrian Network Improvements	2 percent
Provide Traffic Calming Measures and Low-Stress Bicycle Network Improvements	1 percent
Implement Market Price Public Parking (on-street)	3 percent
Increase Transit Service Frequency and Speed	3 percent
MAXIMUM COMBINED	15 percent

Each of the TDM measures described above can be combined with others to increase the effectiveness of VMT mitigation; however, the interaction between the various TDM measures is complex and sometimes counter intuitive. Generally, with each additional measure implemented, a VMT reduction is achieved, but the incremental benefit of VMT reduction may diminish. To quantify the VMT reduction that results from combining TDM measures, the analyst must consider multiplicative dampening as outlined in the CAPCOA documentation.

5.3 Other Environmental Considerations

As noted in the Introduction, the updated CEQA Guidelines Appendix G Checklist contains three additional criteria beyond the VMT evaluation criteria (checklist item 2) discussed in the preceding section. They are listed below.

Would the project:

- 1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- 3. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*
- 4. Result in inadequate emergency access?*

TIAs should address these three questions, considering the unique characteristics of the project, including its location, size, design, use mix, transportation and urban form context, and other relevant details. In the assessment of transit, bicycle and pedestrian network, the following standards of significance shall be used.

Transit System - The project would create a significant impact related to transit service if the following criteria is met:

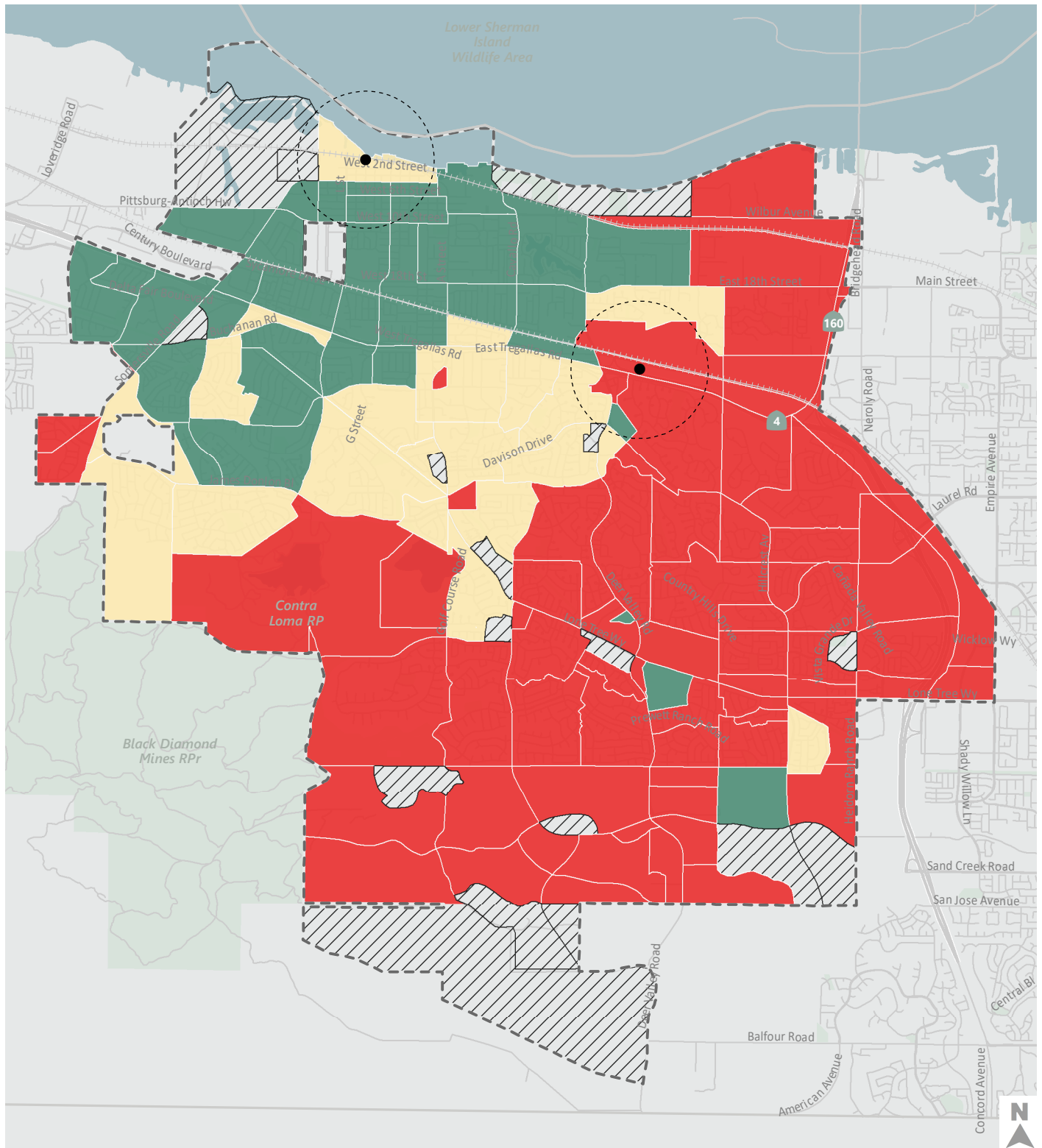
1. The project interferes with existing transit facilities or precludes the construction of planned transit facilities.

Bicycle System - The project would create a significant impact related to the bicycle system if any of the following criteria are met:

1. The project disrupts existing bicycle facilities; or
2. The project interferes with planned bicycle facilities; or
3. The project creates inconsistencies with adopted bicycle system plans, guidelines, policies, or standards.

Pedestrian System - The project would create a significant impact related to the pedestrian system if any of the following criteria are met:

1. The project disrupts existing pedestrian facilities; or
2. The project interferes with planned pedestrian facilities; or
3. The project creates inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.



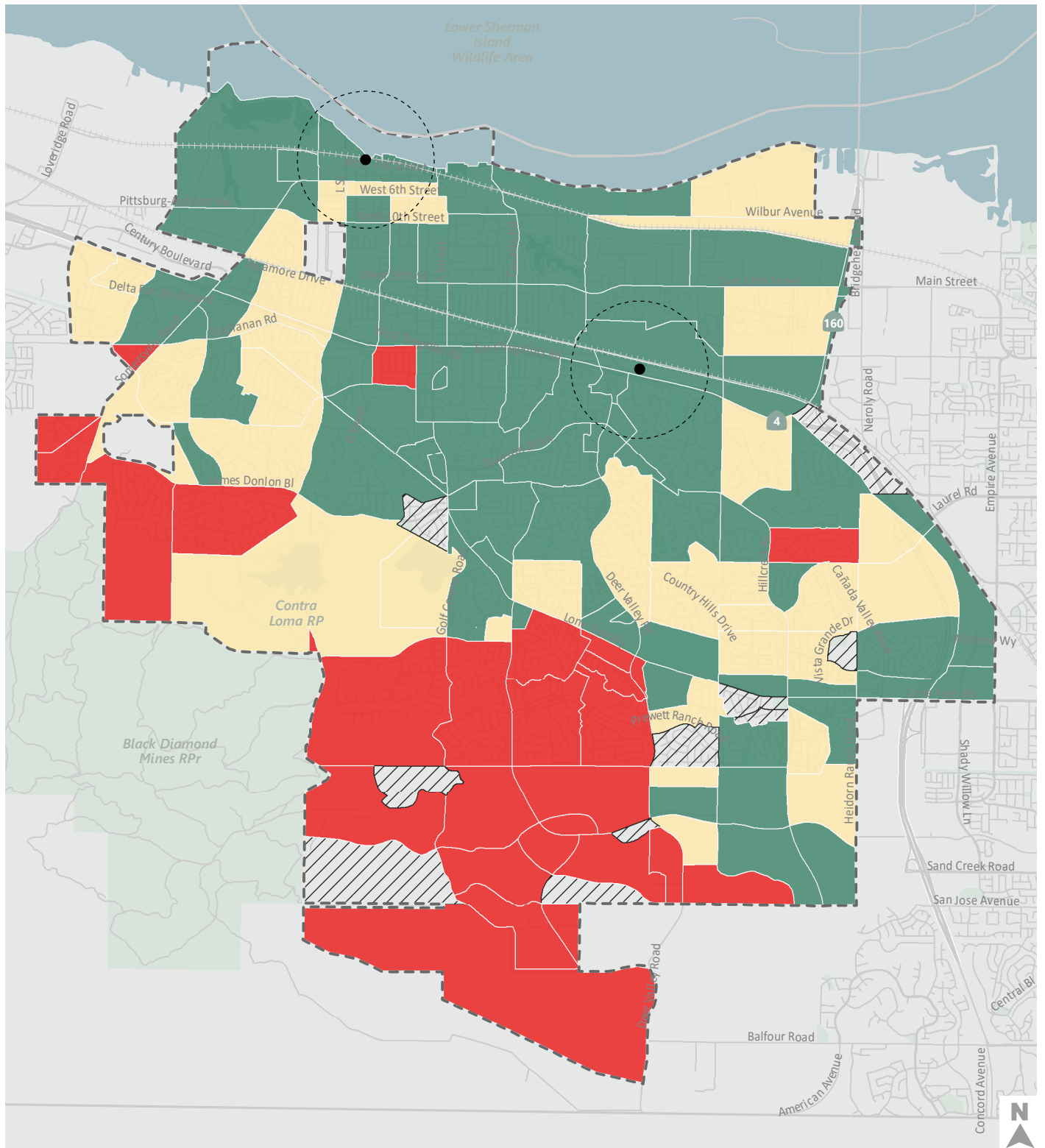
Legend

- 15% below City of Antioch Average
- Between 15% - 0% below City of Antioch Average
- Above City of Antioch Average
- TAZ with no Residents
- City Boundary
- 0.5-mile Transit Station Buffer



City of Antioch - Home-Based Vehicle-Miles Traveled Per Resident

Figure 1



Contra Costa County-Wide Average Commute VMT per Worker: 14.9

City of Antioch SB 743 Implementation
Source: CCTA Travel Demand Model

Legend

- 15% below Contra Costa County average
- Between 15%-0% below Contra Costa County average
- Above Contra Costa County average
- TAZ with no Employees
- City Boundary
- 0.5-mile Transit Station Buffer

Figure 2

City of Antioch - Commute Vehicle-Miles Traveled Per Worker

A34


CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Andrew Little, Senior Consulting Engineer

APPROVED BY: Scott Buenting, Acting Public Works Director/City Engineer 

SUBJECT: Acceptance of Hillcrest Avenue for Offsite Improvements, Subdivision 9569 (Tri Pointe Homes Holdings); PW 697-6

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution accepting completed improvements and authorizing the Acting City Manager or designee to file a Notice of Completion for the Hillcrest Avenue improvements included within the Promenade Phase 6 Offsite Infrastructure Improvement Plans, constructed by Tri Pointe Homes.

FISCAL IMPACT

Upon satisfactory completion of the one-year warranty period, the City of Antioch accepts responsibility for maintenance of the improvements.

DISCUSSION

On February 9, 2016, the City Council approved a Vesting Tentative Map/Final Development Plan for development of a 641-unit single family residential community on approximately 141 acres. The project consists of approximately 650 lineal feet of roadway with a 112 foot right of way between Sand Creek Road and Border Ranch Lane. The roadway contains two northbound lanes, two southbound lanes, a bicycle lane on each side of the street, a center median, sidewalks on each side of the street, and a landscape strip on each side of the street. The project site is located on the easterly side of the Sand Creek Focus Area, east of the current terminus of Hillcrest Avenue, west of Heidorn Ranch Road and north of Sand Creek Road (APN 057-030-003 and 057-030-007) (Vicinity Map, Attachment "B").

On November 10, 2020, the City Council approved a Partial Assignment Agreement for the transfer of all remaining benefits and burdens of Phases 4 through 6 of the Promenade Vineyards at Sand Creek project to Tri Pointe Homes, Inc.

As required by Condition of Approval number nine of City Council Resolution No. 2016/13, Tri Pointe Homes designed and constructed the required ultimate configuration roadway

improvements for Hillcrest Avenue between Borden Ranch Lane and Sand Creek Road (Hillcrest Avenue Improvement Exhibit, Attachment "C"). These improvements are included within the Promenade Phase 6 Offsite Infrastructure Improvement Plans. All other improvements within the aforementioned plan set are not complete and are not being considered for acceptance.

City Staff has approved the completion for certain construction improvements. The warranty period for certain accepted construction improvements shall be upon the date of recordation of a notice of completion (Attachment "D"). The City of Antioch shall assume responsibility for maintenance upon expiration of the one-year warranty period.

ATTACHMENTS

- A. Resolution
- B. Vicinity Map
- C. Hillcrest Avenue Improvement Exhibit
- D. Notice of Completion

ATTACHMENT “A”

RESOLUTION NO. 2023/**

**RESOLUTION APPROVING HILLCREST AVENUE FOR PROMENADE
VINEYARDS AT SAND CREEK PHASE 6 OFFSITE INFRASTRUCTURE,
SUBDIVISION 9569
PW 697-6**

WHEREAS, on February 9, 2016, the City Council approved a Vesting Tentative Map/Final Development Plan for the Vineyards at Sand Creek Subdivision project;

WHEREAS, on November 10, 2020, the City Council approved a Partial Assignment Agreement for the transfer of all remaining benefits and burdens of Phase 4 through 6 of the Promenade Vineyards at Sand Creek project to Tri Pointe Homes, Inc;

WHEREAS, Tri Pointe Homes Holdings has designed and constructed required ultimate configuration roadway improvements for Hillcrest Avenue between Borden Ranch Lane and Sand Creek Road, in accordance with the approved project plans and specifications, as required by Condition of Approval number nine of City Council Resolution No. 2016/13;

WHEREAS, the City received a request from the Developer to accept the completed improvements;

WHEREAS, the City has accepted and acquired all necessary rights-of-way required for the maintenance of improvements;

WHEREAS, improvements consisting of paving, curb, gutter, sidewalk, striping and signage have been constructed and dedicated for public use; and

WHEREAS, the completed improvements have been constructed and inspected in accordance with the Standard Specifications and Subdivision Regulations of the City of Antioch, to the satisfaction of the Acting City Engineer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby authorizes the Acting City Manager or designee to accept completed improvements, file a notice of completion for said improvements related to the construction of Hillcrest Avenue only; and

BE IT FURTHER RESOLVED that the accepted improvements shall be maintained by the City of Antioch in accordance with standard City maintenance policies upon satisfactory completion of the one-year warranty period.

* * * * *

RESOLUTION NO. 2023/**

August 8, 2023

Page 2

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 8th day of August 2023, by the following vote:

AYES:

NOES:

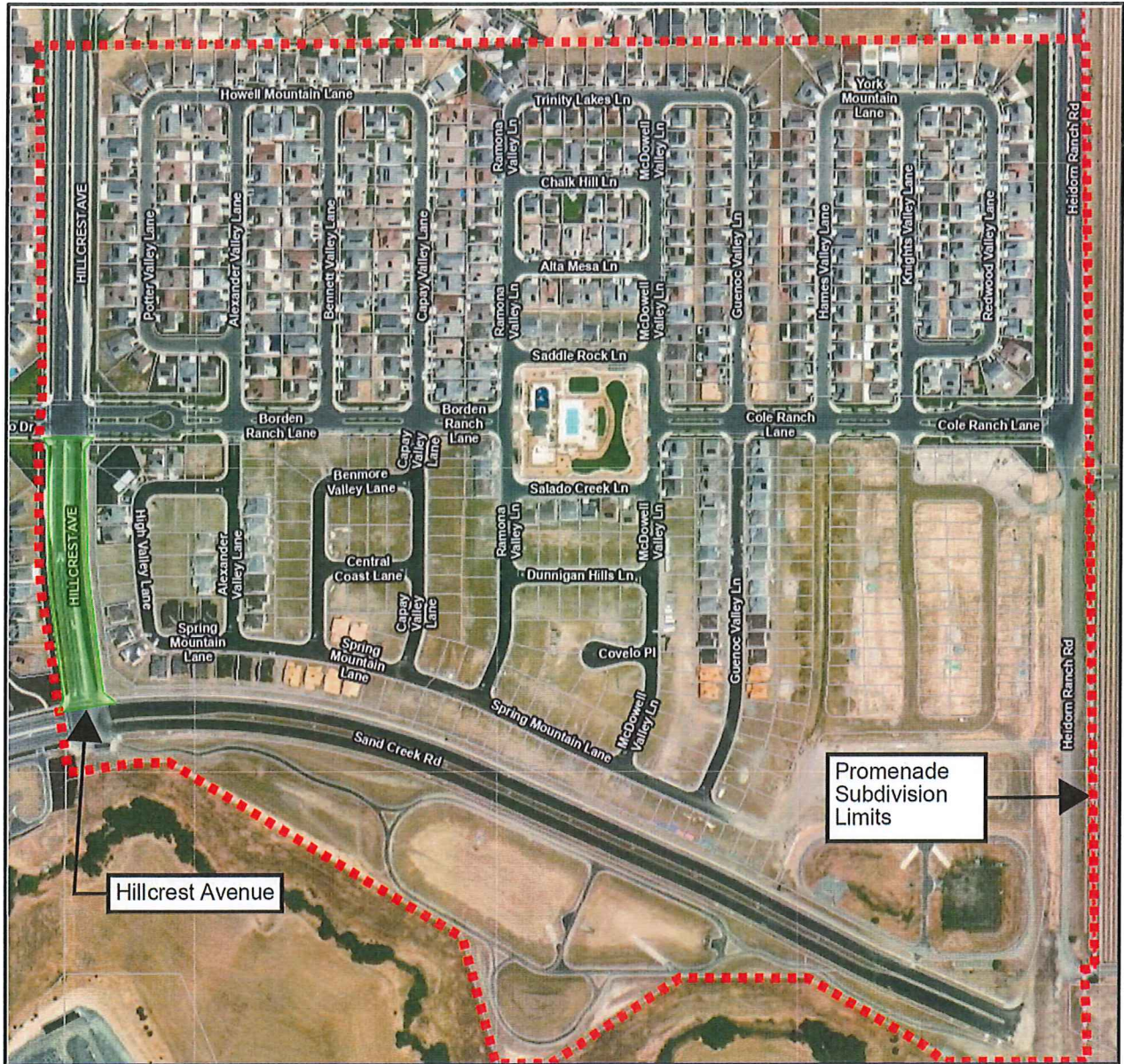
ABSTAIN:

ABSENT:

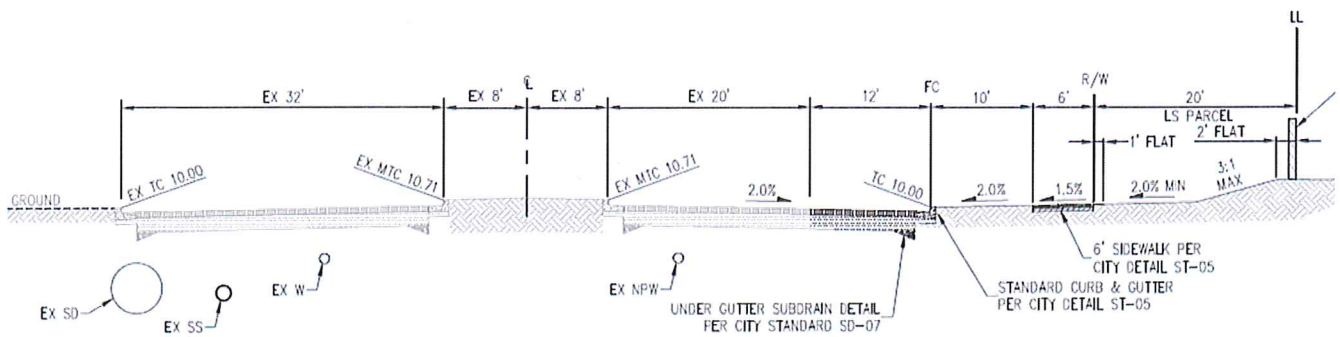
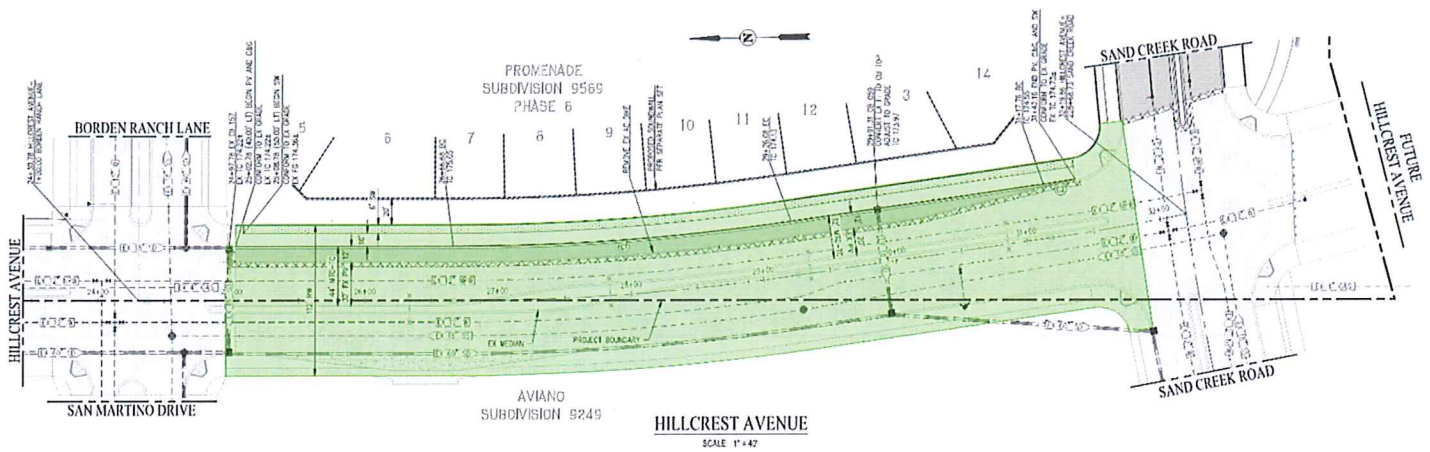
**ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH**

ATTACHMENT "B"

VICINITY MAP



HILLCREST AVENUE IMPROVEMENT EXHIBIT



HILLCREST AVENUE
(LOOKING NORTH)

ATTACHMENT "D"

**RECORDED AT THE REQUEST
OF:**
CITY OF ANTIOCH, CA

WHEN RECORDED MAIL TO:
CITY OF ANTIOCH
DEVELOPMENT ENGINEERING
DIVISION
P.O. BOX 5007
ANTIOCH, CA 94531

THIS SPACE FOR RECORDER'S USE

**NOTICE OF COMPLETION FOR
HILLCREST AVENUE
IN THE CITY OF ANTIOCH**

NOTICE IS HEREBY GIVEN:

1. That the interest or estate stated in paragraph 3 herein the real property herein described is owned by: City of Antioch, 200 H Street, Antioch, California 94509.
2. That the full name and address of the Owner of said interest or estate, if there is only one Owner, and that the full names and addresses of all the co-owners who own said interest or estate as tenants in common, as joint tenants, or otherwise, if there is more than one owner, are set forth in the preceding paragraph.
3. That the nature of the stated owner, or if more than one owner, then of the stated owner and co-owners is: In fee.
4. That on July 25, 2023, the work and improvements hereinafter described was completed.
5. The project is located on Hillcrest Avenue, from Borden Ranch Lane to Sand Creek Road.
6. The surety for said project was Philadelphia Indemnity Insurance Company.
7. This project consisted of all public improvements including paving, curb, gutter, sidewalk, striping and signage which have been installed and completed in the subdivision by the developer to the satisfaction of the Acting City Engineer.

**THE UNDERSIGNED STATES UNDER PENALTY OF
PERJURY THAT THE ABOVE IS TRUE AND CORRECT**

Date

Scott Buenting, P.E.
Acting Public Works Director/City Engineer
City of Antioch



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Zoe Merideth, Senior Planner ZM

APPROVED BY: Kevin Scudero, Acting Community Development Director KS

SUBJECT: Design Guidelines Zoning Text Amendment and Residential Objective Design Standards

RECOMMENDED ACTION

It is recommended that the City Council take the following actions:

- 1) Introduce by title only and waive the further reading of the ordinance amending Section 9-5.2609 of the Antioch Municipal Code regarding design guidelines (Attachment A).
- 2) Adopt the resolution approving the Single Family and Missing Middle Objective Design Standards.

FISCAL IMPACT

There are no direct fiscal impacts incurred by the City for the approval of this ordinance or the design guidelines.

DISCUSSION

Request

The City of Antioch is requesting a Zoning Text Amendment to Antioch Municipal Code Title 9, Chapter 5, Article 26: Design Review Duties and Responsibilities to adopt Objective Design Standards. The City of Antioch is also requesting the adoption of Single Family and Missing Middle Residential Objective Design Standards.

Environmental Review

The Zoning Text Amendment and Objective Design Standard ("ODS") are exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3), the "Common Sense" Exemption. This exemption can be used when it can be seen with certainty that there is no possibility that the ordinance may have a significant effect on the

environment. The ordinance merely amends the Antioch Municipal Code requirements for the applicability of design guidelines and objective design standards. The zoning text amendment does not directly or indirectly authorize or approve any actual changes in the physical environment. When a specific development project occurs that is subject to the ordinance it will be subject to environmental review pursuant to CEQA, if applicable. Similarly, the ODS provides standards that a housing developer must adhere to but does not authorize or approve any actual changes in the physical environment. Based on the above information, this zoning text amendment and ODS are exempt from CEQA under the “Common Sense” Exemption.

Background

In recent years, the State legislature has adopted and amended several housing and land use laws. Some of these bills have changed the typical planning and approval process for housing projects. Specifically, Senate Bill (“SB”) 35, SB 330, SB 8 include provisions that require the streamlining of the entitlement process and require the use of “objective standards” during the review process.

- SB 35 (2017) streamlines housing development approvals on infill sites that comply with “objective standards,” meet minimum affordability requirements, are not environmentally sensitive, and if the developer pays prevailing wage and uses a “skilled and trained workforce” for projects over a certain threshold.
- SB 330, The Housing Crisis Act (2019) prohibits cities, in part, from imposing or enforcing subjective design standards on housing developments where housing is an allowable use. The legislation also creates a preliminary application process for housing development projects.
- SB 8 (2021) builds upon SB 330 by expanding the definition of a “housing development project” to include single family dwelling units.

These bills feature the requirement for objective standards for housing projects. The Housing Crisis Act states that a development standard is objective if it involves no “personal or subjective judgement by a public official.” Residential projects that meet certain requirements, including consistency with applicable objective standards, must be approved.

In addition to new State laws placing requirements on housing production, grant funding to aid in housing production also became available. In 2020, the City of Antioch was awarded a \$310,000 grant from a program authorized by Senate Bill 2, the Building Homes and Jobs Act. This funding source provides local governments with reimbursement grants and technical assistance to prepare plans and process improvements that achieve the following objectives: streamline housing approvals; facilitate housing affordability (particularly for lower- and moderate-income households); and accelerate housing production. City staff, in consultation with PlaceWorks, proposed to use this funding to create General Plan and zoning policies to support high density

residential development on underutilized commercial sites, which became the Commercial Infill Housing project.

The City Council approved the General Plan amendments, zoning text and map amendments, and objective design standards for the infill housing on ten commercial sites in April 2022. After the completion of the project, the City had remaining grant funds and asked PlaceWorks to use these funds to create objective design standards for single family and missing middle residential projects. PlaceWorks developed the Single Family and Missing Middle Objective Design Standards (ODS) document. Separately, through the Housing Element effort, PlaceWorks completed multifamily objective design standards that the City Council approved in January 2023.

The Housing Element also includes a policy (2.1.11) regarding missing middle housing, and, in part, requires the development of objective design standards for missing middle housing typologies. The missing middle section of the ODS will fulfill this portion of the policy. With the approval of the ODS, the City will have objective design standards for all types of residential developments.

At the July 19, 2023 Planning Commission meeting, the Commission voted 4-0, with three members absent, to recommend approval of the zoning text amendment. The Commission also recommended in a 4-0 vote, with three members absent, to recommend approval of the ODS, with the changes discussed below.

Objective Design Standards

The Housing Crisis Act states that a development standard is objective if it involves no “personal or subjective judgement by a public official.” The Antioch Municipal Code (AMC) already contains some objective zoning standards, such as height limits, setbacks, and lot coverage maximums. Additionally, the City currently has Citywide Design Guidelines, which were adopted in 2009, that include many subjective standards for the development of both residential and commercial projects. (The current Citywide Design Guidelines are available here: <https://www.antiochca.gov/community-development-department/planning-division/design-review/>) Simultaneous to the adoption of the ODS, the City will amend the AMC to allow the non-residential portions of the Citywide Design Guidelines to remain in effect while incorporating the City’s objectives standards for residential projects.

As stated above, the City has already adopted objective design standards for Commercial Infill Housing sites and multifamily projects. The remaining residential projects the City lacks objective design standards for are single family projects and missing middle projects. Missing middle is a term used to describe single family home scaled developments with multiple units. Examples of this type of housing include duplexes, triplexes, fourplexes, and cottage courts. A cottage court, as defined in the ODS, is “a group of small, detached housing units arranged around a shared court visible from the street.”

The goal of the new ODS is to create measurable and verifiable standards for single family and missing middle projects. The standards should result in the same consistency determination no matter who is reviewing the project, and applicants and staff should make the same determinations regarding the standards. Typically, an objective design standard uses language such as “shall” or “must” rather than subjective “should” or “may” phrasing. In practice, this can be seen in the proposed standard for sound wall design. The proposed ODS states:

Perimeter walls along arterials shall incorporate one of the following design variations at least every 40 feet in length:

- Change in height of at least twenty percent of the total wall height.
- Change in material, texture or color.
- Break in the wall plane, including projecting or recessed areas.

In contrast to this standard with a verifiable distance for the variation, the current Citywide Design Guidelines state, “perimeter walls should be architecturally enhanced and should use materials and colors that complement the neighborhood’s architectural style” and “in designing sound walls, rhythm and sequence should be employed to establish consistent, recognizable patterns that create a sense of familiarity and comfort. They also provide a sense of progression, unless continued indefinitely. Rhythm and sequence should be created using both articulation in the barrier wall and/or landscaping.” Neither of these guidelines provide measurable and verifiable standards and are open to interpretation as to what constitutes an “architecturally enhanced” wall or what amount of articulation in the wall creates a “rhythm and sequence” that satisfies the design guideline.

The contrast between the existing Citywide Design Guidelines subjective standards and the ODS can also be seen in the building form and articulation requirements. The Citywide Design Guidelines state “Residential homes shall incorporate articulation on all facades, including variation in massing, roof forms, and wall planes, as well as surface articulation.” Additional standards add some specificity, such as requiring “the main entrance to a home shall be clearly identifiable and shall be articulated with projecting or recessed forms so as to create a covered landing that will provide shelter from the weather,” but they still lack objective requirements. In contrast the ODS includes a section for entryways and includes standards for both porches and recessed entryway. The standards provide specific dimensional and design requirements including the overhang of a recessed entry “shall include an eave or roof form at least six feet wide that extends at least two feet from the main wall plane.” The ODS provides an opportunity for a variety of building forms while maintaining minimum standards.

In developing the ODS, PlaceWorks based the standards on the existing Citywide Design Guidelines and current best practices for objective standards based on their experiences working in other cities. In the wall example above, PlaceWorks took the City’s current standard of architecturally enhanced walls and converted it to an objective standard. The new standards provide developers opportunities to choose a variety of options to accomplish a given objective, such as allowing a developer to choose one enhancement

out of a list of design treatments. Using this method, the standards will create the opportunity for a variety of architectural styles while guaranteeing that a minimum level of design will also be provided.

The current Citywide Design Guidelines include a standalone section for the Rivertown residential area. The proposed ODS follows the Citywide Design Guidelines by also including a standalone section related to homes within the Rivertown area. Given the unique historic nature and architecture of the Rivertown area, the ODS's proposed standards allow for development and redevelopment of the Rivertown area in a context specific way. Proposed standards were developed to support the Downtown Specific Plan's policy that calls for new buildings to "reflect the historic character and traditional architecture of the Rivertown Historic District." The ODS's standards require preservation of the original façade of homes, to the extent possible, and incorporating design strategies that complement the historic design of structures over 50 years old. The Rivertown standards are designed to provide a number of flexible yet objective design options that are based upon the previous design guidelines.

The ODS also introduces a new category of standards for missing middle housing. As described above, missing middle housing is single family scaled developments of multifamily housing, which is in the "middle" between single family low-density homes and high-density multifamily housing. While this type of housing was common, it began to disappear in the mid-twentieth century, and go "missing," with the adoption of restrictive zoning codes across the country. Today, trends are once again changing and missing middle housing is becoming increasingly common as infill projects and redevelopment projects occur on smaller lots and closer to historic downtown areas. With the Housing Element, staff rezoned several smaller sites, including the Viera area, to allow multifamily housing. As these sites are typically too small to accommodate a multifamily apartment complex, staff wanted to create standards for a variety of missing middle housing types that could be applied to these sites. Given the diversity of missing middle housing types, from duplexes to cottage courts, the ODS provides basic standards for site design, orientation and access, and building design, while allowing for variations in site design and product type. The goal of the standards is to allow flexible building typologies while maintaining high quality designs.

Planning Commission Meeting

At the July 19, 2023 Planning Commission meeting, the Commission voted 4-0, with three members absent, to recommend approval of the zoning text amendment. The Commission also recommended in a 4-0 vote, with three members absent, to recommend approval of the ODS, with six changes. No members of the public spoke on the item. The Commission discussed the ODS and recommended the following six changes shown as underline and strikethrough:

1. **Standard 3.1.1.C Driveway Centerline.** ~~Two-car wide~~ Driveways shall include a decorative ~~centerline element~~ at least one-foot wide composed of pavers, colored concrete, aggregate, brick banding or other decorative treatment to break up ~~uninterrupted concrete surfaces to no more than 12' wide sections.~~

2. Under Standard 3.2.1.A Front Elevation Massing: **Contrasting Materials or Finish on Floors.** Application of ~~eeler~~, siding, panels or materials that vary from the primary exterior finish, to at least 40% of the total elevation area of one story of the building. All materials shall comply with standards in Section 3.2.4 Design Detail.
3. **Standard 3.3.3.B Prohibited Materials.** Chain link and barbed wire are prohibited from use for all residential fencing. Exceptions for chain link fencing may be made for the following: Fencing not visible from streets adjacent to the property; Chain link with integrated slats of wood or vinyl; Gates at entries into side yards.
4. **Standard 3.3.4.D Inappropriate Lighting.** No permanently installed outdoor lights shall be permitted that blink, revolve, flash, or change intensity.
5. **Standard 3.6.3.D Corner Unit Design.** Units located on corner lots have shall incorporate at least two of the following design details enhancements:
 - » Functional shutters on the street-facing windows
 - » Wrap-around decorative horizontal cladding
 - ~~» Chimneys~~
 - » Roof gables or other projections
6. **Standard 3.6.4.C Bicycle Parking.** All common open spaces shall provide parking racks for at least four bicycles at each pedestrian entry to the open space.

The resolution recommending approval of the ODS (Attachment B), includes a recital stating that the Planning Commission's six recommendations will be approved and incorporated into the final ODS document. If the Council does not agree with some or all the Planning Commission's recommended changes, then the Council may make amendments when making a motion.

Applicability and Zoning Text Amendment

Currently, the Citywide Design Guidelines are codified in the AMC's Zoning Code under Article 26: Design Review Duties and Responsibilities. To codify the new ODS and clarify that the Citywide Design Guidelines for residential projects no longer apply, a Zoning Text Amendment is required. The amendment clarifies which chapters of the Citywide Design Guidelines are still applicable, codifies the ODS, and the process for amending the ODS in the future. Additionally, the amendment clarifies the applicability of the ODS to ministerial projects and outlines the process for obtaining an exception to the ODS. Finally, the amendment also clarifies the applicability and exception process for the already adopted Multifamily Objective Design Standards.

ATTACHMENTS

- A. Design Guidelines Zoning Text Amendment Ordinance
- B. Resolution approving the ODS
 - Exhibit A: Single Family and Missing Middle Objective Design Standards
- C. Draft Meeting Minutes from the July 19, 2023 Planning Commission Meeting

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AMENDING § 9-5.2609 OF THE ANTIOCH MUNICIPAL CODE
REGARDING DESIGN GUIDELINES (LA2023-0002)**

The City Council of the City of Antioch does ordain as follows:

SECTION 1:

The City Council is committed to taking the steps necessary to promote and protect the public health, safety and general welfare. The City of Antioch has the authority to make and enforce within its limits all ordinances and regulations not in conflict with general laws. (Cal. Const. art. XI § 7) including, but not limited to, all rights and powers that are expressly granted and necessarily or fairly implied by state law.

SECTION 2:

The City Council finds that the public necessity requires the proposed zoning ordinance amendments to impose requirements within the City of Antioch that are consistent with State law; said amendments are not detrimental to properties within Antioch, and that the proposed zoning ordinance amendment is in conformance with the Antioch General Plan.

SECTION 3:

At its regular meeting of July 19, 2023, the Planning Commission recommended that the City Council adopt the Ordinance amending § 9-5.2609 of the Antioch Municipal Code.

SECTION 4:

§ 9-5.2609 is amended as follows:

§ 9-5.2609 DESIGN GUIDELINES AND OBJECTIVE DESIGN STANDARDS.

(A) The Planning Commission shall have the authority to develop and recommend for Council approval design guidelines and objective design standards to establish criteria for the review of those matters required to come before the Commission. The guidelines and standards may include criteria for site planning, landscape treatment, building design, and signs.

(B) The Citywide Design Guidelines, with the exception of Chapter 6 – Residential Design Guidelines prepared by Downtown Solutions and dated October 2009, are herein incorporated by reference.

(C) New construction and exterior remodels of residential uses are subject to the Single Family and Missing Middle Objective Design Standards and the Multi-Family Objective Design Standards, which may be adopted, amended, and repealed by City Council resolution.

(D) The Zoning Administrator, the Planning Commission and the City Council shall adhere to the adopted guidelines and standards, as amended, in site plan and design review as required in § 9-5.2607, and no such application shall be approved, unless it complies with the adopted guidelines and, unless findings can be made pursuant to

division (~~GG~~) of this section. Findings are not required to be made for development applications deemed complete prior to the adoption of this section.

(E) Ministerial residential projects shall be subject to the adopted standards and shall be reviewed against the adopted standards at building permit submittal. Findings are not required to be made for development applications deemed complete prior to the adoption of this section.

(F) In circumstances where conflicts arise between the design guidelines and standards and specific requirements of the zoning ordinance, then the design guidelines zoning ordinance shall supersede the zoning ordinance design guidelines and standards requirements.

(GG) In order to grant a waiver from adopted design guidelines and objective standards for projects, except as pursuant to division (H), the Zoning Administrator, Planning Commission or the City Council shall find at least one of the following:

(1) That because of special circumstances applicable to the subject property, including, but not limited to, size, shape, topography, location or surroundings, the strict application of the design guidelines is not feasible; or

(2) That the overall project has a quality design, the majority of the project is consistent with the design guidelines and minor discrepancies with the design guidelines will not create a development that is undesirable or unsightly; or

(3) That the project features a unique theme or style that is not addressed in the design guidelines, but the overall project is of such extraordinary design quality that the project will not create a development that is undesirable or unsightly.

(H) In order to allow modifications to the adopted Multi-family Objective Design Standards, the Zoning Administrator, Planning Commission or City Council shall follow the procedure set forth in § 9-5.702.

SECTION 5: Severability.

If any section, subsection, provision or part of this ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this ordinance, and the application of such provision to other person or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this ordinance are severable.

SECTION 6. CEQA.

The above amendments to the City's Municipal Code are not considered a project under the California Environmental Quality Act under the common sense exemption (CEQA Guidelines §15061(b)(3) because the proposed amendments will not have a direct or reasonably foreseeable indirect physical change or effect on the environment.

SECTION 7: Publication; Effective Date

This ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption and shall be published once within fifteen (15) days upon passage and adoption in a newspaper of general circulation printed and published in the City of Antioch.

* * * * *

I HEREBY CERTIFY that the forgoing ordinance was introduced and adopted at a regular meeting of the City Council of the City of Antioch, held on the 8th of August 2023, and passed and adopted at a regular meeting thereof, held on the ____ day of ____ 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

LAMAR A. THORPE
MAYOR OF THE CITY OF ANTIOCH

ATTEST:

ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH

RESOLUTION NO. 2023/XX

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
ADOPTING SINGLE FAMILY AND MISSING MIDDLE OBJECTIVE DESIGN
STANDARDS**

WHEREAS, through various actions in recent years, the State Legislature has declared that the availability of housing is of vital statewide importance and that governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing for all segments of the community;

WHEREAS, Senate Bill 2 was part of package of housing bills adopted in 2017 aimed at addressing the state's housing shortage and high housing costs by making funding available to all local governments in California for the preparation, adoption and implementation of plans that streamline housing approvals, facilitate housing affordability (particularly for lower- and moderate-income households), and accelerate housing production; and

WHEREAS, the City of Antioch ("City") applied for and received a \$310,000 grant from a program authorized by SB 2 to create a General Plan Amendment and related zoning amendments to support high-density residential development on underutilized commercial sites;

WHEREAS, a Request for Proposals was issued and PlaceWorks was selected to complete the project and the process commenced in January 2021 to develop the Commercial Infill Housing (CIH) Overlay District and CIH Objective Design Standards;

WHEREAS, the public participated in development and review of the standards through stakeholder meetings, one Planning Commission meeting, one City Council meeting, and three Economic Development Committee and/or Subcommittee meetings to review the CIH Objective Design Standards;

WHEREAS, on April 12, 2022, the Antioch City Council adopted the CIH Objective Design Standards to provide key, objective requirements for the development of multifamily residential and mixed-use development within the City's CIH Overlay District;

WHEREAS, the City did not expend all of its SB 2 grant funding and contracted with PlaceWorks to use the remaining funds to develop Single Family and Missing Middle Objective Design Standards;

WHEREAS, recent changes in State law, including SB 35, SB 330, and SB 8, require municipalities to review housing development projects and single family homes against objective design standards;

WHEREAS, the Single Family and Missing Middle Objective Design Standards are based on the City's current subjective Citywide Design Guidelines, which were reworded and edited to become objective standards, as required by State law;

WHEREAS, the Single Family and Missing Middle Objective Design Standards is not considered a project under the California Environmental Quality Act under the common sense exemption (CEQA Guidelines 150361(b)(3)) because it will not have a direct or reasonably foreseeable indirect physical change or effect on the environment;

WHEREAS, the Planning Commission held a public hearing on July 19, 2023, considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request;

WHEREAS, the Planning Commission recommended that the City Council approve the Single Family and Missing Middle Objective Design Standards with the following six changes:

1. **Standard 3.1.1.C Driveway Centerline.** ~~Two-car wide~~ Driveways shall include a decorative centerline element at least one-foot wide composed of pavers, colored concrete, aggregate, brick banding or other decorative treatment to break up uninterrupted concrete surfaces to no more than 12' wide sections.
2. Under Standard 3.2.1.A Front Elevation Massing: **Contrasting Materials or Finish on Floors.** Application of ~~color~~, siding, panels or materials that vary from the primary exterior finish, to at least 40% of the total elevation area of one story of the building. All materials shall comply with standards in Section 3.2.4 Design Detail.
3. **Standard 3.3.3.B Prohibited Materials.** Chain link and barbed wire are prohibited from use for all residential fencing. Exceptions for chain link fencing may be made for the following: Fencing not visible from streets adjacent to the property; Chain link with integrated slats of wood or vinyl; Gates at entries into side yards.
4. **Standard 3.3.4.D Inappropriate Lighting.** No permanently installed outdoor lights shall be permitted that blink, revolve, flash, or change intensity.
5. **Standard 3.6.3.D Corner Unit Design.** Units located on corner lots have shall incorporate at least two of the following design details enhancements:
 - » Functional shutters on the street-facing windows
 - » Wrap-around decorative horizontal cladding
 - ~~» Chimneys~~
 - » Roof gables or other projections
6. **Standard 3.6.4.C Bicycle Parking.** All common open spaces shall provide parking racks for at least four bicycles at each pedestrian entry to the open space;

WHEREAS, a public hearing notice was published in the East County Times and posted in three public places pursuant to California Government Code Section 65090 on Jul7 28, 2023 for the public hearing held on August 8, 2023;

WHEREAS, on August 8, 2023, the City Council duly held a public hearing on the matter, and received and considered evidence, both oral and documentary; and

WHEREAS, the City Council considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch approves the Single Family and Missing Middle Objective Design Standards attached hereto as Exhibit A, including the following changes recommended by the Planning Commission:

- (1) **Standard 3.1.1.C Driveway Centerline.** ~~Two-car wide~~ Driveways shall include a decorative ~~centerline element~~ at least one-foot wide composed of pavers, colored concrete, aggregate, brick banding or other decorative treatment to break up uninterrupted concrete surfaces to no more than 12' wide sections.
- (2) Under Standard 3.2.1.A Front Elevation Massing: **Contrasting Materials or Finish on Floors.** Application of color, siding, panels or materials that vary from the primary exterior finish, to at least 40% of the total elevation area of one story of the building. All materials shall comply with standards in Section 3.2.4 Design Detail.
- (3) **Standard 3.3.3.B Prohibited Materials.** Chain link and barbed wire are prohibited from use for all residential fencing. Exceptions for chain link fencing may be made for the following: Fencing not visible from streets adjacent to the property; Chain link with integrated slats of wood or vinyl; Gates at entries into side yards.
- (4) **Standard 3.3.4.D Inappropriate Lighting.** No permanently installed outdoor lights shall be permitted that blink, revolve, flash, or change intensity.
- (5) **Standard 3.6.3.D Corner Unit Design.** Units located on corner lots have shall incorporate at least two of the following design details enhancements:
 - » Functional shutters on the street-facing windows
 - » Wrap-around decorative horizontal cladding
 - ~~» Chimneys~~
 - » Roof gables or other projections
- (6) **Standard 3.6.4.C Bicycle Parking.** All common open spaces shall provide parking racks for at least four bicycles at each pedestrian entry to the open space.

RESOLUTION NO. 2023/**

August 8, 2023

Page 4

* * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 8h day of August 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

**ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH**

EXHIBIT A

SINGLE FAMILY AND MISSING MIDDLE OBJECTIVE DESIGN STANDARDS

Single-Family and Missing Middle Residential **Objective Design Standards**

Public Review Draft | July 2023



CITY OF
ANTIOCH
CALIFORNIA





Prepared by:



PLACEWORKS

2040 Bancroft Way, Suite 400
Berkeley, California 94704
t 510.848.3815

ORANGE COUNTY • **BAY AREA** • SACRAMENTO • CENTRAL COAST • LOS ANGELES • INLAND EMPIRE

www.placeworks.com

B7

Single-Family and Missing Middle Residential **Objective Design Standards**

Acknowledgements

CITY OF ANTIOCH

City Council

- » Lamar Thorpe, Mayor
- » Tamisha Torres-Walker, Council Member District 1
- » Michael Barbanica, Mayor Pro Tem, District 2
- » Lori Ogorchock, Council Member District 3
- » Monica Wilson, Council Member District 4

Planning Commission

- » Kristina Gutilla, Chair
- » Kevin Riley, Vice-Chair
- » Milanka Schneiderman
- » Robert Martin
- » Kerry L. Motts
- » Christian Hills
- » Warren Lutz

Staff

- » Zoe Merideth, Senior Planner
- » Kevin Scudero, Senior Planner

CONSULTANTS

PlaceWorks

- » Bruce Brubaker
- » Greg Goodfellow

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1. Introduction

1.1 Purpose and Goals

The Single Family Residential (SFR) and Missing Middle (MM) Objective Design Standards provide objective requirements for the design of single family residential development and “missing middle” housing types such as duplexes and triplexes. “Land use” is a description of what kind of building or development is on a property, and single family residential land uses cover the largest area of all land uses in the City of Antioch. Therefore, SFR housing is a defining element of local character and community in Antioch.

These Objective Design Standards will ensure that new development creates buildings and landscapes that are in keeping with the physical and architectural character of Antioch. Unlike design guidelines, objective design standards are written to have “no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official prior to submittal.” In other words, the goal of these objective design standards is to provide a clear and straight forward application and approval process for single family housing construction in the city.

1.2 User Guide

This document contains objective design standards for six topic areas. The first three areas apply to all single family residential sites and structures. These areas, and the developments to which they apply, include:

1. Site Design

The standards in this section apply to all single family residential development projects.

2. Building Design

The standards in this section apply to all single family residential development projects.

3. Landscaping and Lighting

The standards in this section apply to all single family residential development projects.

4. Rivertown Historic District Design

This section includes additional design standards that apply only to single family development in Antioch’s Rivertown historic neighborhood. This area is bounded by the San Joaquin River on the north, L Street to the west, 10th Street to the south, and “A” Street to the east. Standards in Sections 1-3 also apply to single family development in this district.

5. Missing Middle Housing Design

This section includes site and building design standards for a subset of residential development known as “Missing Middle” housing. This includes a variety of housing types, from duplexes to cottage courts, with higher densities and smaller footprints than single family residences.

6. Neighborhood Design

The standards in this section apply to residential subdivisions and neighborhoods. While standards in the first three sections apply to individual houses within subdivisions, these standards govern larger circulation, landscaping, open spaces and other

features of entire neighborhoods. They do not apply to the development of single sites.

All individual topics or subtopics begin with a design intent statement, followed by specific standards. The intent statements are provided to help the reader understand the overarching principle behind the standard requirements and do not serve as review criteria.

A checklist listing the objective design standard requirements is provided in the appendix of this document. This checklist should be filled out by the applicant and reviewed by staff to indicate whether the applicant's project meets the requirements for non-discretionary staff review.

1.3 Relationship to State and City Regulations

The following describes how these objective design standards relate to and comply with State and City regulations:

- » **California State Senate Bill (SB) 35.** SB 35 requires the availability of a streamlined ministerial approval process for multifamily residential developments to increase the supply of housing in jurisdictions that have not yet made sufficient progress toward meeting their regional housing need allocation (RHNA). As part of the streamlining process, jurisdictions are required to establish objective design standards for multifamily residential development.
- » **General Plan.** The Land Use Element of the City of Antioch General Plan includes the goal of providing opportunities for achieving quality design and avoiding the "sameness present in many suburban communities." The Community Vision of The General Plan calls for protecting the character of residential neighborhoods, and some of these standards are adapted from a set of general architectural design policies established in the Element.
- » **Zoning Ordinance.** All development must comply with the regulations within the City of Antioch's Zoning Ordinance. These objective design standards are applicable to new SFR housing built on parcels in Districts in which single-family development is permitted, each of which is identified and described further in the City's Zoning Ordinance. In addition, residential subdivisions must continue to comply with the city's Subdivision Design Standards, Section 9-4.600 of the Antioch Municipal Code (AMC).
- » **Downtown Specific Plan.** The area contained within the Downtown Specific Plan represents a unique zoning district (DSP Downtown Specific Plan District). Development here is subject to the regulations and standards in the Plan. In addition, the Rivertown Historic District is located in the Plan area. Per Plan policy, "New buildings shall reflect the historic character and traditional architecture of the Rivertown Historic District." The Plan calls for a traditional SFR aesthetic and designs that are compatible with existing neighborhoods. The Rivertown-specific historic design standards contained in this document were developed to support these policies.

1.4 Review Process

Only applicants with projects on sites on the Antioch Zoning Map where SFR or MM housing is permitted by-right (see Table 1) can apply for ministerial design review. As demonstrated by the following summaries, the SFR or MM project review process depends on the type of project, the property status and associated subdivision actions.

- » **Single Family Residential on already subdivided parcel.** Applicants for projects that do not require map processing shall submit plans directly to the Building Services Division, which administers state and local building construction regulations, including the California Building Code, Title 24. Concurrent with the Building Services Division's review, the application will be routed to the Planning Division for review of compliance with these objective design standards and the city's

Zoning Ordinance. Such projects are ministerial and exempt from CEQA.

- » **Residential Subdivision and Missing Middle housing.** Following a required pre-application conference with staff from multiple departments, applicants for residential subdivisions or Missing Middle housing shall submit plans to the city, which will be routed to various departments for entitlements and subdivision map processing. Individual units of such projects shall be reviewed for compliance with these objective design standards during entitlements phase, alongside evaluation for conformance with the General Plan, Zoning Ordinance and Subdivision Ordinance. Such projects require CEQA review, possibly in the form of Initial Study/Mitigated Negative Declaration or Environmental Impact Report (EIR).

If a project does not meet one or more of the objective design standards, the applicant can amend their application to comply, or when appropriate, the City of Antioch's Zoning Administrator can administratively approve minor deviations (e.g., when the applicant can demonstrate that site design/layout would be improved or that there is a constraint that would make complying with a standard infeasible given site layout, etc.) from the objective design standards.

For deviations not deemed minor by the Zoning Administrator, the applicant can choose to go before the Planning Commission for design review approval. The project will still be reviewed for conformance with the SFR and MM Objective Design Standards by the Planning Commission while taking into consideration whether the deviation(s) from the standards is appropriate. SFR, duplex or triplex development projects are typically categorically exempt from environmental review per CEQA Section 15013, Class 3—New construction of small structures. However, there are exceptions for projects that, due to location, may include an environmental resource of hazardous or critical concern designated by a federal, state or local agency.

2. Development Standards

Table 1 contains development standards for all zoning districts in which SFR and MM development is permitted by-right. These standards are from Section 9-5.601 of the Antioch Municipal Code and are not superseded by the design standards in this document.

TABLE 1 SINGLE FAMILY AND MISSING MIDDLE DEVELOPMENT STANDARDS, BY ZONING DISTRICT

Zoning District	Max. Building Height	Min. Building Site	Min. Lot Width		Max. Lot Coverage	Min. Density Allowed	Max. Density Allowed (DU/acre)	Min. Front Yard	Min. Side Yard		Min. Rear Yard
			Corner	Interior					Corner	Interior	
RE	TBD through planned development process										
RR	TBD through planned development process										
R-4	35	6,000	65	60	40%	NA	4	Note 1	Note 1	5	20
R-6	35	6,000	65	60	40%	NA	6	Note 1	Note 1	5	20
R-10	45	6,000	65	60	40%	NA	10	Note 1,2	Note 1,2	5	10
R-20	45	20,000	70	70	40%	NA	20	Note 2	Note 2	5	10
Downtown Specific Plan District Zones											
MDR	30	3,300	NA	33	60%	NA	12	15	5	5	15
HDR	30	2,500	NA	50	60%	NA	18	15	5	5	15
MU	45	5,000	NA	50	100%	NA	28	0	0	0	0
C-N	35	10,000	NA	100	75%	NA	16	0	0	0	0

1. Single family residential setbacks. Arterial street: minimum 30-foot setback with 30-foot landscaping on all frontages. Collector street: minimum 25-foot setback and landscaping for front yard and 10-foot street side yard setback with landscaping. Local street: minimum 20-foot front yard setback with 20 foot of landscaping and 10-foot street side yard setback with landscaping.
2. Multi-family residential setbacks. Arterial street: minimum 15-foot setback with 15-foot landscaping on all frontages. Collector street: minimum 15-foot setback and landscaping for front yard and 15-foot street side yard setback with landscaping. Local street: minimum 10-foot front yard setback with 20 foot of landscaping and 10-foot street side yard setback with landscaping.

3. Objective Design Standards

3.1 Site Design Standards

The following standards apply to individual single-family lots, developed individually or as part of a subdivision.

3.1.1 Building and Driveway Orientation

Intent

Provide visually interesting residential streetscapes with open, pedestrian character.

Standard 3.1.1.A Orientation to Street

The main elevation of single-family homes shall face the primary public or private street on which the lot is located. In addition, the main entry to single-family homes shall also be located on the elevation facing the primary public or private street.

Standard 3.1.1.B Access to Main Entry

A minimum four-foot wide pedestrian walkway, other than the driveway, shall provide direct access from the sidewalk to the main entry.

Standard 3.1.1.C Driveway Centerline

Two-car wide driveways shall include a decorative centerline at least one-foot wide composed of pavers, colored concrete, aggregate, brick banding or other decorative treatment.



Single family homes facing the primary street and with dedicated walkways from sidewalk to entries.

3.1.2 Context Sensitivity

Intent

Preservation of privacy, provision of light and air and reduced impacts of bulk and mass on adjacent single-family homes.

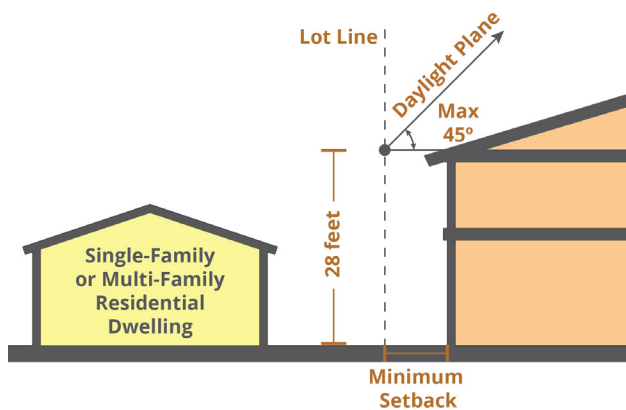
Standard 3.1.2.A Off-parallel window placement

Upper-floor windows facing dwellings within 15 feet of the property line shall be offset by a minimum of twelve inches, as measured from the window frame, from the adjacent property window frame to avoid direct view into adjacent properties.

Standard 3.1.2.B Daylight Plane Standard

No portion of the building volume shall encroach into a daylight plane starting at a point that is 28 feet above the property line abutting any adjacent lot with an existing single-family or multifamily residential use of two stories or less and sloping upward at a 45-degree angle toward the interior of the lot.

Figure 1. Daylight Plane Encroachment.



3.2 Building Design Standards

The following standards apply to all individual single-family homes, duplexes and triplexes located on a single lot.

3.2.1 Massing and Articulation

Intent

Design homes that avoid bulky, monolithic or messy appearance through various points of visual interest and coordinated external elements.

Front Elevation

Standard 3.2.1.A Front Elevation Massing

Building elevations on which the main entry is located shall include at least two of the following massing strategies, compliant with the associated standards:

- » **Single Floor Projection.** A façade projection on the lower or upper floor that projects at least one foot from the main wall plane, with a total area of at least 80 feet and capped by a gable, eave or other roof form.
- » **Multi-Floor Projection.** A façade projection extending from ground level to the upper floor ceiling that projects at least one foot from the main wall plane, with a total area of at least 124 feet, and capped by a gable or other roof form. Multi-floor projections shall comply with the standards in Section 3.3.1.1.2 Separation of Floors.
- » **Massing Break.** A break in the main wall plane of at least two feet that extends from ground level to the upper floor ceiling. The break shall be located so as to separate primary façade elements such as entries and garages, and picture windows.
- » **Bay Window.** A protruding window, such as a bay window, which is at least two feet in depth.

- » **Second Floor Stepback.** A minimum two-foot, street-facing stepback applied to the second floor. The setback shall span at least 60% of the total street-facing building elevation and shall be covered with an eave or roof component that matches the primary roof form of the building.



- » **Contrasting Materials or Finish on Floors.** Application of color, siding, panels or materials that vary from the primary exterior finish, to at least 40% of the total elevation area of one story of the building. All materials shall comply with standards in Section 3.2.4 Design Detail.



Front elevation massing strategies, top to bottom: Single floor façade projections, multi-floor façade projections and massing breaks in the main wall plane.

Additional front elevation massing strategies, top to bottom: Bay window placement, second floor stepbacks and contrasting materials on floors.

3.2.2 Entryways

Intent

Create visually prominent and accessible entries that contribute to building design and neighborhood character.

Standard 3.2.2.A Porch or Recess Requirement

Main entryways shall incorporate a porch, recessed entryway, or a combination of porch and recessed entryway.

Standard 3.2.2.B Porch Standards

Main entryway porches shall comply with the following:

- » **Area.** Porches shall include a covered area that extends 4-10 feet from the wall plane on which the door is located and have a minimum area of 36 feet. If combined with a recessed entry, the total area of recess and porch shall have a minimum area of 36 feet.
- » **Height.** Porch roofs shall have maximum height of 12 feet.
- » **Design.** Porch posts, columns and roofs shall include the same exterior materials and color palette as the primary structure.

Standard 3.2.2.C Recessed Entry Standards

Recessed entryways shall comply with the following:

- » **Depth.** Recessed entries shall be recessed at least two feet from the wall plane on which the door is located to create a covered landing area.
- » **Overhang.** Recessed entries shall include an eave or roof form at least six feet wide that extends at least two feet from the main wall plane.



Main entryway porch showing appropriate width, height and compatible materials and colors.



Recessed entryway and associated eave of appropriate depth and width.

3.2.3 Garage Size and Form

Intent

Ensure that garages and garage openings do not dominate the design of residential frontages.

Standard 3.2.3.A Design Sensitive Approach

All garages shall be designed and located to limit their visual presence, using one of the following techniques:

- » **Design sensitive front garage.** Garages located at the front building elevation shall comply with the following standards:
 - » The width shall not exceed 60 percent of the total width of the front elevation of the building.
 - » The garage shall be prohibited from projecting from the surrounding wall plane.
 - » The garage shall include either 1) an overhang at least 12 inches deep with the same materials and color palette as the primary roof form, or 2) a recess of at least 12 inches from the surrounding wall plane.
- » **Side accessible attached garage.** Such garages shall be located a minimum of 12 feet behind the main elevation of the home.
- » **Detached or attached rear garage.** Such garages shall be located at the rear of residential lots and be made accessible from a side lot driveway or from the rear.

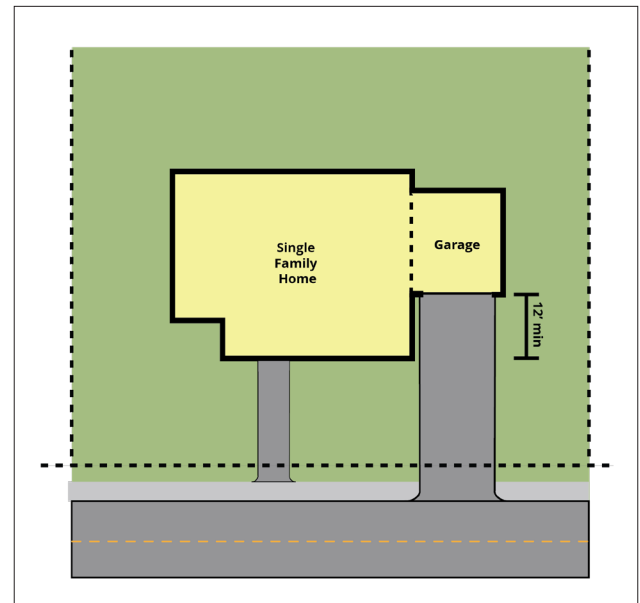
Standard 3.2.3.B Complementary Garage Door Design

The color and design of all garage doors shall vary from the immediately adjacent wall plane and shall match colors used on exterior details of the home.



Front garage with sensitive design features such as proportional width and recess from surrounding wall plane.

Figure 2. Side garage location and access.



Rear garages with access from rear driveway.

3.2.4 Design Detail

Intent

Promote materials, finishes and colors that increase the visual quality of individual homes and public frontages.

Materials

Standard 3.2.4.A Material Mix

Up to four materials and four finishes may be used consistently on each building facade.

Standard 3.2.4.B Appropriate Building Materials

Materials used on building finishes shall be high quality and durable. Appropriate building materials include:

- » Brick, rock, and stone, or a veneer of these materials
- » Smooth troweled stucco
- » Poured in place concrete
- » Cementitious board
- » Glass
- » Plaster or stucco
- » Ceramic tiles (as a secondary material)
- » Slate tiles
- » Stainless Steel
- » Finished and painted wood trim
- » Wood, aluminum, copper, steel, and vinyl clad frames for windows and doors

Standard 3.2.4.C Prohibited Materials

The following materials shall be prohibited from use on finishes:

- » Porous materials
- » Plywood
- » Vinyl siding
- » Faux materials such as foam material that replicates “stone” or “brick.”
- » Plastic or vinyl

Standard 3.2.4.D Exterior Material Wrapping

Decorative material and design treatments used on front elevations shall extend to the fence line on each side elevation, at a minimum.

Color

Standard 3.2.4.E Limit

The number of colors on the entire building exterior shall be limited to a maximum of five colors (or five tones of the same color), including trim and accent colors.

Standard 3.2.4.F Functional Elements

All vents, gutters, downspouts, flashings, electrical conduits, etc., shall be painted to match the color of the adjacent surface. Exception made be made for contrasting gutters and downspouts that are a feature of Spanish-style architecture.

3.2.5 Windows

Intent

Provide windows that provide well-proportioned articulation to building façades while adding visual interest, scale and character.

Standard 3.2.5.A Window Perimeter

All windows shall include one of the following perimeter design details:

- » Trim at least two inches wide around the entire window.
- » A minimum two-inch recess from the surrounding exterior wall plane.

Standard 3.2.5.B Front Window Detail

Windows located on front building façades shall be articulated with at least one of the following details, in addition to trim requirements in Standard 3.3.5.1.1:

- » Sills
- » Kickers
- » Functional shutters
- » Awnings

Standard 3.2.5.C Side Elevation Offset

Windows on the side elevations of two-story buildings shall be staggered horizontally by a minimum of six inches from center, between floors.

3.2.6 Roofs

Intent

Design rooflines that contribute to visual interest, neighborhood character and durability of the home.

Roof Form

Standard 3.2.6.A Street Fronting Roofline

Roof surfaces that face front property lines and are wider than 30 feet shall be vertically articulated at least once every 30 feet, with at least one of the following techniques:

- » A change in height of at least four feet
- » A roof dormer
- » A change in roof orientation
- » A change in roof form that projects at least three feet above the main roofline.

Standard 3.2.6.B Restricted Roof Forms

Superficial roof forms, such as “mansards,” affixed to the building are prohibited.



A wide, street-facing roofline with vertical articulation, changes in height and orientation and projecting forms.

3.3 Landscaping and Lighting Standards

The following standards shall apply to individual single-family lots and structures in order to create attractive street frontages and support local character.

3.3.1 Front Yard Landscaping

Intent

Ensure that front yards are defined by well-maintained landscaping and plantings that enhance residential buildings and visible outdoor spaces.

Standard 3.3.1.A Required Coverage

All portions of required front yards, except those occupied by walkways and allowable motor vehicle parking and storage areas, shall be landscaped according to the following standards:

- » At least 75 percent organic plant material, including grasses, trees and shrubs; and
- » No more than 25 percent inorganic ground cover, including decomposed granite, decorative pavers and river rock.
- » Gravel surfaces are prohibited in all front yard areas except for secondary pathways less than 4' wide.

Standard 3.3.1.B Design Diversity

A variety of heights, textures, and colors shall be used in the front yard landscape palette.

Standard 3.3.1.C Utility Screening

All utility appurtenances such as transformers and generators that cannot be undergrounded or located in side or rear yards shall be screened with one of the following:

- » Dense, U-shaped shrubs or plantings at least as tall as the utility and that do not prevent access to the utility.
- » Architectural structures composed of at least one material used on the home and that do not prevent access to the utility.



Front yard landscaping defined by a variety of heights, colors and textures.

3.3.2 Plantings

Intent

Compose landscapes with diverse, robust plant types that are well-integrated into other components of site design.

Standard 3.3.2.A Planting Size

All proposed shrubs except accent, color or ground cover planting shall be a minimum five-gallon size.

Standard 3.3.2.B Tree Protection

No irrigated landscape area shall be permitted within a 10-foot radius around a landmark or heritage tree with a trunk diameter of 48 inches and/or in excess of 40 feet above natural grade in height.

Standard 3.3.2.C Automatic Sprinkler Controllers

Automatic irrigation controllers shall be installed to ensure that landscaped areas will be watered properly. Backflow preventors and anti-siphon valves shall be provided in accordance with current codes.

Standard 3.3.2.D Sprinkler Heads

Sprinkler heads and risers shall be protected from car bumpers. "Pop-up" heads shall be used near curbs and sidewalks. The landscape irrigation system shall be designed to prevent run-off and overspray.

3.3.3 Walls and Fences

Intent

Provide walls and fences that are durable and appealing design components rather than monolithic barriers.

Standard 3.3.3.A Open Fencing

Fences in the required front yard setback parallel to the street shall not be solid or opaque. Fences shall have a partially open design characterized by boards or slats spaced no more than four inches apart, lattice, posts, or other visually penetrable design strategy. Fences behind the front elevation of the house may be solid.

Standard 3.3.3.B Prohibited Materials

Chain link and barbed wire are prohibited from use for all residential fencing.

Standard 3.3.3.C Trash Storage Enclosure

Single family lots shall include a location for the storage of trash receptacles (waste wheelers, etc.) which is screened from public view by a fence or architectural enclosure that includes at least one material or color found on the primary residential structure.

Standard 3.3.3.D Trash Storage Access

All trash storage enclosures shall be made accessible by a minimum three-foot wide paved pathway from the enclosure to the front driveway or other paved area of the front yard.

3.3.4 Exterior Lighting

Intent

Provide outdoor lighting that increases residential safety without impacting adjacent properties or rights-of-way.

Standard 3.3.4.A Downward Facing Requirement

All building- and ground-mounted lighting shall be located and fully shielded so that no light is emitted above a 90-degree angle.

Standard 3.3.4.B Entryway Illumination

The front porch, landing or other recessed entryway shall include a lighting element consistent with the design, materials and/or color of the home.

Standard 3.3.4.C Ground-Mounted Lighting

Ground-mounted lighting to illuminate driveway edges, landscaped areas or stair approaches shall be limited to three feet tall.

Standard 3.3.4.D Inappropriate Lighting

No outdoor lights shall be permitted that blink, revolve, flash, or change intensity.

3.4 Rivertown Historic Design Standards

The following standards apply to new single-family residential development in Rivertown, the historic district bounded by the San Joaquin River on the north, L Street to the west, 10th Street to the south, and "A" Street to the east.

Intent

Preserve the historic integrity of Rivertown while maintaining citywide single family residential design priorities.

3.4.1 Site Design

Standard 3.4.1.A Front Yard Parking Limitation

All parking spaces provided beyond the required minimum number of covered parking spaces shall be located in side yard driveways of allowable motor vehicle parking and storage areas, or in rear yards accessible from side yard driveways.

3.4.2 Building Orientation and Design

Building Orientation

Standard 3.4.2.A Orientation to Rivertown Features

Single family homes in Rivertown that are adjacent to the San Joaquin River or an historic public paseo or plaza, shall be oriented such that the front building façade, including the primary entryway, provides direct physical access and line of sight to that feature.

Standard 3.4.2.B Ground Floor Height

The ground floor of single family homes in Rivertown shall be raised at least 24 inches above the sidewalk to support the transition from public to private realm.

- » **Exception:** Ground floors may be lowered to 12 inches above the sidewalk to accommodate accessibility.

Historic Design Compatibility

Standard 3.4.2.C Historic Scale

Single family homes adjacent to a historic structure shall have the same number of stories as the adjacent structure and have an overall height within five feet of the adjacent structure. An exception is provided where a two-story house may be located next to an existing one-story house.

Standard 3.4.2.D Façade Width

New or renovated single family homes in Rivertown shall reinforce the existing facade rhythm with total façade no more than 10 feet wider than façades of adjacent properties.

Standard 3.4.2.E Historic Design

Single family homes in Rivertown adjacent to a structure 50 years old or over shall incorporate at least two of the following design strategies for compatibility with that structure:

- » Roof pitch within 10 degrees of the adjacent roof.
- » Horizontal articulation such as siding, cladding and floor separation that is parallel to that of the adjacent resource.

- » Complementary articulation that includes window proportions and window spacing dimensions within 15 percent of the adjacent structure.
- » Application of at least one shared façade material.

Standard 3.4.2.F Preservation of Original Façade

Redevelopment of historic structures into single family homes shall maintain the integrity the original building façade by:

- » Reusing, to the highest degree possible, the original façade materials.
- » Maintaining, to the highest degree possible, the pattern and style of façade openings, including windows, primary entryways, porches and balconies.
- » Maintaining, to the highest degree possible, visual separation of first and second floor facades.

Standard 3.4.2.G Flat Roof Requirements

Flat roofs shall be permitted in Rivertown if the roof form is consistent with the roof line adjacent buildings, including:

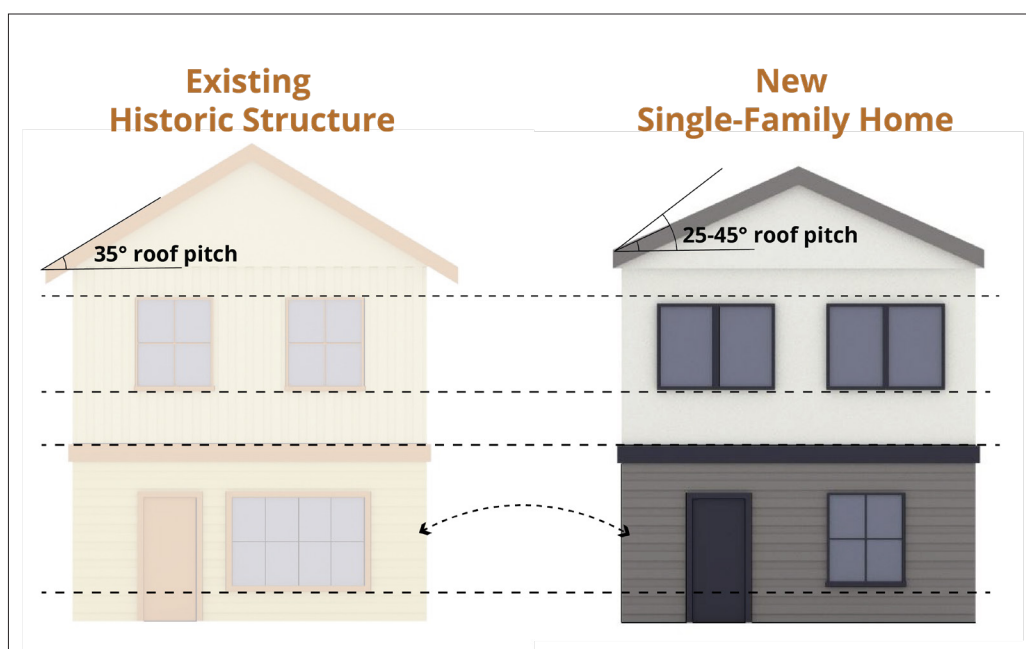


Figure 3. Historic compatibility standards, including similar roof pitch, parallel horizontal articulation, complimentary window proportions and shared façade materials.

- » The height of the roof is consistent with adjacent roof heights through, if needed, the use of parapets.
- » The design of the roof is characterized by cornice, eave, parapet or other forms found on adjacent roofs.

3.4.3 Building Detail

Standard 3.4.3.A Facade Components

The front façades of single family homes in Rivertown shall include at least two of the following traditional components:

- » Oversized display or “picture” windows on the ground floor
- » Arched entryways or windows
- » Balconies
- » Porches

Standard 3.4.3.B Window Trim

Single family homes in Rivertown shall include minimum 3.5-inch wide trim around doors and windows.

- » **Exception:** Windows and doors of Spanish, Mission and Mediterranean-style homes shall be recessed at least 3.5 inches.

Standard 3.4.3.C Color Approval

Project applicants shall submit color renderings that demonstrate compliance with the following standards:

1. Walls and other large expanses shall be limited to soft tones, natural tones, light pastels and neutral colors.
2. Architectural details shall be accentuated using contrasting colors.
3. Primary and more intense colors shall be limited to ornamental and accent elements.
4. No more than three colors shall be used on any façade, including unpainted brick or stone.

3.5 Missing Middle housing Design Standards

The following design standards apply to multifamily housing types designed to be compatible in scale with single-family homes. These development types include:

- » Duplexes, side-by-side and stacked (2 units)
- » Triplexes (3 units)
- » Fourplexes (4 units)
- » Cottage Courts (4-8 units)

These housing types have smaller single unit footprints and greater overall densities than single family homes. Therefore, certain site and building design standards vary from those for single-family homes. All other single family residential design standards in this document apply to missing middle housing types.

Due to the variation in densities, not all missing middle projects are permitted in every zoning district where single family residential is permitted by-right (see Table 1). Unlike single family homes, these development types are also allowed in higher density zoning districts such as the R-20 District. The following standards apply only to projects in compatible zoning districts.

The following standards are allowed to provide flexibility for the diverse approaches to missing middle housing design. Design standards for townhomes and high density multifamily development are located in the City’s Multi-Family Residential Objective Design Standards.

3.5.1 Site Design

Intent

These are intended to reduce the perception of density and encourage the thoughtful integration of units into existing residential areas.

Building Frontage at Setback

Orientation and Access

Standard 3.5.1.A Front Setback

- » No more than 85 percent of the total building façade length shall abut the minimum front setback line.

Standard 3.5.1.B Elevation Orientation

- » The main elevation of duplexes, triplexes and fourplexes shall be oriented to the primary public or private street on which the lot is located.
- » The common open space formed by detached structures of a cottage courtyard development shall open to the primary public or private street on which the lot is located.

Standard 3.5.1.C Entryway Orientation

Entryways shall be oriented per the following standards:

- » Where a single building entrance provides access to multiple interior unit entrances, that external entrance shall be located on the elevation facing the primary public or private street.
- » Where each unit has a separate entrance, at least two of those entrances shall be located on the elevation facing the primary public or private street.
- » Entries to individual units of cottage courtyard developments shall face, and be directly accessible from, the common courtyard area.



Duplex with main elevation and combined entrance facing the primary street.



Duplex with main elevation and two separate entrances facing the primary street.



Standard 3.5.1.D Entryway Access

A minimum six-foot wide walkway shall provide direct access from the sidewalk to all combined, multi-unit entryways. A minimum four-foot wide walkway shall provide direct access from the sidewalk to all separate unit entrances.

Standard 3.5.1.E Private Street Placement

- » Private streets serving more than one lot shall be placed such they abut the least number of existing adjacent single-family zoned properties.
- » Private streets providing access to corner lots shall be located beyond the midpoint of the distance between the street intersection and lot line.

Standard 3.5.1.F Vehicle Parking

Vehicle parking areas of duplexes, triplexes, fourplexes and cottage courtyard shall be located to the side or rear of the lot.



New courtyard developments showing common spaces open to the street and unit entries facing the common spaces.

3.5.2 Building Design

Intent

To encourage neighborhood scale and pedestrian orientation of missing middle housing structures.

Standard 3.5.2.A Differentiation of Units

For Duplexes:

- » Duplexes shall be designed to either 1) emulate a single larger house by composing a façade that has a single simple roof form and no material definition between units; or 2) express the presence of two units within a single building by creating separate but complementary roof forms on each unit and/or a vertical material definition between units that extends from the ground to the top of wall. The vertical material definition can consist of one of the following: a 3 ½" minimum width board; a minimum 6" deep notch in the wall; or a building offset of 6" minimum between units.

For Triplexes or Fourplexes:

- » Triplexes or Fourplexes, due to their inherently larger volume, shall express the presence of multiple units within a single building by creating separate but complementary roof forms on each unit and/or a vertical material definition between units that extends from the ground to the top of wall. The vertical material definition can consist of one of the following: a 3 ½" minimum width board; a minimum 6" deep notch in the wall; or a building offset of 6" minimum between units.

Standard 3.5.2.B Main Entryway Design

Entryways shall comply with the following standards:

- » Duplex, side-by-side: Entries to each unit shall be incorporated into one or two front-facing porch(es), stoop(s) or recess(es).
- » Duplex, stacked: Separate entries to each "stack" of units incorporated into separate, front-facing porches, stoops or recesses.

- » Triplex and Fourplex: Entries to each unit incorporated into one or more front-facing porch(es), stoop(s) or recess(es).

Standard 3.5.2.C Cluster Mailbox Design

Mailboxes clusters serving groups of lots or clusters of units shall meet the following standards:

- » Clusters and associated structures shall be designed using one more exterior finish materials or colors used on the residential units with which the mailboxes are associated.
- » Cluster design and location shall conform to all U.S. Post Office requirements.



Duplex that emulates a single house with a unified roof form and façade.



Duplex that highlights the different units through separate roof forms, vertical definition and offset units.

3.6 Neighborhood Design Standards

The following standards shall apply to the design of subdivisions and other complete residential neighborhoods with new rights-of-way. These standards shall be used in conjunction with the City's Subdivision Design Standards, AMC Section 9-4.600.

3.6.1 Entries and Edges

Intent

Provide neighborhood entryways and edges that introduce neighborhood character and create friendly neighborhood access.

Arterial Entry Drive

At least one entry into the residential neighborhood shall be developed as an Arterial Entry Drive with the following features:

Standard 3.6.1.A Entry Drive Design

The Arterials Entry Drive shall be distinguished through the use of at least two of the following design elements:

- » Two- to three-foot tall architectural monument sign composed of stone, brick, wood or other natural materials. Monument signs shall include a solid base at least eighteen (18) inches in height.
- » Textured, colored or stamped roadway paving from the neighborhood property line to the first interior intersection.
- » Public art or water feature with integrated neighborhood signage.
- » Minimum four-foot wide landscaped median with integrated signage from the neighborhood property line to the first interior intersection.
- » Special landscaping on both sides of the entry drive that includes both specimen trees and larger background trees.

Standard 3.6.1.B Entry Drive Lighting

Shielded street lighting on poles 10 to 20 feet high shall be provided on at least one side of the Arterial Entry Drive, extending from the neighborhood property line to the first interior intersection.

Border Design

The borders of all residential subdivisions and neighborhoods at arterial streets shall include a combination of structural perimeter walls and landscape features, compliant with the following standards, to soften edges and contribute to neighborhood character.

Standard 3.6.1.C Perimeter Wall Design

Perimeter walls along arterials shall incorporate one of the following design variations at least every 40 feet in length:

- » Change in height of at least twenty percent of the total wall height.
- » Change in material, texture or color.
- » Break in the wall plane, including projecting or recessed areas.

Standard 3.6.1.D Perimeter Wall Construction

All perimeter walls shall be of masonry construction using brick or stone. Precast or prefabricated perimeter walls of any material shall be prohibited.

Standard 3.6.1.E Perimeter Landscaping

Neighborhood perimeters shall incorporate landscaping designs in which plantings are paired with perimeter walls. A combination of grasses, ground covers and shrubs or vines shall be planted no greater than two feet from the base of the perimeter wall or fence.

Standard 3.6.1.F Perimeter Trees

Trees selected from the City of Antioch Approved Street Tree List and at least 15 gallons in size with a one-inch diameter at breast height (dbh) shall be planted a maximum of 30 feet apart along neighborhood perimeters.

3.6.2 Circulation

Intent

Provide a circulation system that facilitates neighborhood connectivity and ensures pedestrian and bicycle safety.

Connectivity

Standard 3.6.2.A Dead Ends

Dead-end streets, with the exception of cul-de-sacs, pedestrian pathways, bicycle facilities and multi-modal pathways shall be prohibited in residential subdivisions.

Standard 3.6.2.B Common Spaces

All parks and common spaces shall be directly accessible by at least one street and one pedestrian pathway, bicycle facility and/or multimodal pathway.

Standard 3.6.2.C External Connectivity

New arterial and collector streets within a subdivision or neighborhood shall be aligned with surrounding existing and planned streets to create a continuous street pattern.

Standard 3.6.2.D Cul-de-Sacs

The ends of all cul-de-sacs longer than 500 feet shall include a pedestrian connection to another street, multi-modal pathway or common open space.

Standard 3.6.2.E Pedestrian Pathway Design

Pedestrian pathways or sidewalks shall be separated from streets by a minimum four-foot wide planted buffer and incorporate canopy or shade trees planted at least every 24 feet on center.

3.6.3 Lot and Site Variation

Intent

Avoidance of repetitive lot patterns and building placement.

Standard 3.6.3.A “T” Intersection Restriction

Lots located at “T” intersections shall be offset from the point of intersection, such that driveway access, main entries and line of sight are not centered with the approaching right-of-way.

Standard 3.6.3.B Unit Design Variation

Subdivisions with more than four units shall include at least three models, each with a distinct floor plan and elevation design.

Standard 3.6.3.C Adjacent Building Design

No home shall be located adjacent to, or across the street from, a home with the same floor plan or building elevation.

Standard 3.6.3.D Corner Unit Design

Units located on corner lots have shall incorporate at least two of the following design details enhancements:

- » Functional shutters on the street-facing windows
- » Wrap-around decorative horizontal cladding
- » Chimneys
- » Roof gables or other projections



Corner unit with roof gables and wrap-around cladding.

3.6.4 Common Open Space

Intent

Create active and passive common open spaces, each of which contributes to equitable access, safety, and service to residents who are differently abled or with special needs.

Active and Passive Recreation

Common open spaces in residential neighborhoods and subdivisions shall include active and passive assets to accommodate all neighborhood residents, as provided for by the following standards:

Standard 3.6.4.A Active Assets

Common open spaces shall facilitate movement and exercise by including at least three of the following active recreation assets:

- » Play Structures
- » Exercise machines
- » Fitness series
- » Play Courts
- » Swing sets
- » Jogging path
- » Dog play area

Standard 3.6.4.B Passive Assets

Common open spaces shall facilitate outdoor relaxation and rest with at least three of the following passive recreation assets:

- » Seating or benches
- » Permanent picnic or game tables
- » Planters within incorporated seating
- » Permanent shade structures
- » Dog waste station

Standard 3.6.4.C Bicycle Parking

All common open spaces shall provide parking racks for at least four bicycles.

Inclusive Play

Community parks shall be made accessible to and safe for residents with special needs and abilities through compliance with the following standards.

Standard 3.6.4.D Equitable Access

Community parks shall be directly accessible from adjacent sidewalk(s) via an interrupted hardscaped pathway at least five feet wide.

Standard 3.6.4.E Enclosed Play Areas

Play areas of community parks shall be clearly defined by a one- to two-foot tall planter or seating structure for supervising adults. The enclosure shall include at least two, minimum five-foot wide access points.

Standard 3.6.4.F Diverse Equipment

Play equipment shall include a combination of swinging, balancing, climbing, spinning, sliding and rocking components to accommodate individuals across the needs spectrum.

Standard 3.6.4.G Safe Surfaces

All non-turf active play areas shall be underlain by soft ground cover such as mulch, safety playground mats or poured in place rubber.

Standard 3.6.4.H Color Palette

The color palette of play equipment and structures shall be limited to muted or natural tones. Vibrant, neon and bold primary colors are prohibited.

Accessibility and Safety

Standard 3.6.4.I Maximum Landscaping Height

Internal or border landscaping of common open spaces shall not exceed four feet in height when fully mature.



Neighborhood playground with a muted color palette, diverse play equipment and integrated seating, surrounded by a hardscaped path.

3.6.5 Neighborhood Lighting

Intent

Provide lighting that ensures multimodal safety, pedestrian scale and design compatibility.

Standard 3.6.5.A Pedestrian Lighting

All areas used by pedestrians and cyclists shall be illuminated at night. Such areas include:

- » Pedestrian pathways
- » Bicycle facilities
- » Multi-modal pathways
- » Open spaces

Standard 3.6.5.B Street Lighting

Street lighting shall be installed inside the project along the network of internal streets.

Standard 3.6.5.C Inappropriate lighting

No lights that blink, revolve, flash, or change intensity shall be permitted in residential neighborhoods.

Standard 3.6.5.D Shielding

All pole-mounted pedestrian and street lighting shall be shielded to minimize glare and prevent spill over onto adjacent properties.

3.6.6 Landscaping

Intent

Include landscaping and plantings that enhance quality of single family residential neighborhoods and the local environment.

Protection of Natural Features

Standard 3.6.6.A Tree Protection During Construction

An ISA-Certified Arborist or Landscape Architect shall be retained during demolition, grading and construction to ensure existing protected trees are protected as required in permit documents. Tree protection plans shall be included in the planning permit plan set as well as all demolition, grading and building permit drawings.

Standard 3.6.6.B Other Natural Features

Significant natural features (including wetlands, streams, rock outcroppings, unique habitats, etc.) on a site shall be protected or incorporated into the site design in a manner deemed appropriate in a study submitted by a certified biologist and approved by the City prior to project grading and construction.

Sustainable Landscaping

Standard 3.6.6.C Invasive Species Restriction

All plant materials shall be native California or non-invasive, drought tolerant species adaptable to the Antioch climate. All species identified in the California Invasive Plant Council's (Cal-IPC) Inventory of Invasive Plants are prohibited.

Standard 3.6.6.D Natural Turf Restriction

Natural turf in public areas shall be limited to play fields, dog runs and other active recreational areas of common open spaces.

Standard 3.6.6.E Artificial Turf Restriction

Artificial turf in public areas shall be limited to playgrounds, accent areas, and pedestrian pathways of open common open spaces. No artificial turf shall be installed within five feet of a tree root crown (measured in all directions).

Standard 3.6.6.F Recycled Irrigation Requirement

Landscape irrigation systems shall utilize recycled water systems, if available. If recycled water is available, salt-tolerant plant materials shall be selected.

Standard 3.6.6.G Low Maintenance Planting Design

Plants shall be selected and landscapes designed to ensure that plants will grow to maturity without regular clipping or pruning at pathways, curbs or buildings.

Standard 3.6.6.H Inorganic Material Restriction

Inorganic ground cover (gravel, river rock, etc.) is not an alternative for plant material. It shall cover no more than 35 percent of the total landscape area.

Landscape Design

Standard 3.6.6.I Design Concepts

All landscaped areas shall include at least two of the following planting design concepts:

- » Specimen trees (48-inch box or more) in informal groupings or rows at major focal points.
- » Use of planting to create shadow and patterns against walls.
- » Use of planting to soften building lines and emphasize the positive features of the site.
- » Use of flowering vines on walls, arbors, or trellises.
- » Trees to create canopy and shade, especially in common open spaces.

Plantings

Standard 3.6.6.J Mulching

All planting areas shall be mulched to a minimum depth of three inches.

Standard 3.6.6.K Interference with Utilities

Plant materials shall be placed so they do not restrict access to emergency apparatus such as fire hydrants or fire alarm boxes or disturb overhead lines or underground utilities. Trees and large shrubs shall be placed as follows:

- » A minimum of 6 feet between the center of trees and the edge of a driveway, a water meter, gas meter, and sewer laterals.
- » A minimum of 20 feet between the center of trees and the beginning of curb returns at intersections to keep trees out of the line-of-sight triangle at intersections.
- » A minimum of 15 feet between the center of trees and large shrubs to utility poles and streetlights.
- » A minimum of 8 feet between the center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.

Standard 3.6.6.L Staking and Root Barriers

All young trees shall be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed within 10 feet of pavement or other conditions where roots could disrupt adjacent paving/curb surfaces.

Standard 3.6.6.M Irrigation Enclosures

All irrigation systems shall be designed to reduce vandalism by placing controls in appropriate enclosures.

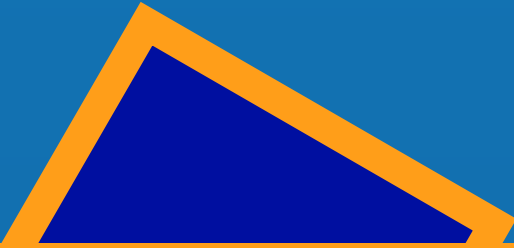
Standard 3.6.6.N Right-of-Way Landscaping

The landscape design requirements in standards 3.6.6.4.1 through 3.6.6.4.4, above, shall be applied to landscaped areas along arterial, collector and local streets.

4. Definitions

- » **Arterial Entry Drive:** The portion of an arterial street that functions as the primary vehicular entrance to a subdivision.
- » **Arterial Street:** Any street or road passing adjacent to or through a subdivision which carries the major flow of traffic and for which the traffic entering from side roads and streets may be controlled.
- » **Collector Street:** Any street within a subdivision which carries or will carry traffic from local streets to the system of arterial streets.
- » **Cottage Court:** A group of small, detached housing units arranged around a shared court visible from the street.
- » **Courtyard:** Outdoor area that is primarily open to the sky and surrounded by buildings, walls or a combination of the two.
- » **Courtyard Building:** A detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or multiple courtyards.
- » **Cul-de-sac:** A street which connects to another street only at one end.
- » **Daylight Plane:** An angled building height limitation that regulates the massing of buildings and defines the building envelope within which all new structures or additions must be contained. Daylight plane requirements are intended to provide for light and air, and to limit the impacts of bulk and mass on adjacent properties.
- » **Dormer:** A roofed structure, often containing a window, that projects vertically beyond the plane of a primary pitched roofline.
- » **Duplex, stacked:** A detached structure that consists of two dwelling units arranged one above the other, each with an entry from the street.
- » **Duplex, side-by-side:** A detached structure that consists of two dwelling units arranged side-by-side, each with an entry from the street.
- » **Eave:** The edge of a roof which projects beyond the wall plane, forming an overhang.
- » **Elevation:** The exterior wall or face of a building extending vertically from the grade to the top of a parapet wall or eave, and horizontally across the entire width of the building.
- » **Fourplex:** A detached structure with four dwelling units, two on the ground floor and two above, with shared or individual entries from the street.
- » **Frontage:** The width of a lot or block measured along the property line adjacent to the street.
- » **Gable:** A roof structure consisting of two sections whose upper horizontal edges meet to form its ridge.
- » **Local Street:** Any street which serves local neighborhood traffic only and which, because of its location with reference to other streets, will not become a collector street or is a cul-de-sac street not designed for future extension.
- » **Mansard:** A roof type having two slopes on every side, the lower slope being steeper than the upper.
- » **Monument Sign:** A free-standing sign that is mounted to the ground that is often placed at entries to a building or development.
- » **Parapet:** A low protective wall along the edge of a roof, bridge or balcony of diverse design and materials.
- » **Porch:** A covered, sometimes partly closed area at the entrance to a building, usually projecting from the wall having a separate roof.
- » **Primary Frontage:** Edge of the closest building to the street bordering the property. If there are two streets bordering the property, the street with the Main Entry Drive or Shared Entry Drive is the Primary Frontage.
- » **Primary Street:** Street where the highest level of vehicle, pedestrian, and/or bicycle circulation is anticipated for a development project.

- » **Setback:** The required distance from the nearest elevation of a structure to the property line on which it is located.
- » **Stepback:** A change in the vertical plane of a multi-story building created by setting the upper story building elevation away from the story(ies) below.
- » **Subdivision:** The division of any improved or unimproved land, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease, or financing, whether immediate or future.
- » **Townhouse:** A single unit or series of attached units side-by-side that generally have front doors on one side and garages on the back side. Most townhouses have two-car garages, either two spaces wide or two tandem spaces (end to end).
- » **Walkway:** A way designed for use by pedestrians and not intended for use as a way for motor-driven vehicles.



CITY OF
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Appendix: Single-Family and Missing Middle Objective Design Standards Checklist

PLACEHOLDER PAGE

City of Antioch Single-Family and Missing Middle Objective Design Standards Checklist

Name of Applicant: _____

Date: _____

Project Address: _____

Project Application # (City staff to fill out): _____

Development Type (check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Residential Surface-parked | <input type="checkbox"/> Horizontal Mixed Use |
| <input type="checkbox"/> Townhouses | <input type="checkbox"/> Vertical Mixed Use |
| <input type="checkbox"/> Multi-family Complex | <input type="checkbox"/> Residential Podium |

Project Site Context (check all that apply):

- ☐ Situated adjacent to existing residential development
- ☐ Situated adjacent to commercial development

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			
	Yes	No	N/A	Yes	No	N/A	Drawing Reference
2.1 Site Design Standards							
2.1.1 Residential-Only Project Site Entry (fill in all entry drive types that apply)							
Main Entry Drive							
A: Curb and Gutter							
B: Sidewalk							
C: Street Lighting							
D: Landscaping and Street Trees							
E: Gates							
F: Curb Ramps							
G: Bicycle Facilities							
Secondary Entry Drives							
H: Gates							
Residential Podium Entry Drive							
I: ADA Compliance							
J: Driveway Widths and Clearances Compliance							
K: Pedestrian Entries							

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			
	Yes	No	N/A	Yes	No	N/A	Drawing Reference
Design of Trash and Storage Facilities							
E: Screening							
F: Gates							
G: Sizing							
H: Roof							
I: Drainage							
2.1.7 Open Space Areas							
General							
A: Minimum Required Usable Open Space							
B: Siting							
C: Usability							
D: Safety Railings							
Common Open Space							
E: Minimum Dimensions							
F: Visibility							
G: Pedestrian Walkways							
H: Seating							
I: Amenity Features							
J: Play Areas							
K: Openness and Buildings							
L: Rooftops							
M: Buildings							
Private Open Space							
N: Accessibility							
O: Minimum Dimensions							
P: Openness							
Q: Enclosure							
2.2 Building Design Standards							
2.2.1 Building Massing and Articulation							
General Standards							
A: Massing Breaks							
B: Horizontal Stepback							
C: Architectural Detail							

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			
	Yes	No	N/A	Yes	No	N/A	Drawing Reference
D: Architectural Design Features							
E: Façade Articulation							
F: Rooflines							
G: Window Design							
H: Window Shade Features							
Townhouses							
I: Attached Units Limit							
J: Roof Form							
Vertical Mixed Use							
K: Ground Floor Height							
L: Pedestrian-Oriented Features							
2.2.2 Entryways							
General							
A: Primary Building Entry Orientation							
B: Primary Building Entry Enhancement							
C: Building Entry Size							
Townhouses							
D: Entry Details							
E: Entry Connections							
Vertical or Horizontal Mixed Use							
F: Ground Floor Elevation							
G: Entry Design							
2.2.3 Building Materials and Finishes							
A: Appropriate Building Materials							
B: Brick and Stone Veneer							
C: Inappropriate Building Materials							
2.2.4 Windows/Glazing							
A: Street Frontage							
B: Orientation and Proportion							
C: Recess							
D: Glazing							
E: Subdivision and Mullions							

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			
	Yes	No	N/A	Yes	No	N/A	Drawing Reference
2.1.2 Mixed-use Project Site Entries							
New Shared Entry Drive							
A: Independent Roadway							
B: Curb and Gutter							
C: Sidewalk							
D: Street Lighting							
E: Landscaping and Street Trees							
F: Signage							
Enhanced Shared Entry Drive							
G: Sidewalk							
H: Street Lighting							
I: Landscaping and Street Trees							
Separate Entry Drive							
J: Main Entry Drive Compliance							
K: Driveway Widths and Clearances Compliance							
L: Signage and Landscaping							
Vertical Mixed Use Entry Drive							
M: ADA Compliance							
N: Driveway Widths and Clearances Compliance							
O: Pedestrian Entries							
2.1.3 Street Frontage and Parking							
Parking Site Design							
A: Parking Siting							
B: Maximum Width							
C: Detached Garage							
D: Attached Garage							
E: Surface Parking or Carports Located to the Rear of Building							
F: Surface Parking Located to the Side of Building							
G: Parking Siting at Secondary Frontage							
H: Tuck-under Parking							
I: Visitor Parking							
J: Parking Courts							
K: Driveways Number and Width							

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			
	Yes	No	N/A	Yes	No	N/A	Drawing Reference
Screening, Fencing, and Landscaping Buffers							
L: Screening							
M: Landscaping Buffer							
N: Fencing along the Secondary Frontage							
2.1.4 Context Sensitivity							
Adjacent to Existing Residential Development							
A: Windows							
B: Daylight Plane							
C: Parking							
D: Landscape Buffers							
Adjacent to Commercial Development							
E: Separation Buffer							
F: Fencing							
G: Gate							
2.1.5 Access							
Pedestrian Access							
A: Pedestrian Pathway Design							
B: Landscape Buffer							
C: Pedestrian Pathways							
D: Pedestrian Pathway Amenities							
Vehicle Access							
E: Multi-family Complex Internal Circulation							
F: Townhouse Internal Circulation							
G: Podium Project Parking Access							
Bicycle Access and Parking							
H: Bicycle Parking							
I: Bicycle Parking for Podium Projects							
2.1.6 Service Access, Trash, and Storage Facilities							
General							
A: Provision of Storage Space							
Access							
B: Loading and Service Areas							
C: Trash Enclosure Siting							
D: Service Provider Access							

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			
	Yes	No	N/A	Yes	No	N/A	Drawing Reference
2.2.5 Projecting Elements							
Awnings							
A: Frequency							
B: Projection							
C: Height							
D: Lighting							
Balconies, Decks, and Trellises							
E: Projection							
F: Proportion							
Bay Windows							
G: Projection							
H: Horizontal Separation							
I: Design							
2.2.6 Roofs							
A: Appropriate Roof Materials							
B: Inappropriate Roof Materials							
C: Equipment Screening							
D: Vent Pipes							
E: Gutters/Downspouts							
F: Roof Overhangs							
2.3 Landscaping Standards							
2.3.1 Plantings							
A: Minimum Landscaped Area							
B: Landscaping of Front Yards							
C: Materials							
D: Design							
E: Ground Cover Materials							
F: Size and Spacing							
G: Tree Protection							
H: Protection from Encroachment							
I: Interference with Utilities							
J: Automatic Sprinkler Controllers							
K: Sprinkler Heads							
L: Enclosures							

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			
	Yes	No	N/A	Yes	No	N/A	Drawing Reference
2.3.2 Wall and Fences							
A: Inappropriate Fencing							
B: High Activity Areas and Street Frontages							
C: Material Durability							
D: Visual Interest							
E: Screening and Noise Mitigation							
2.4 Lighting Standards							
2.4.1 Pedestrian Lighting							
A: Pedestrian Safety							
B: Height							
C: Inappropriate Lighting							
D: Illumination Level							
E: Street Lighting							
F: Glare							
G: Concealment							
2.4.2 Parking Lot Lighting							
A: Height							
B: Illumination Level							
C: Energy Efficiency							
D: Glare							
2.5 Signage Standards							
2.5.1 General							
A: Appropriate Residential Signage							
B: Appropriate Mixed-Use Signage							
2.5.2 Monument Signage							
A: Location							
B: Sign Protrusions at Intersections							
C: Frequency							
D: Base							

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CITY OF
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**CITY OF ANTIOCH
PLANNING COMMISSION**

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

**July 19, 2023
City Council Chambers**

1. CALL TO ORDER

Chair Gutilla called the meeting to order at 6:31 P.M. on Wednesday, July 19, 2023, in City Council Chambers.

2. ROLL CALL

Present: Commissioners Schneiderman, Motts, Lutz and Chair Gutilla
Absent: Commissioners Martin, Hills and Vice Chair Riley
Staff: Legal Counsel, Ruthann Ziegler
Senior Planner, Zoe Merideth
Senior Planner, Kevin Scudero
Minutes Clerk, Kitty Eiden

3. PLEDGE OF ALLEGIANCE

Chair Gutilla led the Pledge of Allegiance.

4. EX-PARTE COMMUNICATIONS - None

5. PUBLIC COMMENT – None

6. CONSENT CALENDAR

6-1. Planning Commission Meeting Minutes May 17, 2023

6-2. Wild Horse Multifamily Project One Year Extension (PD-20-01, AR-21-17)

RESOLUTION NO. 2023-18

On motion by Commissioner Motts, seconded by Commissioner Schneiderman, the Planning Commission members present unanimously approved the Consent Calendar. The motion carried the following vote:

AYES: Schneiderman, Motts, Lutz, Gutilla
NOES: None
ABSTAIN: None
ABSENT: Hills, Martin, Riley

7. NEW ITEM

7-1. Design Guidelines Zoning Text Amendment and Single Family and Missing Middle Residential Objective Design Standards (LA2023-0002)

- The City of Antioch is requesting a Zoning Text Amendment to Antioch Municipal Code Title 9, Chapter 5, Article 26: Design Review Duties and Responsibilities to adopt Objective Design Standards. The City of Antioch is also requesting the adoption of Single Family and Missing Middle Residential Objective Design Standards. The project is applicable citywide.

Senior Planner Merideth introduced the item and Bruce Brubaker, Principal Architect / Placeworks presented the staff report dated July 19, 2023, recommending the Planning Commission 1) Adopt the resolution recommending the City Council adopt the ordinance amending § 9-5.2609 of the Antioch Municipal Code regarding design guidelines. 2) Adopt the resolution recommending the City Council approve a resolution for the Single Family and Missing Middle Objective Design Standards.

Chair Gutilla opened and closed the public comment period with no speakers requesting to speak.

In response to Commissioner Schneiderman, Senior Planner Merideth explained that checklists could be filled in with a PDF application and submitted electronically.

Commissioner Motts questioned if the roofline shadow issue would conflict with passive solar design.

Mr. Brubaker explained the standard presented had been utilized in the past by the City and was similar to other city standards. He noted if it was stricter, it would make it more difficult to develop the property and if reduced it may cast too much shadow on neighboring properties.

Commissioner Motts stated that he did not believe any developments had pursued passive solar; however, he would like to see that going forward. He added that he did not see a conflict at this point.

Commissioner Lutz questioned how the City would convey the new standards to applicants.

Senior Planner Merideth responded that the new standards would be posted on the City's website and included in application materials. She added the zoning text amendment would also go to the City Council and at that time they would be available to the public. She clarified that applications deemed complete followed standards in place at the time it was deemed complete. She explained that they were fairly similar to the existing residential design guidelines except now they were objective. She noted most homes were within planned development districts with set architecture and since most additions were to the backs of the homes, objective standards were not affecting them.

Mr. Brubaker added that they had reviewed the city's existing regulations and transformed them into objective standards.

Commissioner Lutz suggested the City conduct outreach to property owners in the northeast part of the City.

Senior Planner Merideth responded that staff could do more outreach for the Viera area of town.

In response to Chair Gutilla, Senior Planner Merideth stated most applicable projects would be new single family residential developments.

Following discussion and review of the objective design standards, Chair Gutilla made the following suggested revisions:

- Page 12 – Change the illustrative photos so that they did not imply stairs were a requirement leading to the front doors
- Page 12 – 3.1.1.C Driveway Centerline – add language to address three car driveways
- Page 13 – 3.2.1.A Front Elevation Massing – Single Floor Projection – remove “project” from the first sentence
- Page 14 – Contrasting Materials or Finish on Floors – remove “color” from first sentence
- Page 20 – Prohibited Materials – Allow chain-link fencing in the backyard when the property backed open space
- Page 21 – 3.3.4.D Inappropriate Lighting – clarify that this standard applied to fixed or permanent lighting
- Page 26 – 3.5.2.C Cluster Mailbox Design – Amend first bullet to read, “Clusters and associated structures shall be designed using one or more exterior finish.....”
- Page 28 – 3.6.3.D Corner Unit Design – Remove third bullet “Chimneys”
- Page 29 – 3.6.4.C Bicycle Parking – add “at every major pedestrian access to the park”

Discussion ensued regarding the above requested revisions to the Objective Design Standards.

Outside Legal Counsel Ziegler stated if there was agreement with the items previously discussed a motion could be made to adopt the resolutions with the addition that the consultant would add the items accordingly. She noted unless the Planning Commission wanted to see this item again, it would then go to the City Council.

In response to Commissioner Schneiderman, Senior Planner Scudero explained that most developers were aware of objective standards, and it was easy for staff to make them aware of them when they met with them. He noted it was the one-off parcel projects that may be hard to reach; however, they could put the information into the City's newsletter and push it out on social media.

RESOLUTION NO. 2023-19

On motion by Commissioner Schneiderman, seconded by Commissioner Lutz, the Planning Commission members present unanimously adopted the resolution recommending the City Council adopt the ordinance amending § 9-5.2609 of the Antioch Municipal Code regarding design guidelines with the following changes:

- ***Page 12 – Standard 3.1.1.C Driveway Centerline - Breaking up the driveway in thirds in instances of triple wide driveways***
- ***Page 14 – Contracting Materials or Finish on Floors - Removing color from the first sentence***
- ***Page 20 – Standard 3.3.3.B Prohibited Materials - Clarify Chain link is only permissible on gates with slats for rv/vehicle for sideyard access and in instances where fences were not visible from the street***
- ***Page 21 – Standard 3.3.4.D Inappropriate Lighting – Distinguish permanent lighting to allow for Christmas lights***
- ***Page 28 – Standard 3.6.3.D Corner Unit Standard – remove chimneys***
- ***Page 29 – Standard 3.6.4.C Bicycle Parking – add “at every main entrance point into an open space”***

The motion carried the following vote:

AYES:	Schneiderman, Motts, Lutz, Gutilla
NOES:	None
ABSTAIN:	None
ABSENT:	Hills, Martin, Riley

RESOLUTION NO. 2023-20

On motion by Commissioner Schneiderman, seconded by Commissioner Motts, the Planning Commission members present unanimously adopted the Resolution recommending the City Council approve a resolution for the Single Family and Missing Middle Objective Design Standards with the following changes:

- ***Page 12 – Standard 3.1.1.C Driveway Centerline - Breaking up the driveway in thirds in instances of triple wide driveways***
- ***Page 14 – Contracting Materials or Finish on Floors - Removing color from the first sentence***
- ***Page 20 – Standard 3.3.3.B Prohibited Materials - Clarify Chain link is only permissible on gates with slats for rv/vehicle for sideyard access and in instances where fences were not visible from the street***
- ***Page 21 – Standard 3.3.4.D Inappropriate Lighting – Distinguish permanent lighting to allow for Christmas lights***
- ***Page 28 – Standard 3.6.3.D Corner Unit Standard – remove chimneys***
- ***Page 29 – Standard 3.6.4.C Bicycle Parking – add “at every main entrance point into an open space”***

The motion carried the following vote:

AYES: *Schneiderman, Motts, Lutz, Gutilla*
NOES: *None*
ABSTAIN: *None*
ABSENT: *Hills, Martin, Riley*

8. ORAL/WRITTEN COMMUNICATIONS

8-1. August 2, 2023 meeting is cancelled.

Chair Gutilla announced the August 2, 2023, Planning Commission meeting was cancelled.

Senior Planner Merideth announced Director of Community Development Ebbs had left the City and Senior Planner Scudero had been appointed as Acting Director of Community Development and Monique had been hired as Community Development Technician.

Senior Planner Scudero provided an update on recruitment efforts for the staffing vacancies within the Community Development Department.

9. COMMITTEE REPORTS

Commissioner Motts reported that the TRANSPLAN meeting had been cancelled.

10. NEXT MEETING: August 16, 2023

Chair Gutilla announced the next Planning Commission meeting would be held on August 16, 2023.

11. ADJOURNMENT

On motion by Commissioner Schneiderman, seconded by Commissioner Motts, the Planning Commission members present unanimously adjourned the meeting at 7:56 P.M. The motion carried the following vote:

AYES: *Schneiderman, Motts, Lutz, Gutilla*
NOES: *None*
ABSTAIN: *None*
ABSENT: *Hills, Martin, Riley*

Respectfully submitted:
KITTY EIDEN, Minutes Clerk

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Phil Hoffmeister, Administrative Analyst II *PH*

APPROVED BY: Scott Buenting, Acting Public Works Director/City Engineer *SB*

SUBJECT: Public Hearing to Order Improvements and Levy Annual Assessments for Street Light and Landscape Maintenance Districts 1, 2A, 4, 5, 9, and 10 for Fiscal Year 2023/24; PW 500

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution ordering improvements and levying annual assessments for Street Light and Landscape Maintenance Districts 1, 2A, 4, 5, 9, and 10 for Fiscal Year 2023/24.

FISCAL IMPACT

Adoption of the Engineer's Report provides Street Light and Landscape Maintenance District assessments totaling approximately \$2,240,434 for maintenance in defined areas of the City. Failure to adopt some or all of the report would result in the loss of significant funding for that maintenance.

DISCUSSION

At the July 25, 2023, meeting, the City Council accepted the Fiscal Year 2023/24 ("FY 23/24") Consolidated Street Light and Landscape Maintenance District ("SLLMD") Engineer's Report and set August 8, 2023 as the date for the public hearing for the Ordering of Improvements and Levy of Assessments for Street Light and Landscape Maintenance Districts for FY 2023/24.

This year's recommended Engineer's Report is consistent with the City Council's prior direction. An estimated fund balance of \$2,235,668 will be utilized to reduce impacts on the General Fund. Once the cost of administering the obligations of the SLLMD are addressed, the remaining funds will be attributed to landscaping of arterial medians and parks in that order.

Although the City is not required to show a General Fund contribution in the Engineer's Report, under enabling legislation (Landscape and Lighting Act of 1972) General Fund contributions are displayed at the City Council's request. This practice was first

implemented in FY 2000/01 and has continued at budget study sessions per City Council direction.

The Contra Costa County Auditor's Office submittal deadline is August 10, 2023. A discussion on how to apply or use General Fund contributions is not required to ratify the report and approve the attached resolution for the levy of assessments.

ATTACHMENTS

- A. Resolution
- B. SLLMD Engineer's Report as presented July 25, 2023

ATTACHMENT "A"

RESOLUTION NO. 2023/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
ORDERING IMPROVEMENTS AND LEVYING ANNUAL ASSESSMENTS FOR
STREET LIGHT AND LANDSCAPE MAINTENANCE DISTRICTS 1 – HILLCREST; 2A –
ANTIOCH/CITY WIDE; 4 – DOWNTOWN; 5 – ALMONDRIDGE; 9 – LONE TREE WAY;
AND 10 – EAST LONE TREE WAY FOR THE 2022/2023 FISCAL YEAR
(P.W. 500)**

WHEREAS, on March 28, 2023, the City Council directed the City Engineer to prepare a consolidated report for the various street-light and landscape maintenance districts as specified in the report;

WHEREAS, the improvements in the consolidated report are generally described as follows: maintaining and servicing public landscaping including roadside and medians on arterial, collector and local streets, cul-de-sacs, landscaped trails and open space, and maintaining and servicing weed abatement for publicly-owned open space parcels;

WHEREAS, on July 25, 2023, the City Council adopted Resolution 2023/117, accepting the consolidated report prepared by the City Engineer and setting a public hearing for August 8, 2023;

WHEREAS, at the time and place for which notice was given, the City Council conducted a public hearing, and gave every interested person an opportunity to make oral statements or to submit written protests regarding the proceedings; and

WHEREAS, the City Council considered all staff reports, oral statements, engineer reports, written protests and comments that were submitted.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

1. The foregoing recitals are true and correct and hereby incorporated by reference.
2. The City Council confirms the report, diagram and assessments contained in the Engineer's Report, which is attached and incorporated as Exhibit 1 to this Resolution.
3. The City Council finds that no majority protest was made as to any zone to receive an assessment.

AI

RESOLUTION NO. 2023/**

August 8, 2023

Page 2

4. The City Council finds that the Engineer, in the report, has fairly and properly apportioned the cost of improvements of each parcel of land in the assessment districts and zones in proportion to the estimated special benefits to be received by each parcel, respectively, from the improvements, and that the proportionate special benefit derived by each identified parcel has been determined in relationship to the entirety of the capital or maintenance cost of the public improvements or services being provided.
5. The City Council hereby confirms and levies, as modified, each individual assessment as stated in the report.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 8th day of August, 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH

A2

ATTACHMENT "B"



CITY OF ANTIOCH
CONTRA COSTA COUNTY, CALIFORNIA

CONSOLIDATED ENGINEER'S REPORT
FOR THE
CITY OF ANTIOCH
STREET LIGHT AND LANDSCAPE MAINTENANCE
DISTRICT NUMBERS 1, 2A, 4, 5, 9, AND 10
AND THE
LEVY OF THE ANNUAL ASSESSMENT
FOR THE 2023/24 FISCAL YEAR

City of Antioch

July 13, 2023

Prepared by
City of Antioch

Acting Director of Public Works/City Engineer
Scott Buenting, P.E.

Philip Hoffmeister, Administrative Analyst II

STREET LIGHT AND LANDSCAPE MAINTENANCE DISTRICT
NUMBERS 1, 2A, 4, 5, 9, AND 10
(Pursuant to the Landscaping and Lighting Act of 1972 and Proposition 218)

The undersigned respectfully submits the enclosed Engineer's Report as directed by the City Council.

Dated 7/20/2023

By Scott Bunting
Scott Bunting, P.E.
License Expires 12/31/24



I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment and Assessment Diagram thereto attached, was filed with me on the 25th day of July, 2023.

for Christine Sanchez
Elizabeth Householder, City Clerk
City of Antioch
Contra Costa County, California

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment and Assessment Diagram thereto attached, was approved and confirmed by the City Council of the City of Antioch, California on the ____ day of _____, 2023.

Elizabeth Householder, City Clerk
City of Antioch
Contra Costa County, California

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment and Assessment Diagram thereto attached, was filed with the County Auditor of the County of Contra Costa, California on the ____ day of _____, 2023.

Elizabeth Householder, City Clerk
City of Antioch
Contra Costa County, California

By _____

Date _____

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I. INTRODUCTION

A. Preamble

In March 2001, Council considered a "reorganized" Street Light and Landscape Maintenance District (SLLMD) that would have created a single citywide District, subdivided into multiple benefit zones. In accordance with Proposition 218, ballots were sent to property owners for their approval/disapproval of that reorganized district. The result of that election was a majority "No" vote defeating the proposal. At its meeting on June 26, 2001, Council voted to approve the "Existing Light and Landscape Maintenance District", and that assessments could be levied only up to the "base assessments" for each parcel as recorded in Fiscal Year (FY) 2000-2001, (Resolution 2001/63). Since June 2001, new districts and zones have been formed that established a base rate plus an inflationary adjustment equal to the San Francisco Consumer Price Index (CPI) increase for the preceding twelve-month period.

As indicated in previous Engineer's Reports, most districts and zones did not collect sufficient assessments to finance estimated maintenance costs. Shortfalls were covered by contributions by the City General Fund. In FY 2003-04 Staff presented Council options for increasing assessments to their maximum base rates to reduce those shortfalls. In June 2003, Council decided to increase assessments to their respective maximum base assessments over a 3-year period. The final increment was approved by Council for FY 2005-06; however, some shortfalls remain. Those shortfalls continue to be shown as paid by a contribution from the General Fund.

This Annual Consolidated Street Light and Landscape Maintenance Districts Engineer's Report continues with Council direction and presents maintenance costs for the existing lighting and landscaping districts and zones and assessments.

B. Enabling Legislation

Prior to November 1996, the City of Antioch Street Light and Landscape Maintenance Districts were governed only by the Landscaping and Lighting Act of 1972 (Streets and Highways Code Section 22500, and following), which allows a municipality or other local public agency to establish a special assessment district to raise funds for installing, maintaining and servicing public lighting, landscaping, park and recreational facilities. The revenue to pay for these improvements came from special assessments levied on the land benefiting from the improvements. The local legislative body set the assessment each year after receiving an Engineer's Report and holding a public hearing. The assessments were collected as a separately stated item on the county tax bill.

During that period, the City Council took five basic steps to levy the assessment:

- Adopt a Resolution Directing Filing of Annual Engineer's Report
- Preliminarily Approve the Engineer's Report
- Adopt a Resolution of Intention to Order Improvements
- Conduct a Public Hearing
- Adopt a Resolution Confirming the Diagram and Assessment and Levying the Annual Assessment

A certified copy of the Engineer's Report and a computer data tape containing the assessment roll were then submitted to the Contra Costa County Auditor for collection of the approved assessments.

With the passage of Proposition 218 in November of 1996, additional actions were required to impose new, or increase existing, assessments. Proposition 218 also exempted "Any assessment imposed pursuant to a petition signed by persons owning all of the parcels subject to the assessment at the time the assessment is initially imposed." For the City of Antioch, the City Attorney has determined that the base amount of assessment that was in effect at the time a new development petitioned for annexation into the district is excluded from the provisions of Proposition 218.

C. Consolidated Engineer's Report

This Consolidated Engineer's Report recommends an assessment for parcels within each of the six Districts in the City of Antioch that are subject to an assessment, up to the base amount. The recommended assessments are based on estimates of the benefits to be received by each assessable parcel for District landscaping and recreational improvements. The benefit estimates are used to apportion costs to each assessable parcel, up to the maximum amount each parcel may be assessed without exceeding the base amount.

The 1972 Act does not specify a method or formula for apportioning costs. The assessment may be apportioned by any formula or method that fairly distributes the costs among all assessable lots or parcels.

This report summarizes the proposed assessment methods and the resulting assessments recommended. The report includes the following:

- Assessment Diagram
- Description of Improvements
- Estimate of Operation and Maintenance Costs for FY 2023/2024
- Description of Assessment Methodology
- Summary of Recommended Assessments
- Assessment Roll

II. ASSESSMENT DIAGRAM

A. Assessment Districts

This Consolidated Engineer's Report covers each of the six Street Lighting and Landscape Maintenance Districts within the City of Antioch. Collectively, these six Districts encompass the entire area of the City that benefits from the improvements to be maintained. The Number and common name of each District is listed below:

TABLE 1
DISTRICT NUMBERS AND COMMON NAMES

District Number	Common Name
1	Hillcrest Avenue
2A	Antioch or City-wide
4	Downtown
5	Almondridge
9	Lone Tree Way
10	East Lone Tree Way

District boundaries are depicted on the Assessment Diagram on file with the City of Antioch. The Assessment Diagram shows District boundaries, benefit zone boundaries, and City streets. For a description of lines and dimensions of each lot or parcel within the District, the reader is referred to the Assessor's parcel maps on file at the County Assessor's office. The Assessor's parcel maps are incorporated by reference into the Assessment Diagram. The Assessor's parcel number is adopted as the distinctive designation of each lot or parcel.

B. Zone Boundaries

The Districts are subdivided into one or more benefit zones. These benefit zones indicate areas within which parcels of similar use receive approximately equivalent benefits from District improvements. The dividing lines between benefit zones coincide with major arterial streets or other major facilities (i.e. canal, freeway). Refer to the Assessment Diagram for a description of the zone boundaries.

III. DESCRIPTION OF IMPROVEMENTS

This Section describes the public improvements to be installed, operated, serviced and maintained by the District.

District improvements are generally described as operating, servicing, maintaining, repairing and replacing the following: public landscaping, including improvements for standard City of Antioch cul-de-sacs; public medians, rights-of-way and park sites; weed abatement for publicly owned open space parcels.

PARKS: The cost of contract maintenance and/or City work for maintenance of the neighborhood and community parks listed in Table 2. Park improvements to be maintained include, but are not limited to, tot lots, picnic facilities, landscaping and lighting, and the cost of utilities serving the park.

LOCAL LANDSCAPING: Includes the costs of pruning, irrigation, maintenance planting, debris removal and clean up along the City's trails, cul-de-sac bulbs, and local and collector streets. It also includes both contract and City work associated with weed abatement and the maintenance of firebreaks. Localized landscaping

improvements including planters, trees in the public right-of-way, sound walls and entry signs are also maintained under this class of improvement.

MAJOR MEDIAN AND ROADSIDE LANDSCAPING: Includes the costs of pruning, irrigation, maintenance planting, debris removal and clean up along the City's arterial roadway system. Roadways included in this system are A Street, Buchanan Road, Contra Loma Boulevard, Dallas Ranch Road, Davison Drive, Deer Valley Road, Delta Fair Boulevard, East Eighteenth Street, Hillcrest Avenue, James Donlon Boulevard, L Street, Laurel Avenue, Lone Tree Way, Prewett Ranch Road, Somersville Road, West Fourth Street, West Tenth Street, and Wilbur Avenue.

PROGRAM ADMINISTRATION: Includes the costs of acquiring and maintaining equipment necessary to operate the program and conduct maintenance activities and the work of management staff that provide program oversight, scheduling, budgeting and coordination for special work groups.

**TABLE 2
NEIGHBORHOOD AND COMMUNITY PARKS**

District Number	Common Name
1-1	Hillcrest Park
	Nelson Ranch Park
1-2	Country Manor Park
	Deerfield Park
	Knoll Park
	Prewett Community Park
1-4	Meadow Creek Park
2A-1	Contra Loma Estates Park
	Fairview Park
	Prosserville Park
2A-2	City Park
2A-3	Jacobsen Park
	Meadowbrook Park
2A-4	Harbour Park
	Mountaire Park
2A-5	Chichibu Park
2A-6	Canal Park
	Gentrytown Park
	Mira Vista Park
	Village East Park
2A-7	Marchetti Park
2A-8	Antioch Community Park
	Mira Vista Hills Park
2A-9	Eagleridge Park

2A-10	Markley Creek Park
4-1	--
5-1	Almondridge Park
9-1	Williamson Ranch Park
	Chaparral Park
9-2	Diablo West Park
9-3	Hansen Park
	Dallas Ranch Park
9-4	Heidorn Park
10	Julpun Park

IV. COST ESTIMATES

Cost estimates for operating, maintaining, servicing, installing, repairing, replacing and upgrading lighting, landscaping, parks and recreational improvements are provided by the City of Antioch. Tables 3 through 22 present cost estimates for each benefit area.

Table 3
COST ESTIMATE -- 2023/2024
District 1, Zone 1 -- Hillcrest Avenue District

The following schedule shows the allocation of costs to be spread to this District/Zone (254-4541)

		Base Rate Benefit Units 1,681	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$218,949	\$218,949	\$0
Arterial Medians and Roadside	\$49,800	\$49,800	\$0
Local Landscaping, Trails, Open Space	\$315,742	\$132,010	\$183,732
Administration	\$91,331	\$0	\$91,331
SUBTOTAL:	\$675,823	\$400,760	\$275,063
535	Parcels Assessed at \$216 per unit =		\$115,560
413	Parcels Assessed at \$190 per unit =		\$78,470
283	Parcels Assessed at \$165 per unit =		\$46,695
207	Parcels Assessed at \$94 per unit =		\$19,458
131	Parcels Assessed at \$64 per unit =		\$8,384
112	Parcels Assessed at \$58 per unit =		\$6,496
TOTAL ASSESSED:			\$275,063
Ending FY22/23 Fund Balance (Estimated):			\$217,013
GENERAL FUND PORTION OF MAINTENANCE COST:			\$183,747

District/Zone Benefits:

Parks: Hillcrest, Nelson Ranch

Arterial Landscaping: Hillcrest Avenue

Roadway Landscaping: Larkspur Drive, Wild Horse Road and cul-de-sac bulbs

Miscellaneous: Open space and trails

Table 3A District 1, Zone 1 Base Assessment Allocation						
Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assessment
1-1	California Terrace	7222	123	165	165	165
1-1	Hillcrest Subd Un 1	5653	221	190	190	190
1-1	Hillcrest Subd Un 2	6067	83	190	190	190
1-1	Hillcrest Subd Un 3	6068	61	190	190	190
1-1	Nelson Ranch I	6893	102	216	216	216
1-1	Nelson Ranch II	8850	128	216	216	216
1-1	Nelson Ranch III	8851	138	216	216	216
1-1	Northwood Downs 1	6429	81	58	58	58
1-1	Northwood Downs 2	6564	31	58	58	58
1-1	Northwood Downs 3	6565	76	64	64	64
1-1	Ridgeview Un 1	6262	48	190	190	190
1-1	Ridgeview Un 2	6264	55	64	64	64
1-1	Viera Ranch 1-1	6855	172	94	94	94
1-1	Viera Ranch 1-2	7180	116	165	165	165
1-1	Viera Ranch 1-3	7181	69	216	216	216
1-1	Viera Ranch 2-1	6925	44	165	165	165
1-1	Viera Ranch 2-2	7219	49	216	216	216
1-1	Viera Ranch 2-3	7220	49	216	216	216
1-1	Viera Ranch 3	6943	35	94	94	94
Total:			1,681			275,063

Note: Values in the "FY 23-24 Assessment" column are for the forthcoming Fiscal Year.
Assessments for the previous year (FY 22-23) are included for comparison.

Table 4
COST ESTIMATE -- 2023/2024

District 1, Zone 2 -- Hillcrest Avenue District

The following schedule shows the allocation of costs to be spread to this District/Zone (254-4542)

		Base Rate Benefit Units 3,237	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$309,822	\$309,822	\$0
Arterial Medians and Roadside	\$160,563	\$160,563	\$0
Local Landscaping, Trails, Open Space	\$593,458	\$292,219	\$301,239
Administration	\$61,987	\$0	\$61,987
SUBTOTAL:	\$1,125,830	\$762,604	\$363,226

882	Parcels Assessed at	\$216.00	per unit =	\$190,512
88	Parcels Assessed at	\$158.00	per unit =	\$13,904
1290	Parcels Assessed at	\$82.00	per unit =	\$105,780
53	Parcels Assessed at	\$76.00	per unit =	\$4,028
184	Parcels Assessed at	\$69.00	per unit =	\$12,696
52	Parcels Assessed at	\$56.00	per unit =	\$2,912
64	Parcels Assessed at	\$151.20	per unit =	\$9,676
458	Parcels Assessed at	\$42.00	per unit =	\$19,236
166	Parcels Assessed at	\$27.00	per unit =	\$4,482

TOTAL ASSESSED:

\$363,226

Ending FY22/23 Fund Balance (Estimated):

\$734,672

GENERAL FUND PORTION OF MAINTENANCE COST:

\$27,932

District/Zone Benefits:

Parks: Country Manor, Deerfield Mini, Knoll, Prewett Water Park
Arterial Landscaping: Hillcrest Avenue, Lone Tree Way and Deer Valley Road
Roadway Landscaping: Via Dora, Country Hills, Asilomar Drive and cul-de-sac bulbs
Miscellaneous: open space and trails

Table 4A
District 1, Zone 2
Base Assessment Allocation

Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY22-23 Assmnt	FY23-24 Assessment
1-2	Bear Ridge Un 1	7145	93	216	216	216
1-2	Bear Ridge Un 2	7251	79	216	216	216
1-2	Country Hills	6800	243	82	82	82
1-2	Country Manor Un 1	5891	69	69	69	69
1-2	Country Manor Condos	6657	233	82	82	82
1-2	Country Manor Un 2	6178	54	69	69	69
1-2	Country Manor Un 3	6179	61	69	69	69
1-2	Country Manor Un 4	6180	71	82	82	82
1-2	Country Manor Un 5	6181	18	82	82	82
1-2	Country Manor Un 6	6256	19	82	82	82
1-2	Country Manor Un 7R	6653	101	82	82	82
1-2	Deer Park Un 1	6899	204	42	42	42
1-2	Deer Park Un 4	7569	38	216	216	216
1-2	Deer Park Un 5	7847	38	216	216	216
1-2	Deer Park Un 6	7848	34	216	216	216
1-2	Deer Park Un 7	7281	35	216	216	216
1-2	Deerfield Un 1	6732	113	27	27	27
1-2	Deerfield Un 2	6733	53	27	27	27
1-2	Deerfield Un 3	6818	138	82	82	82
1-2	Deerfield Un 4	6817	150	82	82	82
1-2	Deerfield Un 5	6908	32	42	42	42
1-2	Deerfield Un 6	7283	53	76	76	76
1-2	Deerfield Un 7	7281	67	216	216	216
1-2	Deerfield Un 8	7286	60	216	216	216
1-2	Deerfield Un 9	7284	47	158	158	158
1-2	Deerfield Un 10	7285	52	56	56	56
1-2	Deerfield Un 11	7282	71	216	216	216
1-2	Hillcrest View Apts	-	64	151.20	151	151
1-2	Ho Property Un 1	7973	41	158	158	158
1-2	Ho Property Un 2	7974	65	216	216	216
1-2	Ho Property Un 8	8230	79	216	216	216
1-2	Ho Property Un 9	8231	80	216	216	216
1-2	Ho Property Un 10	8232	54	216	216	216
1-2	Parkside Un 1	6975	158	82	82	82
1-2	Parkside Un 2	7104	101	42	42	42
1-2	Shelbourne Un 1	7019	121	42	42	42
1-2	Shelbourne Un 2	7218	89	216	216	216
1-2	Sterling Gate Un 1	6616	76	82	82	82
1-2	Sterling Gate Un 2	6928	83	82	82	82

Total: 3237 363,226.80

Table 5
COST ESTIMATE -- 2023/2024

District 1, Zone 4 -- Hillcrest Avenue District

The following schedule shows the allocation of costs to be spread to this District/Zone (254-4544)

		Base Rate Benefit Units 1,607	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$39,797	\$39,797	\$0
Arterial Medians and Roadside	\$54,370	\$54,370	\$0
Local Landscaping, Trails, Open Space	\$258,656	\$146,193	\$112,463
Administration	\$73,358	\$0	\$73,358
SUBTOTAL:	\$426,181	\$240,360	\$185,821
350	Parcels Assessed at \$193.00 per unit =		\$67,550
119	Parcels Assessed at \$167.00 per unit =		\$19,873
344	Parcels Assessed at \$216.00 per unit =		\$74,304
117	Parcels Assessed at \$44.00 per unit =		\$5,148
225	Parcels Assessed at \$38.00 per unit =		\$8,550
452	Parcels Assessed at \$23.00 per unit =		\$10,396
TOTAL ASSESSED:			\$185,821
Ending FY22/23 Fund Balance (Estimated):			\$71,950
GENERAL FUND PORTION OF MAINTENANCE COST:			\$168,410

District/Zone Benefits:

Parks: Meadow Creek Estates

Arterial Landscaping: Hillcrest Avenue and Lone Tree Way

Roadway Landscaping: Laurel Road, Country Hills Drive and cul-de-sac bulbs

Miscellaneous: Open space and trails

Table 5A
District 1, Zone 4
Base Assessment Allocation

Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assessment
1-4	Canada Hills Un 1	6898	147	23	23	23
1-4	Canada Hills Un 2	7130	99	23	23	23
1-4	Canada Hills Un 3	7341	111	38	38	38
1-4	Canada Hills Un 4	7458	47	193	193	193
1-4	Canada Hills Un 5	7761	40	193	193	193
1-4	Canada Hills Un 6	7460	81	193	193	193
1-4	Canada Hills Un 7	7459	122	193	193	193
1-4	Hidden Glen Un1	6909	89	23	23	23
1-4	Hidden Glen Un 2	7505	81	216	216	216
1-4	Hidden Glen Un 3	8387	75	216	216	216
1-4	Hidden Glen Un 4	8388	126	216	216	216
1-4	Meadow Crk Est. 1	6930	117	23	23	23
1-4	Meadow Crk Est. 2	7123	114	38	38	38
1-4	Meadow Crk Est. 3	7124	117	44	44	44
1-4	Meadow Crk Est. 4	7125	119	167	167	167
1-4	Meadow Crk Est. 5	7867	60	193	193	193
1-4	Viera Ranch 2-2	7219	18	216	216	216
1-4	Viera Ranch 2-3	7220	44	216	216	216
Total:			1,607			185,821

Table 6
COST ESTIMATE -- 2023/2024
District 2A, Zone 1 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4561)

		Base Rate Benefit Units	
		0	
		District	Assessments
		Need	Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$76,431	\$76,431	\$0
Arterial Medians and Roadside	\$53,761	\$53,761	\$0
Local Landscaping, Trails, Open Space	\$0	\$0	\$0
Administration	\$0	\$0	\$0
SUBTOTAL:	\$130,192	\$130,192	\$0
TOTAL ASSESSED:			\$0
Ending FY22/23 Fund Balance (Estimated):			\$0
GENERAL FUND PORTION OF MAINTENANCE COST:			\$130,192

District/Zone Benefits:

Parks: Contra Loma, Fairview, Prosserville

Arterial Somersville Road, L Street, Fourth Street, West Tenth Street

Roadway Landscaping: Sycamore Drive, G Street and cul-de-sac bulbs

Miscellaneous: open space and trails

Table 7
COST ESTIMATE -- 2023/2024
District 2A, Zone 2 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4562)

		Base Rate Benefit Units	
		0	
		District	Assessed
		Need	
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$40,165	\$40,165	\$0
Arterial Medians and Roadside	\$11,184	\$11,184	\$0
Local Landscaping, Trails, Open Space	\$0	\$0	\$0
Administration	\$0	\$0	\$0
SUBTOTAL:	\$51,348	\$51,348	\$0
TOTAL ASSESSED:			\$0
Ending FY22/23 Fund Balance (Estimated):			\$0
GENERAL FUND PORTION OF MAINTENANCE COST:			\$51,348

District/Zone Benefits:

Parks: City Park

Arterial: A Street

Roadway Landscaping: Merrill Drive, G Street and Cavallo Road roadside and cul-de-sac bulbs

Miscellaneous: open space and trails

Table 8
COST ESTIMATE -- 2022/2023
District 2A, Zone 3 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4563)

		Base Rate Benefit Units 624	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$33,700	\$33,700	\$0
Arterial Medians and Roadside	\$29,245	\$29,245	\$0
Local Landscaping, Trails, Open Space	\$43,520	\$40,761	\$2,759
Administration	\$11,737	\$0	\$11,737
SUBTOTAL:	\$118,202	\$103,706	\$14,496
188 Parcels Assessed at \$66.00 per unit =			\$12,408
36 Parcels Assessed at \$22 per unit =			\$792
6 Parcels Assessed at \$216 per unit =			\$1,296
TOTAL ASSESSED:			\$14,496
Ending FY22/23 Fund Balance (Estimated):			\$13,042
GENERAL FUND PORTION OF MAINTENANCE COST:			\$90,664

District/Zone Benefits:

Parks: Jacobsen, Meadowbrook

Arterial: East 18th Street and Wilbur Avenue

Roadway Landscaping: Cavallo Road and cul-de-sac bulbs

Miscellaneous: open space and trails

Table 8A District 2A, Zone 3 Base Assessment Allocation						
Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY 23-24 Assessment
2A-3	Lakeshore Apt.	6770	188	66	66	66
2A-3	Terrace Gardens	5582	36	22	22	22
2A-3	Bermuda Way	8848	6	216	216	216
2A-3	AMCal	8848	394	151.20	-	59,573
Total:			624			23,484,883

Table 9
COST ESTIMATE -- 2023/2024
District 2A, Zone 4 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4564)

		Base Rate Benefit Units	
		337	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$103,454	\$103,454	\$0
Arterial Medians and Roadside	\$71,402	\$71,402	\$0
Local Landscaping, Trails, Open Space	\$48,622	\$39,374	\$9,248
Administration	\$3,668	\$0	\$3,668
SUBTOTAL:	\$227,147	\$214,231	\$12,916
171 Parcels Assessed at \$60 per unit =			\$10,260
166 Parcels Assessed at \$16 per unit =			\$2,656
TOTAL ASSESSED:			\$12,916
Ending FY22/23 Fund Balance (Estimated):			\$0
GENERAL FUND PORTION OF MAINTENANCE COST:			\$214,231

District/Zone Benefits:

Parks: Harbour, Mountaire

Arterial: Lone Tree Way, Davison Drive and Hillcrest Avenue

Roadway Landscaping: Cul-de-sac bulbs

Miscellaneous: open space and trails

Table 9A District 2A, Zone 4 Base Assessment Allocation						
Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY 23-24 Assessment
2A-4	Hillcrest Estates	5494	54	60	60	60
2A-4	Hillcrest Estates Un 2	6184	53	60	60	60
2A-4	Brookside Estates	7155	166	16	16	16
2A-4	Shelbourne Un 3	7294	64	60	60	60
Total:			337			12,916

Table 10
COST ESTIMATE -- 2023/2024
District 2A, Zone 5 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4565)

		Base Rate Benefit Units	
		13	
		District	Assessments
		Need	Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$50,140	\$50,140	\$0
Arterial Medians and Roadside	\$74,586	\$74,586	\$0
Local Landscaping, Trails, Open Space	\$76,542	\$76,542	\$0
Administration	\$17,239	\$15,747	\$1,492
SUBTOTAL:	\$218,506	\$217,014	\$1,492
4	Parcels Assessed at \$139 per unit =		\$556
9	Parcels Assessed at \$104 per unit =		\$936
TOTAL ASSESSED:			\$1,492
Ending FY22/23 Fund Balance (Estimated):			\$0
GENERAL FUND PORTION OF MAINTENANCE COST:			\$217,014

District/Zone Benefits:

Parks: Chichibu

Arterial: Lone Tree Way, James Donlon Boulevard, Contra Loma Boulevard

Roadway Landscaping: Cul-de-sac bulbs

Miscellaneous: open space and trails

Table 10A District 2A, Zone 5 Base Assessment Allocation						
Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY 23/24 Assessment
2A-5	Wilhelm Sub'd	7121	4	139	139	139
2A-5	Wilhelm Sub'd	7412	9	104	104	104
Total:			13			1,492

Table 11
COST ESTIMATE -- 2023/2024
District 2A, Zone 6 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4566)

		Base Rate Benefit Units 274	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$242,239	\$242,239	\$0
Arterial Medians and Roadside	\$90,508	\$90,508	\$0
Local Landscaping, Trails, Open Space	\$65,216	\$42,136	\$23,080
Administration	\$5,502	\$0	\$5,502
SUBTOTAL:	\$403,465	\$374,883	\$28,582
148 Parcels Assessed at \$139 per unit =			\$20,572
18 Parcels Assessed at \$103 per unit =			\$1,854
108 Parcels Assessed at \$57 per unit =			\$6,156
TOTAL ASSESSED:			\$28,582
Ending FY22/23 Fund Balance (Estimated):			\$29,053
GENERAL FUND PORTION OF MAINTENANCE COST:			\$345,830

District/Zone Benefits:

Parks: Canal, Gentrytown, Mira Vista, Village East

Arterial: Somersville Road, Buchanan Road, James Donlon Boulevard, Contra Loma Boulevard

Roadway Landscaping: Putnam Street, Johnson Drive and Cul-de-sac bulbs

Miscellaneous: open space and trails

Table 11A District 2A, Zone 6 Base Assessment Allocation						
Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY 23-24 Assessment
2A-6	California Gables	7105	148	139	139	139
2A-6	Centennial Park	6812	108	57	57	57
2A-6	Mira Vista Un 11	7034	18	103	103	103
Total:			274			28,582

Table 12
COST ESTIMATE -- 2023/2024
District 2A, Zone 7 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4567)

		Base Rate Benefit Units	
		0	
		District Need	Assements Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$40,711	\$40,711	\$0
Arterial Medians and Roadside	\$29,713	\$29,713	\$0
Local Landscaping, Trails, Open Space	\$0	\$0	\$0
Administration	\$0	\$0	\$0
SUBTOTAL:	\$70,424	\$70,424	\$0
TOTAL ASSESSED:			\$0
Ending FY22/23 Fund Balance (Estimated):			\$0
GENERAL FUND PORTION OF MAINTENANCE COST:			\$70,424

District/Zone Benefits:

Parks: Marchetti

Arterial: Somersville Road, Delta Fair Boulevard

Roadway Landscaping: None

Miscellaneous: open space and trails

Table 13
COST ESTIMATE -- 2022/2023
District 2A, Zone 8 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4568)

		Base Rate Benefit Units 426	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$414,018	\$414,018	\$0
Arterial Medians and Roadside	\$54,116	\$54,116	\$0
Local Landscaping, Trails, Open Space	\$124,202	\$76,946	\$47,256
Administration	\$27,510	\$0	\$27,510
SUBTOTAL:	\$619,847	\$545,081	\$74,766
261	Parcels Assessed at \$216.00 per unit =		\$56,376
120	Parcels Assessed at \$129 per unit =		\$15,480
5	Parcels Assessed at \$118 per unit =		\$590
40	Parcels Assessed at \$58 per unit =		\$2,320
TOTAL ASSESSED:			\$74,766
Ending FY22/23 Fund Balance (Estimated):			\$73,597
GENERAL FUND PORTION OF MAINTENANCE COST:			\$471,484

District/Zone Benefits:

Parks: Mira Vista Hills, Antioch Community Park

Arterial: James Donlon Boulevard

Roadway Landscaping: Cul-de-sac bulbs

Miscellaneous: open space and trails

Table 13A District 2A, Zone 8 Base Assessment Allocation						
Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assessment
2A-8	Mira Vista Hills	4420	5	118	118	118
2A-8	Mira Vista Hills, Un 10	6472	78	129	129	129
2A-8	Mira Vista Hills, Un 12	6744	40	58	58	58
2A-8	Mira Vista Hills, Un 13	6708	95	216	216	216
2A-8	Mira Vista Hills, Un 14	6824	42	129	129	129
2A-8	Mira Vista Hills, Un 15	6920	79	216	216	216
2A-8	Mira Vista Hills, Un 16	6921	87	216	216	216
Total:			426			74,766.00

Table 14
COST ESTIMATE -- 2023/2024
District 2A, Zone 9 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4569)

		Base Rate Benefit Units 1,379	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$42,962	\$42,962	\$0
Arterial Medians and Roadside	\$97,454	\$97,454	\$0
Local Landscaping, Trails, Open Space	\$147,391	\$57,074	\$90,316
Administration	\$25,676	\$0	\$25,676
SUBTOTAL:	\$313,482	\$197,490	\$115,992
68 Parcels Assessed at \$144 per unit =			\$9,792
174 Parcels Assessed at \$135 per unit =			\$23,490
442 Parcels Assessed at \$108 per unit =			\$47,736
122 Parcels Assessed at \$107 per unit =			\$13,054
34 Parcels Assessed at \$74 per unit =			\$2,516
539 Parcels Assessed at \$36 per unit =			\$19,404
TOTAL ASSESSED:			\$115,992
Ending FY22/23 Fund Balance (Estimated):			\$58,407
GENERAL FUND PORTION OF MAINTENANCE COST:			\$139,083

District/Zone Benefits:

Parks: Eaglesridge

Arterial: Lone Tree Way, Deer Valley Road

Roadway Landscaping: Ridgerock Drive, Asilomar, Country Hills Drive and cul-de-sac bulbs

Miscellaneous: Open space and trails

Table 14A
District 2A, Zone 9
Base Assessment Allocation

Dist/Zone	Sub'd	Tract	Benefit Units	Base Assmnt	FY 22-23 Assmnt	FY23-24 Assessment
2A-9	Eagles Ridge Un 1	5614	116	36	36	36
2A-9	Eagles Ridge Un 2	6162	151	36	36	36
2A-9	Eagles Ridge Un 3	6163	122	36	36	36
2A-9	Eagles Ridge Un 4	6164	150	36	36	36
2A-9	Deer Park Un 2	7290	68	144	144	144
2A-9	Deer Park Un 3	7291	94	135	135	135
2A-9	Lone Tree Est. Un 1	7079	122	107	107	107
2A-9	Lone Tree Est. Un 1A	7880	5	108	108	108
2A-9	Lone Tree Est. Un 2	7691	80	135	135	135
2A-9	Lone Tree Est. Un 3	7900	75	108	108	108
2A-9	Lone Tree Est. Un 4	8020	46	108	108	108
2A-9	Lone Tree Est. Un 5	8120	62	108	108	108
2A-9	Lone Tree Est. Un 6	8366	99	108	108	108
2A-9	Ho Sub'd, Un 3	7999	34	74	74	74
2A-9	Ho Sub'd, Un 4	8025	47	108	108	108
2A-9	Ho Sub'd, Un 5	8045	61	108	108	108
2A-9	Ho Sub'd, Un 6	8102	47	108	108	108

Total: 1,379 115,992

Table 15
COST ESTIMATE -- 2023/2024
District 2A, Zone 10 -- Citywide District

The following schedule shows the allocation of costs to be spread to this District/Zone (256-4572)

		Base Rate Benefit Units 295	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$32,310	\$32,310	\$0
Arterial Medians and Roadside	\$25,421	\$25,421	\$0
Local Landscaping, Trails, Open Space	\$236,148	\$84,488	\$151,660
Channel Maintenance	\$10,000	\$0	\$10,000
Administration	\$0	\$0	\$0
SUBTOTAL:	\$303,878	\$142,218	\$161,660
295 Parcels Assessed at		\$548.00 per unit =	\$161,660
TOTAL ASSESSED:			\$161,660
Ending FY22/23 Fund Balance (Estimated):			\$266,454
GENERAL FUND PORTION OF MAINTENANCE COST:			\$0

District/Zone Benefits:

Parks: Markley Creek

Arterial: James Donlan, Somersville

Roadway Landscaping: cul-de-sac bulbs

Table 15A District 2A, Zone 10 Base Assessment Allocation						
Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assesment
2A-10	Black Diamond Ranch Un 1	7487	58	737.86	548	548
2A-10	Black Diamond Ranch Un 2	8585	117	737.86	548	548
2A-10	Black Diamond Ranch Un 3	8586	111	737.86	548	548
2A-10	Black Diamond Ranch Un 4	9370	9	737.86	548	548
Total:			295			161,660

Table 16
COST ESTIMATE -- 2023/2024
District 4, Zone 1 -- Downtown District

The following schedule shows the allocation of costs to be spread to this District/Zone (252-4521)

		Base Rate Benefit Units	
		0	
		District	Assessments
		Need	Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$0	\$0	\$0
Arterial Medians and Roadside	\$0	\$0	\$0
Local Landscaping, Trails, Open Space	\$163,533	\$163,533	\$0
Administration	\$2,934	\$2,934	\$0
SUBTOTAL:	\$166,467	\$166,467	\$0

TOTAL ASSESSED: \$0

Ending FY22/23 Fund Balance (Estimated): \$0
GENERAL FUND PORTION OF MAINTENANCE COST: \$166,467

District/Zone Benefits:

Roadway Landscaping: Waldie Plaza, Rivertown Promenade, public parking lots, A Street extension,
train station

Table 17
COST ESTIMATE -- 2023/2024
District 5, Zone 1 -- Almondridge District

The following schedule shows the allocation of costs to be spread to this District/Zone (253-4531)

		Base Rate Benefit Units 560	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$68,435	\$68,435	\$0
Arterial Medians and Roadside	\$0	\$0	\$0
Local Landscaping, Trails, Open Space	\$112,419	\$14,167	\$98,252
Administration	\$3,668	\$0	\$3,668
SUBTOTAL:	\$184,522	\$82,602	\$101,920
560 Parcels Assessed at \$182.00 per unit =			\$101,920
TOTAL ASSESSED:			\$101,920
Ending FY22/23 Fund Balance (Estimated):			\$80,861
GENERAL FUND PORTION OF MAINTENANCE COST:			\$1,741

District/Zone Benefits:

Parks: Almondridge

Arterial: None

Roadway Landscaping: Viera Avenue, Willow Avenue and cul-de-sac bulbs

Miscellaneous: open space and trails

Table 17A
District 5, Zone 1
Base Assessment Allocation

Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assessment
5-1	Almondridge West	6621	25	190	182	182
5-1	Almondridge Un 1	6109	93	190	182	182
5-1	Almondridge Un 2	6454	35	190	182	182
5-1	Almondridge Un 3	6788	50	190	182	182
5-1	Almondridge Un 4	6869	52	190	182	182
5-1	Almondridge Un 5	7190	96	190	182	182
5-1	Almondridge Un 6	7411	48	190	182	182
5-1	Almondridge Un 9	7673	35	190	182	182
5-1	Almondridge Un 11	7901	25	190	182	182
5-1	Almondridge Un 12	8065	4	190	182	182
5-1	Oakley Knolls	8501	16	216	182	182
5-1	Almondridge East	8880	81	216	182	182
Total:			560			101,920

Table 18
COST ESTIMATE -- 2023/2024
District 9, Zone 1 -- Lone Tree District

The following schedule shows the allocation of costs to be spread to this District/Zone (251-4511)

		Base Rate Benefit Units 1,200	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$71,652	\$71,652	\$0
Arterial Medians and Roadside	\$59,486	\$59,486	\$0
Local Landscaping, Trails, Open Space	\$149,308	\$21,408	\$127,900
Administration	\$20,100	\$0	\$20,100
SUBTOTAL:	\$300,546	\$152,546	\$148,000
575 Parcels Assessed at \$140 per unit =			\$80,500
625 Parcels Assessed at \$108 per unit =			\$67,500
TOTAL ASSESSED:			\$148,000
Ending FY22/23 Fund Balance (Estimated):			\$167,020
GENERAL FUND PORTION OF MAINTENANCE COST:			\$0

District/Zone Benefits:

Parks: Chapparal, Williamson Ranch

Arterial: Hillcrest Avenue, Lone Tree Way, Deer Valley Road, Prewett Ranch

Roadway Landscaping: Lone Tree Way, Deer Valley Road, Dallas Ranch Road, Prewett Ranch Road

Miscellaneous: open space and trails

Table 18A
District 9, Zone 1
Base Assessment Allocation

Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assessment
9-1	Diablo East Un 1	7121	177	108	108	108
9-1	Diablo East Un 2	7400	44	108	108	108
9-1	Diablo East Un 3	7401	21	140	140	140
9-1	Diablo East Un 4	8038	39	140	140	140
9-1	Diablo East Un 5	8052	39	140	140	140
9-1	Diablo East Un 6	8079	34	140	140	140
9-1	Diablo East Un 7	8122	52	140	140	140
9-1	Diablo East Un 8	8164	77	140	140	140
9-1	Diablo East Un 9	8191	71	140	140	140
9-1	Williamson Ranch 1	7114	20	108	108	108
9-1	Williamson Ranch 2	7258	166	108	108	108
9-1	Williamson Ranch 3	7587	86	108	108	108
9-1	Williamson Ranch 4	7606	93	108	108	108
9-1	Williamson Ranch 5	7618	39	108	108	108
9-1	Williamson Ranch 6	7619	75	140	140	140
9-1	Williamson Ranch 7	7620	82	140	140	140
9-1	Williamson Ranch 8	7826	85	140	140	140

Total: 1,200 148,000

Table 19
COST ESTIMATE -- 2023/2024
District 9, Zone 2 -- Lone Tree Way District

The following schedule shows the allocation of costs to be spread to this District/Zone (251-4512)

		Base Rate Benefit Units 2,024	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$33,105	\$33,105	\$0
Medians and Roadside	\$71,308	\$71,308	\$0
Local Landscaping, Trails, Open Space	\$295,712	\$177,557	\$118,155
Administration	\$79,007	\$0	\$79,007
SUBTOTAL:	\$479,132	\$281,970	\$197,162

229	Parcels Assessed at	\$216.00	per unit =	\$49,464
1149	Parcels Assessed at	\$93.00	per unit =	\$106,857
29	Parcels Assessed at	\$88.00	per unit =	\$2,552
45	Parcels Assessed at	\$83.00	per unit =	\$3,735
38	Parcels Assessed at	\$216.00	per unit =	\$8,208
460	Parcels Assessed at	\$51.00	per unit =	\$23,460
74	Parcels Assessed at	\$39.00	per unit =	\$2,886

TOTAL ASSESSED: \$197,162

Ending FY22/23 Fund Balance (Estimated): \$113,448

GENERAL FUND PORTION OF MAINTENANCE COST: \$168,522

District/Zone Benefits:

Parks: Diablo West

Arterial: Lone Tree Way, Deer Valley Road, Dallas Ranch Road, Prewett Ranch Road

Roadway Landscaping: Lone Tree Way, Deer Valley Road, Dallas Ranch Road, Prewett Ranch Road

Miscellaneous: open space and trails

Table 19A
District 9, Zone 2
Base Assessment Allocation

Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assessment
9-2	Black Dia. Knolls 1	7201	29	51	51	51
9-2	Black Dia. Knolls 2	7498	45	51	51	51
9-2	Black Dia. Knolls 3	7554	28	51	51	51
9-2	Black Dia. Knolls 4	7592	36	51	51	51
9-2	Black Dia. Knolls 5	7499	64	51	51	51
9-2	Black Dia. Knolls 6	7593	24	51	51	51
9-2	Black Dia. Knolls 7	7594	31	93	93	93
9-2	Black Dia. Knolls 8	7825	26	83	83	83
9-2	Black Dia. Knolls 9	8008	19	83	83	83
9-2	Black Dia. Knolls 10	7824	29	88	88	88
9-2	Black Dia. Knolls 11	7500	48	93	93	93
9-2	Black Dia. Knolls 12	7823	26	93	93	93
9-2	Black Dia. Knolls 13	7822	32	93	93	93
9-2	Black Dia. Knolls 14	8110	43	93	93	93
9-2	Black Dia. Knolls 15	8181	53	93	93	93
9-2	Black Dia. Knolls 16	8182	42	93	93	93
9-2	Black Dia. Knolls 17	8183	45	93	93	93
9-2	Black Dia. Knolls 18	8324	56	93	93	93
9-2	Black Dia. Knolls 19	8325	89	93	93	93
9-2	Black Dia. Knolls 20	8326	64	93	93	93
9-2	Black Dia. Knolls 21	8466	49	216	216	216
9-2	Black Dia. Knolls 22	8467	64	216	216	216
9-2	Black Dia. Knolls 23	8525	27	216	216	216
9-2	Black Dia. Knolls 24	8526	89	216	216	216
9-2	Black Dia. Knolls 25	8528	38	216	216	216
9-2	Diablo West Un 1	7128	74	39	39	39
9-2	Diablo West Un 2	7469	119	51	51	51
9-2	Diablo West Un 3	7616	115	51	51	51
9-2	Diablo West Un 4	8243	71	93	93	93
9-2	Diablo West Un 5	8244	56	93	93	93
9-2	Diablo West Un 6	8245	81	93	93	93
9-2	Diablo West Un 7	8312	99	93	93	93
9-2	Diablo West Un 8	8313	46	93	93	93
9-2	Diablo West Un 9	8314	106	93	93	93
9-2	Lone Tree Glen	7275	161	93	93	93

Total:

2,024

197,162

Table 20
COST ESTIMATE -- 2023/2024
District 9, Zone 3 -- Lone Tree Way District

The following schedule shows the allocation of costs to be spread to this District/Zone (251-4513)

		Base Rate Benefit Units 1,953	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks		\$79,574	\$0
Arterial Medians and Roadside		\$39,101	\$0
Local Landscaping, Trails, Open Space		\$266,782	\$144,952
Administration		\$70,718	\$70,718
SUBTOTAL:		\$456,175	\$215,669

129	Parcels Assessed at	\$216.00 per unit =	\$27,864
860	Parcels Assessed at	\$139.00 per unit =	\$119,540
519	Parcels Assessed at	\$95.00 per unit =	\$49,305
120	Parcels Assessed at	\$93.00 per unit =	\$11,160
25	Parcels Assessed at	\$216.00 per unit =	\$5,400
300	Parcels Assessed at	\$8.00 per unit =	\$2,400

TOTAL ASSESSED: \$215,669

Ending FY22/23 Fund Balance (Estimated): \$141,572
GENERAL FUND PORTION OF MAINTENANCE COST: \$98,934

District/Zone Benefits:

Parks: Hansen and Dallas Ranch Park

Arterial: Lone Tree Way, Dallas Ranch Road

Roadway Landscaping: Prewett Ranch Road, Golf Course Road, Frederickson Lane and cul-de-sac bulbs

Miscellaneous: Open space and trails

Table 20A
District 9, Zone 3
Base Assessment Allocation

Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assessment
9-3	Black Dia. Est. Un 1	7515	31	95	95	95
9-3	Black Dia. Est. Un 2	7644	41	139	139	139
9-3	Black Dia. Est. Un 3	8064	54	139	139	139
9-3	Black Dia. Est. Un 4	8194	64	139	139	139
9-3	Black Dia. Est. Un 5	8076	55	139	139	139
9-3	Black Dia. Est. Un 6	8317	56	139	139	139
9-3	Black Dia. Est. Un 7	8318	73	139	139	139
9-3	Black Dia. Est. Un 8	8319	47	216	216	216
9-3	Black Dia. Est. Un 9	8320	49	216	216	216
9-3	Black Dia. Est. Un 10	8472	33	216	216	216
9-3	Black Dia. Est. Un 11	8567	25	216	216	216
9-3	Dallas Ranch Un 1	7380	58	95	95	95
9-3	Dallas Ranch Un 2	7859	50	95	95	95
9-3	Dallas Ranch Un 3	7860	34	95	95	95
9-3	Dallas Ranch Un 4	7198	138	95	95	95
9-3	Dallas Ranch Un 5	7376	122	95	95	95
9-3	Dallas Ranch Un 6	7966	45	95	95	95
9-3	Dallas Ranch Un 7	7377	187	139	139	139
9-3	Dallas Ranch Un 8	7378	54	139	139	139
9-3	Dallas Ranch Un 9	8107	34	139	139	139
9-3	Dallas Ranch Un 10	8108	63	139	139	139
9-3	Dallas Ranch Un 11	8109	120	93	93	93
9-3	Diamond Ridge Un 1	7317	179	8	8	8
9-3	Diamond Ridge Un 2	7536	86	8	8	8
9-3	Diamond Ridge Un 3	7537	41	95	95	95
9-3	Diamond Ridge Un 4	7627	35	8	8	8
9-3	Sandhill I	8247	75	139	139	139
9-3	Sandhill II	8410	104	139	139	139

Total: 1,953 215,669

Table 21
COST ESTIMATE -- 2023/2024
District 9, Zone 4 -- Lone Tree Way District

The following schedule shows the allocation of costs to be spread to this District/Zone (251-4514)

		Base Rate Benefit Units 435	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks		\$23,880	\$0
Arterial Medians and Roadside		\$22,282	\$0
Local Landscaping, Trails, Open Space		\$80,628	\$72,457
Administration		\$3,668	\$3,668
SUBTOTAL:		\$130,458	\$76,125
435 Parcels Assessed at \$175.00 per unit =			\$76,125
TOTAL ASSESSED:			\$76,125
Ending FY22/23 Fund Balance (Estimated):			\$88,393
GENERAL FUND PORTION OF MAINTENANCE COST:			\$0

District/Zone Benefits:

Park: Heidorn
Arterial: Lone Tree Way, Hillcrest Avenue
Roadway Landscaping: Vista Grande Drive and cul-de-sac bulbs
Miscellaneous: Open space and trails

Table 21A District 9, Zone 4 Base Assessment Allocation						
Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assessment
9-4	Meadow Crk. Village 1	7862	55	216	175	175
9-4	Meadow Crk. Village 2	7947	77	216	175	175
9-4	Meadow Crk. Village 3	7967	108	216	175	175
9-4	Meadow Crk. Village 4	7971	98	216	175	175
9-5	Meadow Crk. Village 5	7897	97	216	175	175
Total:			435			76,125

Table 22
COST ESTIMATE -- 2023/2024
District 10, Zone 1 -- East Lone Tree Way District

The following schedule shows the allocation of costs to be spread to this District/Zone (259-4591)

		Base Rate Benefit Units 1,035.5	
		District Need	Assessments Applied
MAINTENANCE AND SERVICES:		Total Cost	
Parks	\$0	\$0	\$0
Arterial Medians and Roadside	\$19,108	\$19,108	\$0
Local Landscaping, Trails, Open Space	\$278,966	\$71,422	\$207,544
Channel Maintenance	\$60,000	\$0	\$60,000
Administration	\$0	\$0	\$0
SUBTOTAL:	\$358,074	\$90,530	\$267,544
837	Parcels Assessed at \$278.00 per unit =		\$232,686
152	Multi Family Res \$190.00 per unit =		\$28,880
12.6	Comm. Parcel \$157.00 per unit =		\$1,978
33.9	Bus. Park parcel \$118.00 per unit =		\$4,000
TOTAL ASSESSED:			\$267,544
Ending FY22/23 Fund Balance (Estimated):			\$180,186
GENERAL FUND PORTION OF MAINTENANCE COST:			\$0

District/Zone Benefits:

Park: Julpun

Arterial: Lone Tree Way

Roadway Landscaping: Country Hills Drive, Canada Valley Road, Vista Grande, and cul de sacs

Miscellaneous: Open space and trails

Table 22A District 10 Base Assessment Allocation						
Dist/Zone	Sub'd	Tract	Benefit Units	Base Fee	FY 22-23 Assmnt	FY23-24 Assessment
10-1	Sand Creek Ranch 1	8114	57	591.92	278	278
10-1	Sand Creek Ranch 2	8958	27	591.92	278	278
10-1	Sand Creek Ranch 4	8640	97	591.92	278	278
10-1	Sand Creek Ranch 5	8885	42	591.92	278	278
10-1	Sand Creek Ranch 6	8886	31	591.92	278	278
10-1	Sand Creek Ranch 7	8948	52	591.92	278	278
10-1	Sand Creek Ranch 8	8951	156	591.92	278	278
10-1	Park Ridge 1	8846	90	591.92	278	278
10-1	Park Ridge 2	9485	58	591.92	278	278
10-1	Park Ridge 3	9517	66	591.92	278	278
10-1	Park Ridge 4	9490	58	591.92	-	278
10-1	Park Ridge 5	9578	103	591.92	-	278
10-1	Multi-Family Apts	-	152	413.43	190	190
10-1	Commercial parcel	-	12.6	343.25	157	157
10-1	Business Park	-	33.9	266.97	118	118
Total:			1035.5			267,544

Table 23

Summary of Costs, Benefits and Assessments by Zone -- Fiscal Year 2023/2024

District/ Zone	Benefit Units	Ending Bal FY22/23	Est. Cost of Maintenance	Estimated Assessments	Zone Deficit	Assessment per BU
1-1	1,681	\$217,013	\$675,823	\$275,063	(\$183,747)	\$58 to \$216
1-2	3,237	\$734,672	\$1,125,830	\$363,226	(\$27,932)	\$27 to \$216
1-4	1,607	\$71,950	\$426,181	\$185,821	(\$168,410)	\$23 to \$216
2A-1	0	\$0	\$130,192	\$0	(\$130,192)	\$0
2A-2	0	\$0	\$51,348	\$0	(\$51,348)	\$0
2A-3	624	\$13,042	\$118,202	\$14,496	(\$90,664)	\$22 to \$216
2A-4	337	\$0	\$227,147	\$12,916	(\$214,231)	\$16 to \$60
2A-5	13	\$0	\$218,506	\$1,492	(\$217,014)	\$104 to \$139
2A-6	274	\$29,053	\$403,465	\$28,582	(\$345,830)	\$57 to \$139
2A-7	0	\$0	\$70,424	\$0	(\$70,424)	\$0
2A-8	426	\$73,597	\$619,847	\$74,766	(\$471,484)	\$58 to \$216
2A-9	1,379	\$58,407	\$313,482	\$115,992	(\$139,083)	\$36 to \$144
2A-10	295	\$266,454	\$303,878	\$161,660	\$0	\$548
4-1	0	\$0	\$166,467	\$0	(\$166,467)	\$0
5-1	560	\$80,861	\$184,522	\$101,920	(\$1,741)	\$182
9-1	1,200	\$167,020	\$300,546	\$148,000	\$0	\$108 to \$140
9-2	2,024	\$113,448	\$479,132	\$197,162	(\$168,522)	\$39 to \$216
9-3	1,953	\$141,572	\$456,175	\$215,669	(\$98,934)	\$8 to \$216
9-4	435	\$88,393	\$130,458	\$76,125	\$0	\$175
10-1	1,035.5	\$180,186	\$358,074	\$267,544	\$0	\$118 to \$278
Totals		\$2,235,668	\$6,759,696	\$2,240,434	(\$2,546,020)	

V. ASSESSMENT METHODS

Proposition 218 provides that assessments imposed by petition signed by persons owning all of the parcels subject to assessment are exempt from the requirements of Prop. 218 insofar as the amount of such assessments are not increased over the amount in effect at the time of the petition. These assessments are known as the "base amount" or "base assessments".

A large number of parcels fall within this situation and have base assessments in place. Those parcels are the subjects of this Engineer's Report. The base assessment amounts vary, depending upon when the petition was filed with the City and the scope of improvements in place at the time that were being maintained by assessment. In preparing this Report, the Engineer determined the maximum base assessment that is assessable against each parcel, the improvements that are being maintained within the benefit zone, the cost of maintaining the improvements, and the total amount generated by the relevant base assessments. In instances where the cost of maintaining the improvements is less than the maximum assessable amount, the base assessments were proportionally reduced.

The assessment method suggested was to increase assessments to the maximum base rates over a 3-year period beginning in Fiscal Year 2003-04. The final increment was reached in FY 2005-06. Allocation of assessments has been applied first to administration costs; followed by local landscaping, trails, and open space; and finally arterials medians and roadside landscaping. Park costs continue to be shown; however, they also are shown as being paid by those districts and zones that can afford it. Remaining costs are shown as a contribution from the General Fund.

VI. SUMMARY OF ASSESSMENTS

The methods described in Section V are applied to estimate the benefits received by each assessable parcel, in every District and benefit zone, from the improvements described in this report.

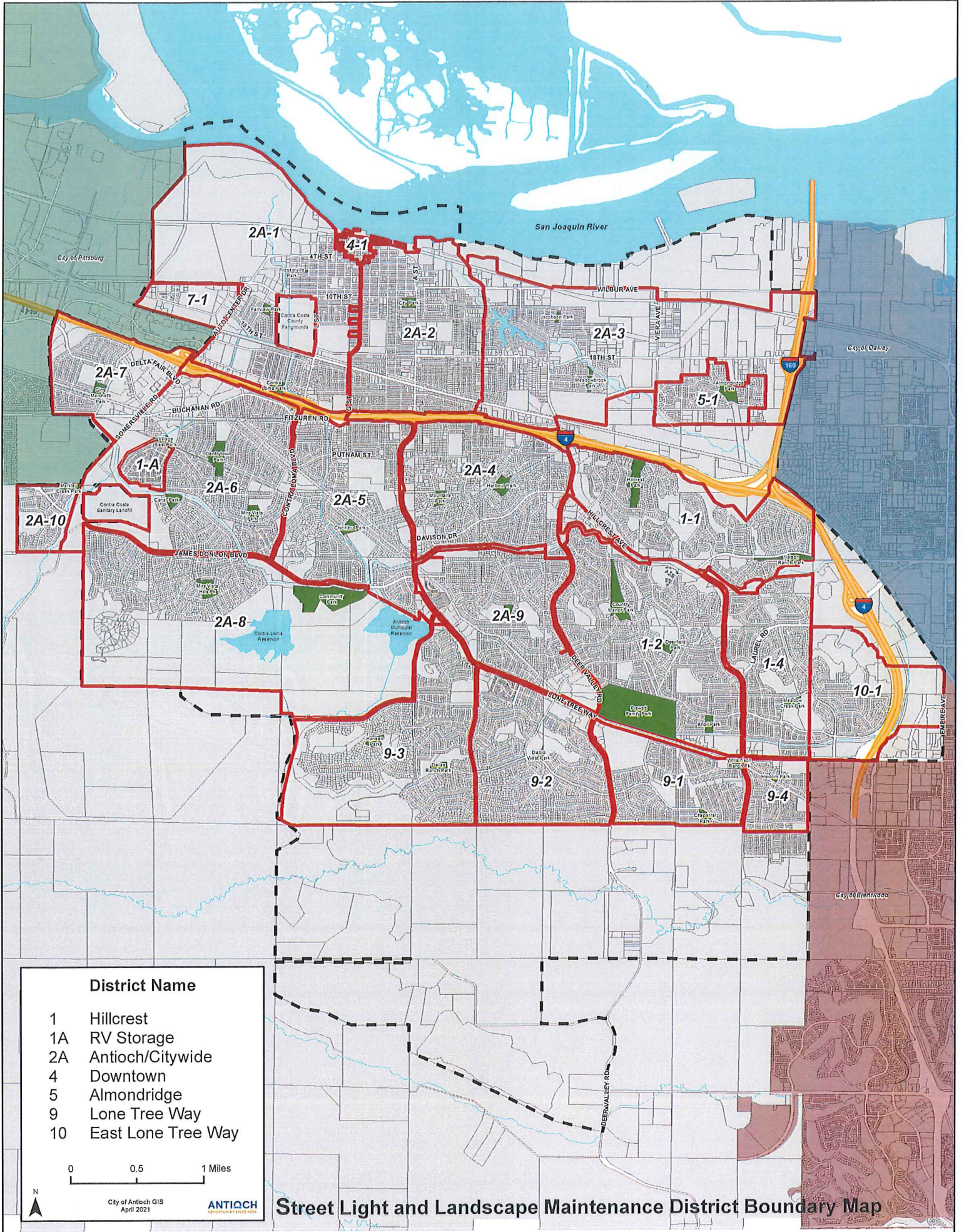
Table 23, Summary of Costs, Benefits and Assessments by Zone, presents a summary of assessments for each District and benefit zone.

VII. ASSESSMENT ROLL

The Assessment Roll is a listing of all assessable parcels of land within the District. Because of its large size, the Assessment Roll is presented under separate cover and is incorporated by reference into this report. The Assessment Roll can be inspected at the office of the City Engineer during regular working hours.

The Assessment Roll lists each parcel in the District by its distinctive designation, the Assessor's Parcel Number, and includes the Assessment amount for each parcel.

ATTACHMENT "C"



CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Ana Cortez, Human Resources Director *AC*

APPROVED BY: Kwame Reed, Acting City Manager

SUBJECT: Resolution Approving a New Class Specification for Property and Evidence Supervisor, Assigning a Salary Range, and Assigning the Classification to the Management (Mid/Prof.) Bargaining Unit

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution approving the New Class Specification for Property and Evidence Supervisor, assigning a salary range, and assigning the classification to the Management (Mid/Prof.) Bargaining Unit.

FISCAL IMPACT

The salary range (without benefits) for one (1) Property and Evidence Supervisor is \$106,716 - \$129,720. The total annual range of cost of funding one (1) Property and Evidence Supervisor is (Step A – Step E) \$201,540 to \$237,998. The position and funding was approved as a Police Evidence Supervisor in the adopted 2023-25 budget. The attached resolution will update the position title included in the budget.

DISCUSSION

This classification will plan, direct, manage, and oversee the activities and operations of Property and Evidence Unit and within the police department; supervises assigned staff, performs technical support duties to provide effective storage, maintenance, and control of police department property and evidence, and performs related duties as assigned. Some of the duties include:

- Assume management responsibility for assigned services and activities of the Property and Evidence Unit within the police department; participate in the development and implementation of goals, objectives, policies, and priorities for assigned programs, recommend, and administer policies and procedures; monitor and evaluate the efficiency and effectiveness of service delivery methods and procedures; recommend best practices within department policy.
- Plan, direct, coordinate and review the work plan for the Property and Evidence Unit staff; assign work activities, projects, and programs; review and evaluate work products, methods, and procedures, meet with staff to identify and resolve problems;

ensure 24/7 day-to-day operations and functions of providing non-emergency police support services to the public and Police Officers are carried out in accordance with department policies; federal and state laws, and other requirements in the most efficient and effective manner that contributes to the safety and well-being of the public and department personnel.

- Coordinate recording and storing of all evidence and found property; coordinate security and maintenance of the department's property room in accordance with state law and best practices and department regulations and ensures compliance with relevant OSHA and City safety regulations; select, train, and motivate assigned personnel, coordinate training, work with employees to correct deficiencies; implement discipline and termination procedures; oversee and participate in the development and administration of the annual budget for the Property and Evidence Unit; perform regular and detailed audits of stored items and ensure integrity of records associated with inventory control and documentation; serves as a liaison with the Investigations Unit and patrol staff regarding property handling and chain of custody.

Please refer to Attachment A – Exhibit 1 for the Property and Evidence Supervisor Specification.

ATTACHMENTS

A. Resolution

Exhibit 1 to Resolution – Property and Evidence Class Specification

RESOLUTION NO. 2023/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING A NEW CLASS SPECIFICATION FOR PROPERTY AND EVIDENCE
SUPERVISOR, ASSIGNING A SALARY RANGE, AND ASSIGNING THE
CLASSIFICATION TO THE MANAGEMENT (MID/PROF.) BARGAINING UNIT**

WHEREAS, the City has an interest in the effective and efficient management of the classification plan;

WHEREAS, the City recognizes the importance of having competent management and oversight of the Property and Evidence Unit activities and operations;

WHEREAS, the City recognizes the Property and Evidence Supervisor position is more cost effective, prudent, and in line with industry standards;

WHEREAS, for internal equity purposes the recommended salary range for the Property and Evidence Supervisor Classification is \$8,892 - \$10,810 per month;

WHEREAS, the Management (Mid/Prof.) Bargaining Unit has reviewed and approved the Class Specification; and

WHEREAS, the title of Police Evidence Supervisor in the adopted 2023-25 budget should be replaced with Property and Evidence Supervisor.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

Section 1. The Class Specification for the classification of Property and Evidence Supervisor, attached hereto as "Exhibit 1", is hereby approved and added to the City of Antioch Employees' Classification System;

Section 2. The Property and Evidence Supervisor Classification is hereby assigned a monthly salary range of \$8,893 - \$10,810;

Section 3. The Property and Evidence Supervisor Classification is hereby assigned to the Management (Mid/Prof.) Bargaining Unit with Tier 3 Administrative Leave; and

Section 4. The title of Police Evidence Supervisor in the adopted 2023-25 budget shall be replaced with Property and Evidence Supervisor.

* * * * *

RESOLUTION NO. 2023/**

August 8, 2023

Page 2

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 8th day of August 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH

EXHIBIT 1

CITY OF ANTIOCH

PROPERTY AND EVIDENCE SUPERVISOR

Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are not intended to reflect all duties performed within the job.

SUMMARY DESCRIPTION

Under administrative direction, directs, manages, supervises, and coordinates the activities and operations of the Property and Evidence within the Police Department; supervises assigned staff, performs technical support duties to provide effective storage, maintenance, and control of police department property and evidence; and performs related duties as assigned.

REPRESENTATIVE DUTIES

The following duties are typical for this classification. Incumbents may not perform all of the listed duties and/or may be required to perform additional or different duties from those set forth below to address business needs and changing business practices.

1. Assume management responsibility for assigned services and activities of the Property and Evidence Unit within the Police Department.
2. Manage and participate in the development and implementation of goals, objectives, policies, and priorities for assigned programs; recommend and administer policies and procedures.
3. Monitor and evaluate the efficiency and effectiveness of service delivery methods and procedures; recommend, within departmental policy, appropriate service and staffing levels.
4. Plan, direct, coordinate, and review the work plan for the Property and Evidence Unit staff; assign work activities, projects, and programs; review and evaluate work products, methods, and procedures; meet with staff to identify and resolve problems.
5. Ensure 24/7 day-to-day operations and functions of providing non-emergency Police support services to the public and Police Officers are carried out in accordance with Department policies, state laws, and other requirements in the most efficient and effective manner that contributes to the safety and well-being of the public and departmental personnel.
6. Coordinate recording and storing of all evidence and found property; coordinates security and maintenance of department's property room in accordance with state laws, industry best practice, and department regulations; and ensures compliance with relevant OSHA and City safety regulations.
7. Select, train, motivate, and evaluate assigned personnel; provide or coordinate staff training; work with employees to correct deficiencies; implement discipline and termination procedures.
8. Oversee and participate in the development and administration of the annual budget for the Property and Evidence Unit; participate in the forecast of funds needed for staffing, equipment, materials, and supplies; monitor and approve expenditures; implement adjustments.
9. Perform regular, detailed audits of stored items and ensures integrity of records associated with inventory control and documentation; serves as a liaison with investigations and patrol staff regarding property handling and security, and chain of custody.

CITY OF ANTIOCH

PROPERTY AND EVIDENCE SUPERVISOR (CONTINUED)

10. Assist in the purchasing of property and evidence packaging, cleaning, and other supplies, equipment, and materials as necessary; research service providers and makes recommendations regarding contract services.
11. Secures court orders for the destruction of controlled substances and firearms on adjudicated cases. Research officers' reports for required information. Enters crime gun information into California Law Enforcement Telecommunication System (CLETS).
12. Manage, issue, and track inventory of equipment for police department employees.
13. Respond to and resolve difficult and sensitive citizen inquiries and complaints; establishes and maintains positive working relationships with co-workers, City employees and the public using principles of good customer service.
14. Perform related duties as required.

QUALIFICATIONS

The following generally describes the knowledge and ability required to enter the job and/or be learned within a short period of time in order to successfully perform the assigned duties.

Knowledge of:

- Principles and practices of law enforcement property and evidence room management.
- Methods, procedures, principles, practices, and terminology used in property and evidence handling, processing, recording, preservation, storage, destruction, and release.
- Pertinent federal, state, and local laws, codes, and regulations including those relating to the safekeeping, processing, and disposition of property and evidence.
- Principles of supervision, training, and performance evaluation.
- Principles and practices of project management and administration.
- Principles of budget management.
- Law enforcement systems and technology platforms including current and emerging technologies.
- Office procedures, methods, and equipment including computers and applicable software applications such as word processing, spreadsheets, and databases.
- Principles and practices of customer service.

Ability to:

- Oversee and participate in the management of the Police Department's Property and Evidence Unit.
- Oversee, direct, and coordinate the work of lower-level staff.
- Select, supervise, train, and evaluate staff.
- Participate in the development and administration of division goals, objectives, and procedures.
- Prepare and administer budgets.
- Prepare clear and concise administrative and financial reports.
- Research, analyze, and evaluate new service delivery methods and techniques.
- Analyze problems, identify alternative solutions, project consequences of proposed actions and implement recommendations in support of goals.
- Understand the organization and operation of the City, assigned programs, and of outside agencies as necessary to assume assigned responsibilities.
- Interpret and apply federal, state, and local policies, laws, and regulations.
- Understand software systems; evaluate and research products to be used in support services.

CITY OF ANTIOCH
PROPERTY AND EVIDENCE SUPERVISOR (CONTINUED)

- Operate office equipment including computers and supporting word processing, spreadsheet, and database applications.
- Adapt to changing technologies and learn functionality of new equipment and systems.
- Communicate clearly and concisely, both orally and in writing.
- Establish and maintain effective working relationships with those contacted in the course of work.

Education and Experience Guidelines

Education/Training:

Equivalent to the completion of the twelfth grade supplemented by college level course work in business administration, public administration, management, criminal justice, communications, or a related field. A Bachelor's degree is preferred.

Experience:

Three years of increasingly responsible experience in the coordination and disposition of Property and Evidence or forensic science or crime scene investigations.

License:

Possession of an appropriate, valid driver's license. An out-of-state valid Motor Vehicle Operator's License will be accepted during the application process, but a valid California license must be obtained within six (6) months of appointment to the position.

PHYSICAL DEMANDS AND WORKING ENVIRONMENT

The conditions herein are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential job functions.

Environment: Work is performed primarily in a standard office setting and may be occasionally exposed to fumes, airborne particles, and toxic or caustic chemicals; extreme cold, extreme heat, risk of electrical shock, risk of radiation, and vibration; and the noise level in the work environment is usually moderate.

Physical: Primary functions require sufficient physical ability and mobility to work in an office and evidence room setting; to stand or sit for prolonged periods of time; to occasionally stoop, bend, kneel, crouch, reach, and twist; to lift, carry, push, and/or pull light to moderate amounts of weight; to operate office equipment requiring repetitive hand movement and fine coordination including use of a computer keyboard; and to verbally communicate to exchange information.

FLSA: Exempt

Created: July 2023

This class specification identifies the essential functions typically assigned to positions in this class. Other duties not described may be assigned to employees in order to meet changing business needs or staffing levels but will be reasonably related to an employee's position and qualifications. Other duties outside of an individual's skill level may also be assigned on a short-term basis in order to provide job enrichment opportunities or to address emergency situations.

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Kwame P. Reed, Acting City Manager/Economic Development Director *KPR*

SUBJECT: Resolution to Support Local, State, and Federal Efforts to Exonerate the Port Chicago 50

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution to support local, state, and federal efforts to exonerate the Port Chicago 50.

FISCAL IMPACT

The recommended action has no fiscal impact.

DISCUSSION

This item is for discussion and possible action by the City Council.

BACKGROUND

On the night of July 17, 1944, two transport vessels loading ammunition at the Port Chicago naval base in Concord, California, were suddenly engulfed in a gigantic explosion, the incredible blast of which wrecked the naval base and heavily damaged the town of Port Chicago.

Everyone on the pier and aboard the two ships were killed instantly—some 320 American naval personnel, 200 of whom were African American enlisted men; and another 390 military and civilian personnel were injured, including 226 African American enlisted men. This single, stunning disaster accounted for nearly one-fifth of all African American naval casualties during the whole of World War II and was the worst home front disaster of the war.

The blame for the explosion went to the African American munitions handlers who had been killed in the disaster yet had not been properly trained in the handling of those explosives. Weeks later, seamen were ordered back to work loading munitions at the same location. Two-hundred fifty-eight African American sailors were ordered to load these munitions, but due to what they felt were unsafe work conditions and themselves not being adequately trained in the proper handling of munitions, they refused orders.

After being threatened with the death penalty, 208 of these men reluctantly returned to work. However, the remaining 50 were court-martialed and sentenced to 17 years in prison.

After the war had ended in 1945, the Navy announced that 47 of the 50 men would be released to active duty. Two remained in a hospital recuperating from injuries, while a third remained in prison due to bad conduct. Eventually, those of the 50 who had not committed later offenses were given a general discharge from the Navy under honorable conditions. Yet their convictions were never rescinded, and the “Port Chicago 50” carried with them charges of mutiny until they died.

ATTACHMENTS

A. Resolution

RESOLUTION NO. 2023/XXX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH SUPPORTING LOCAL, STATE, AND FEDERAL EFFORTS TO EXONERATE THE PORT CHICAGO 50

WHEREAS, on July 17, 1944, the deadliest home front disaster of World War II took place when a tragic explosion occurred at the Port Chicago Naval Magazine in Contra Costa County killing 320 men (of whom 202 were African American) and wounding 390 (of whom 233 were African American);

WHEREAS, Port Chicago Naval Magazine was racially segregated and all sailors loading munitions at the time of the explosion were African American;

WHEREAS, the surviving sailors were entitled to standard survivors' leave but were denied leave and ordered to clean up after the disaster;

WHEREAS, the surviving sailors were ordered back to handling high explosives before an investigation could determine the cause of the deadly explosion;

WHEREAS, 258 ammunition handlers engaged in peaceful work stoppage rather than return under the same unsafe working conditions;

WHEREAS, 50 of these men were unlawfully charged with mutiny, prosecuted as guilty, and sentenced to prison;

WHEREAS, three weeks after the work stoppage, a Naval Court of Inquiry report confirmed working conditions and practices enforced by Port Chicago leadership were in violation of Naval safety regulations and federal safety code;

WHEREAS, the actions of the sailors, the public mutiny trial, and public advocacy from Thurgood Marshall, Chief Counsel of the National Association for the Advancement of Colored People ("NAACP") Legal Defense and Education Fund (1940-1961) initiated the desegregation of the Navy in February 1946;

WHEREAS, there have been several attempts over the years to appeal the decision, but all have failed;

WHEREAS, starting in the 1990s, Congressman George Miller worked to preserve the history of the Port Chicago 50 and worked towards their exoneration, and in 1992, his legislation designated the site of the Port Chicago Naval Magazine as a national memorial, which is managed by the National Park Service;

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August 8, 2023

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WHEREAS, in 2009, President Obama signed legislation to incorporate Port Chicago Naval Magazine National Memorial as a full and permanent unit of our National Park System;

WHEREAS, the East Bay Regional Park District received part of the Concord Naval Weapons Station through a Public Benefit Conveyance on July 19, 2019, and has named the park the Thurgood Marshall Regional Park – Home of the Port Chicago 50, which honors the courage and legacy of the Port Chicago 50 and all those who sacrificed their lives in our nation’s ongoing struggle for social justice, racial equality, and workers’ rights;

WHEREAS, Naval historians now recognize the actions of the Port Chicago 50 potentially saved lives and changed the Navy for the better;

WHEREAS, in 2022, the City of Concord, the City of Albany, and the Contra Costa County Board of Supervisors each passed resolutions supporting local, state, and federal efforts to exonerate the sailors wrongfully convicted of mutiny following the Port Chicago disaster of 1944;

WHEREAS, in 2022, the State of California successfully passed SJR-15 urging the President of the United States and Congress to restore honor to the sailors unjustly blamed for, and the sailors convicted of mutiny following the Port Chicago disaster, and to rectify any mistreatment by the military of those sailors, including the full exoneration of those who were convicted at courts-martial;

WHEREAS, in 2023, US Representative Mark DeSaulnier (CA-11), US Representative Barbara Lee (CA-12), and US Representative John Garamendi (CA-08) introduced a resolution recognizing the victims of the Port Chicago disaster and calling for the exoneration of the Port Chicago 50; and

WHEREAS, in June 2023, the Philadelphia 15 were exonerated by Assistant Secretary of the Navy Franklin Parker. This case serves as an example and pathway to exonerate the Port Chicago 50.

NOW, THEREFORE, THE ANTIOCH CITY COUNCIL DOES RESOLVE AS FOLLOWS:

Section 1. The Antioch City Council does hereby support these and all efforts to exonerate the Port Chicago 50 and recognize their service to our country.

Section 2. The Antioch City Council recognizes the efforts that this case presents in our nation’s struggle for social justice, racial equity, and workers’ rights.

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Section 3. The Antioch City Council affirms support for all future efforts which urge the President, Congress of the United States, and Secretary of the Navy to take all necessary actions to restore honor to, and rectify the mistreatment by the United States Military of, any sailors who were unjustly blamed for and convicted of mutiny after the Port Chicago disaster, which occurred in the town of Port Chicago, California, in 1944.

Section 4. This resolution shall become effective immediately upon its passage and adoption.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 8th day of August 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

**ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH**



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of August 8, 2023

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Kwame P. Reed, Acting City Manager/Economic Development Director

SUBJECT: Discussion on Hiring of Retired Police Officers

RECOMMENDED ACTION

It is recommended that the City Council discuss the idea of potentially hiring retired police officers.

FISCAL IMPACT

The recommended action has no fiscal impact.

DISCUSSION

This item is for discussion and was placed on the agenda in response to a request by Councilmember Barbanica. The Acting City Manager, the Antioch Police Department, and the Human Resources Department are engaged in discussions to address current vacancies at the Police Department as soon as possible. Councilmember Barbanica suggested that the City consider hiring retired police officers to provide temporary coverage for certain non-sworn duties within the Police Department. The Acting City Manager will consider all options and make necessary efforts to address the current staffing concerns in the Police Department.

ATTACHMENTS

None