

**ANNOTATED
AGENDA
CITY OF ANTIOCH PLANNING COMMISSION
WEDNESDAY, MAY 20, 2020
6:30 P.M.**

PURSUANT TO GOVERNOR GAVIN NEWSOM'S EXECUTIVE ORDER N-29-20 THIS MEETING WILL BE HELD AS A TELECONFERENCE MEETING. OBSERVERS MAY VIEW THE MEETING LIVESTREAMED VIA THE PLANNING DIVISION'S WEBSITE AT: <https://www.antiochca.gov/community-development-department/planning-division/planning-commission-meetings/>.

APPEAL

All items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 p.m. on **THURSDAY, MAY 28, 2020**.

ROLL CALL

6:32 P.M.

Commissioners	Schneiderman, Chair
	Martin, Vice Chair
	Barrow
	Motts
	Parsons (absent)
	Soliz

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

CONSENT CALENDAR

All matters listed under Consent Calendar are considered routine and are recommended for approval by the staff. There will be one motion approving the items listed. There will be no separate discussion of these items unless members of the Commission, staff or the public request specific items to be removed from the Consent Calendar for separate action.

- | | | |
|--------------------------------|----------------------|------------------------|
| 1. APPROVAL OF MINUTES: | A. February 19, 2020 | <i>APPROVED</i> |
| | B. March 4, 2020 | <i>APPROVED</i> |

NEW PUBLIC HEARING

2. **PDP-19-02 - Su Property Preliminary Development Plan** – Philip Su requests the review of a preliminary development plan, which is not an entitlement, for the development of 132 townhomes in 22 buildings with related amenities on an 11.72 acre project site. This project is a preliminary submittal only. The purpose of this submittal is to gather feedback about any potential concerns or issues for the applicant to become aware of prior to the submittal of entitlements. The project would require the following entitlements: a General Plan Amendment, a Planned Development Rezone, a Use Permit, and Design Review. The project site is located north of Wild Horse Road, West of Hwy 4 (**APN 041-022-003**).

DIRECTION GIVEN

NEW ITEM

3. **PW-150-20 – The City of Antioch** is requesting a determination that the 2020-2025 Capital Improvement Program is consistent with the Antioch General Plan, which includes a determination that any acquisition or disposition of property identified in the project description for each project in the Capital Improvement Program is consistent with the General Plan.

RESOLUTION NO. 2020-11

ORAL COMMUNICATIONS

WRITTEN COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT 8:00 P.M.

Notice of Availability of Reports

Copies of the documents relating to this proposal are available for review at <https://www.antiochca.gov/fc/community-development/planning/Project-Pipeline.pdf>. The staff report and agenda packet will be posted on Friday, May 1, 2020, at <https://www.antiochca.gov/government/agendas-and-minutes/planning-commission/>

Notice of Opportunity to Address the Planning Commission

There are two ways to submit public comments to the Planning Commission:

- Prior to 3:00 the day of the meeting: Written comments may be submitted electronically to the Secretary to the Planning Commission at the following email address: planning@ci.antioch.ca.us. All comments received before 3:00 pm the day of the meeting will be provided to the Planning Commissioners at the meeting.

Please indicate the agenda item and title in your email subject line.

After 3:00 the day of the meeting and during the meeting: All comments submitted after 3:00 pm the day of the meeting or during the meeting may be submitted using the online meeting comment form available at this link: <https://www.antiochca.gov/community-development-department/planning-division/planning-commission-meetings/>

- **Please include the agenda item and title on the comment form.**

Comments will be read into the record by staff (not to exceed three minutes at staff's cadence) when the chair of the Planning Commission opens the public comment period for the relevant agenda item.

Accessibility

In accordance with the Americans with Disabilities Act and California law, the City of Antioch offers 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 email 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@ci.antioch.ca.us.

**CITY OF ANTIOCH
PLANNING COMMISSION**

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

**February 19, 2020
Antioch Community Center**

Vice Chair Schneiderman called the meeting to order at 6:30 P.M. on Wednesday, February 19, 2020 in the City Council Chambers. She stated that all items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 P.M. on Wednesday, February 26, 2020.

ROLL CALL

Present: Commissioners Parsons, Motts, Martin and Vice Chair Schneiderman
Absent: Commissioner Soliz and Chair Turnage
Staff: Planning Manager, Alexis Morris
Associate Planner, Kevin Scudero
Associate Planner, Zoe Merideth
City Attorney, Thomas Lloyd Smith
Minutes Clerk, Kitty Eiden

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

None.

CONSENT CALENDAR

1. Approval of Minutes: January 15, 2020

A motion to approve the minutes by Commissioner Motts, seconded by Commissioner Parsons, failed due to the lack of a quorum to approve the motion. The motion failed by the following vote:

***Ayes: Motts, Parsons, Schneiderman
Abstain: Martin***

The minutes of January 15, 2020 will be brought back on the next agenda.

NEW PUBLIC HEARING

2. **Jim's Auto Body – UP-19-13, AR-19-20** – The applicant requests a use permit and design review for a new major automotive repair use and associated site improvements at an existing building. The improvements include minor façade changes, repainting the building, new signage, replacing an existing fence with a new wall, new lighting, and new landscaping. The project site is located at 1901 W10th Street (APN 074-053-008).

Associate Planner Merideth presented the staff report dated February 19, 2020 recommending the Planning Commission approve a use permit and design review application for a new major auto repair use at 1901 W 10th Street, subject to the conditions contained in the staff reports attached resolution.

In response to Commissioner Martin, Associate Planner Merideth clarified that all the trees were depicted on sheet L1 of the project plans. She reported that the cedar trees that were being removed were on top of the berm close to the parking lot and more interior to the site.

Commissioner Martin stated it could be possible to lower the berm provided that the trees that would be remaining on the site would not be disturbed.

Commissioner Motts questioned if there was a way to create more lawn signage to increase visibility for the business. He also questioned if the landscaping proposed by the applicant was drought tolerant.

Associate Planner Merideth responded that additional lawn signage could be a possibility; however, the applicant had an existing monument signage on West 10th Street. She explained that the proposed landscaping was drought tolerant; however, the plants selected were not within the City's plant pallet.

Commissioner Parsons stated that she believed that the landscaping proposed by the applicant was consistent with other businesses in the area.

Associate Planner Merideth explained that those other businesses were not within the Delta Business Park.

Vice Chair Schneiderman agreed with Commissioner Parsons.

Vice Chair Schneiderman opened the public hearing.

David Gould, representing Jim's Auto Body, gave a history of their business and their desire to expand their office and support facility into the neighboring property. He submitted their written response to the staff report and conditions of approval in which they agreed with the exception of maintaining the height of the berm. He requested the

Planning Commission consider allowing them to reduce the height of the berm to 3.5 feet to provide a line of sight to the building entrance and customer service zone. He asked for the Planning Commission's approval with the minor revision as requested this evening.

In response to Commissioner Martin, Megan Stromberg Landscape Architect explained that they believed they could lower the berm without impacting the London Plane and Crepe Myrtle trees. Mr. Gould agreed to replace any trees, if they were damaged.

Commissioner Martin stated he was sympathetic with the visibility issue for the business.

Commissioner Parsons stated she supported the landscape plan proposed by the applicant and lowering the height of the berm. She noted lowering the berm would also increase safety on the site.

Commissioner Motts stated he was amiable to reducing the height of the berm height provided that the remaining trees would not be impacted. He spoke in support of the wall and landscaping improvements proposed by the applicant as part of the revitalization of the area.

Vice Chair Schneiderman spoke in support of the business expansion.

Commissioner Motts stated he would have supported the rocks in the landscaping plan.

Vice Chair Schneiderman closed the public hearing.

Commissioner Martin stated that he liked what was being done to improve the landscaping and understood the need to expand the business. He supported lowering the berm 50% with a stipulation that if the remaining trees were damaged that they would be replaced. He noted that the berm on this property was higher than the others in the area.

In response to Commissioner Motts, Associate Planner Merideth explained that the business association in the area no longer existed.

Commissioner Motts stated he supported the project with an additional condition to reduce the height of the berm.

Commissioner Parsons spoke in support of the business expansion.

Vice Chair Schneiderman stated she agreed with everyone's comments and she was happy to see the business expanding. She thanked the applicant for agreeing to the city's requests.

RESOLUTION NO. 2020-03

On motion by Commissioner Martin, seconded by Commissioner Motts, the Planning Commission approved a use permit and design review application for a new major auto repair use at 1901 W 10th Street, subject to the conditions contained in the staff reports attached resolution with an additional condition to allow the berm to be lowered by 1/2 of its current height and if any trees are damaged on the sidewalk side, they shall be replaced with items out of the City's landscape pallet approved for this site. The motion carried the following vote:

AYES: *Schneiderman, Motts, Parsons and Martin,*
NOES: *None*
ABSTAIN: *None*
ABSENT: *Soliz and Turnage*

- 3. Aviano Design Review Modifications – UP-19-15, AR-19-23** – The applicant, DeNova Homes Inc. requests a use permit and design review approval for home size modifications to the previously approved homes for the Aviano Residential Subdivision. The modifications would introduce four new home models to the development, in addition to the twelve previously approved home models. The project site is located west of the current terminus of Hillcrest Avenue, east and north of Dozier Libby Medical High School (APN's 057-030-005 and 057-030-022).

Associate Planner Scudero presented the staff report dated February 19, 2020 recommending the Planning Commission approve the resolution recommending that the City Council approve the use permit and design review application for home size modifications for the Aviano project.

Commissioner Parsons stated she supported smaller square footage and single-story units.

In response to Commissioner Martin, Associate Planner Kevin Scudero confirmed that there would be 16 plans for the 3 phases of the project. He stated that he believed that the roadway extension would be completed at the issuance of the 400th building permit, which should occur in phase 3 of the project.

Vice Chair Schneiderman opened the public hearing.

Trent Sanson, representing DeNova Homes, gave a PowerPoint presentation which included a history of their company, overall Aviano project, phasing map, previous elevations and new architecture. He thanked the Planning Commission for their consideration of the project and stated they concurred with the staff recommendation of approval and agreed with the conditions of approval.

Vice Chair Schneiderman closed the public hearing.

Commissioner Motts spoke in support of the home size modifications and commended them for providing a variety of products.

Commissioner Parsons thanked the applicant for the project and congratulated them on providing a quality project in Antioch.

Commissioner Martin stated that he also liked the variety of products and congratulated the applicant on the awards they had received.

RESOLUTION NO. 2020-04

On motion by Commissioner Parsons, seconded by Vice Chair Schneiderman, the Planning Commission approved the resolution recommending that the City Council approve the use permit and design review application for home size modifications for the Aviano project. The motion carried the following vote:

AYES:	Schneiderman, Motts, Parsons, Martin, Soliz and Turnage
NOES:	None
ABSTAIN:	None
ABSENT:	None

ORAL COMMUNICATIONS

None.

WRITTEN COMMUNICATIONS

None.

COMMITTEE REPORTS

Commissioner Motts reported that the TRANSPLAN meeting had been cancelled.

ADJOURNMENT

On motion by Commissioner Parsons, seconded by Vice Chair Schneiderman, the Planning Commission unanimously adjourned the meeting at 7:24 P.M. The motion carried the following vote:

AYES:	Schneiderman, Motts, Parsons and Martin
NOES:	None
ABSTAIN:	None
ABSENT:	Soliz and Turnage

Respectfully submitted:
KITTY EIDEN, Minutes Clerk

**CITY OF ANTIOCH
PLANNING COMMISSION**

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

**March 4, 2020
Antioch Community Center**

Chair Turnage called the meeting to order at 6:30 P.M. on Wednesday, March 4, 2020 in the Antioch Community Center. He stated that all items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 P.M. on Wednesday, March 11, 2020.

ROLL CALL

Present: Commissioners Motts, Martin, Soliz, Vice Chair Schneiderman, and Chair Turnage
Absent: Commissioner Parsons
Staff: Director of Community Development, Forrest Ebbs
Planning Manager, Alexis Morris
Associate Planner, Kevin Scudero
Contract Planner, Kevin Valente
City Attorney, Thomas Lloyd Smith
Minutes Clerk, Kitty Eiden

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

None.

CONSENT CALENDAR

1. Approval of Minutes: January 15, 2020
February 5, 2020

On motion by Commissioner Soliz, seconded by Commissioner Motts, the Planning Commission approved the minutes of January 15, 2020 as presented. The motion carried the following vote:

AYES: Schneiderman, Motts, Soliz and Turnage
NOES: None
ABSTAIN: Martin
ABSENT: Parsons

On motion by Commissioner Motts, seconded by Commissioner Soliz, the Planning Commission approved the minutes of February 5, 2020, as presented. The motion carried the following vote:

AYES:	<i>Schneiderman, Motts, Martin, Soliz and Turnage</i>
NOES:	<i>None</i>
ABSTAIN:	<i>None</i>
ABSENT:	<i>Parsons</i>

NEW PUBLIC HEARING

- 2. Z-80-02 - Revocation of Use Permit for Automotive Repair Shop at 901 A Street** – The Zoning Administrator of the City of Antioch is requesting that the Planning Commission revoke the Use Permit authorized under Zoning Administrator Resolution 80-2 that permitted, with conditions, an automotive repair shop at 901 A Street. The action is not considered a project under the California Environmental Quality Act (CEQA), and is therefore, not subject to CEQA.

Director of Community Development/Zoning Administrator Ebbs presented the staff report dated February 24, 2020 recommending the Planning Commission consider the revocation of the Use Permit by Zoning Administrator Resolution 80-2 for the operation of an automobile repair shop at 901 A Street. He reported that since the staff report was published; Code Enforcement found the business operator was grading the rear of the site into the slope without permits. He noted the City had issued a stop work notice.

In response to Commissioner Motts, Director of Community Development Ebbs stated grading occurred within their property line and could affect stability of the hillside. He noted engineering needed to review the grading issue to determine a remedy.

In response to Commissioner Martin, Director of Community Development Ebbs stated a broad range of commercial/retail/office uses could go into the building should the use permit be revoked.

In response to Commissioner Soliz, City Attorney Smith stated ability to revoke the use permit was within the Planning Commission's authority.

Vice Chair Schneiderman questioned how confident staff was that the business would comply with a modified use permit.

Director of Community Development Ebbs stated he would not comment on past operators; however, the conditions of approval in a modified use permit would be achievable through normal practices depending on the operator.

City Attorney Smith added that to avoid the speculation component one way to look at it was did past history demonstrated that a modified use permit would be successful.

Director of Community Development Ebbs commented that past operators had not honored their agreements.

Chair Turnage opened the public hearing.

PROPONENT

Diane Gibson-Gray, Antioch resident, reported she lived on the hill next to the property and read written comment provided to the Planning Commission which indicated that she joined with staff in recommending that the Use Permit for A Street Auto be revoked. She noted the distance from her fence to their fence was 8-10 feet and the noise impacts from the business conducting work outside and afterhours was objectionable. She also voiced concern that grading work could impact the stability of the hill and the foundation of her home. She urged the Planning Commission to revoke the Use Permit.

OPPONENT

Jerry Underwood, Concord resident, gave a personal history and discussed his ownership of the property. He explained that he had a commercial lease with the current tenant. He agreed that Ms. Gibson-Gray should not be impacted by noise from the business after hours and reported that he had addressed this issue with the current tenant. He explained that the tenant had initially responded; however, Ms. Gibson-Gray had informed him that the noise had reoccurred. He noted he did not believe the tenant was responsible for the noise although he believed he knew who was involved. He commented that he immediately tried to determine if there was a way to break the lease. He noted he was unaware that Director of Community Development Ebbs was working on the same issue. He explained that the lease holder told him he would be selling the business and there were two people interested in purchasing it. He noted he told the tenant that he needed a credit check and references for the potential new tenants. He further noted that three weeks later he received a letter from Director of Community Development Ebbs indicating he would be bringing this item to the Planning Commission. He reiterated that he was attempting to accomplish the same results as staff. He stated when he received the report from staff, he was out of town so he sent his daughter out the next day to resolve as many issues as possible. He stated when he returned the lift had been removed and many of the items had been cleaned up. He urged the Planning Commission to not revoke the use permit because he had a new tenant who he believed would be fine.

Chair Turnage closed the public hearing.

Commissioner Soliz questioned if the applicant had sought legal recourse against the tenant who was breaking the lease.

Chair Turnage reopened the public hearing.

Jerry Underwood responded that he had talked to the lease holder who was willing to give up the lease which was being done. He explained that he could not give a lease to the new tenant until a decision was made regarding the revocation. He expressed a willingness to work with Director of Community Development Ebbs to modify the conditions of approval that would then be built into a new lease. He stated he was unhappy that this issue was occurring on his property. He explained that the new tenant was Spanish speaking which was the problem with the grading on the property. He noted the lease restricted subleasing of the building.

Chair Turnage reclosed the public hearing.

In response to Chair Turnage, Director of Community Development Ebbs explained that grading occurred on an old slope which appeared as though at one point was cut. He noted at its tallest point it was approximately 6-feet tall. He reiterated that the current zoning would not allow for a new auto repair business at this location.

Chair Turnage stated that after reading the information presented this evening, he had heightened concerns that the issues at the property had been taking place for so long that they would continue. He noted the only true way to remove the issues was to revoke the permit. He questioned if the Planning Commission were to issue a new use permit, could a probationary period or immediate revocation be added if the applicant failed to adhere to the conditions of approval.

Director of Community Development Ebbs stated if a new use permit was issued, he could commit to reporting back to the Planning Commission on the status of the property and they could be back before the Planning Commission as soon as appropriate, if conditions of approval were violated.

City Attorney Smith added that the Planning Commission had full authority to revoke the use permit, which was what was being considered this evening. He noted if they chose not to do so and violations continued, the process would be to bring it back to the Planning Commission to consider the revocation.

Director of Community Development Ebbs stated the options available to the Planning Commission this evening were to revoke the use permit or write a new use permit with new conditions of approval. He noted once revoked, they could not create a new use permit. He stated he could not differentiate between one tenant and another because the Use Permit was a function of the property.

Commissioner Motts stated he agreed with Chair Turnage that a revocation could be warranted; however, he was open to modifying the Use Permit with additional conditions of approval to address the concerns.

In response to Commissioner Martin, Director of Community Development Ebbs reported the outside lift had been removed.

Commissioner Martin commented that a lease stated if the tenant was in violation of City, State or Federal codes, the lease could be terminated immediately. He noted it bothered him that there had been continued violations of the City codes and the property owner had not monitored his property.

In response to Chair Turnage, City Attorney Smith explained that a cease and desist decision was not within the purview of the Planning Commission.

Commissioner Soliz commented that the violations had occurred for a long time and there were a lot of these types of examples occurring throughout Antioch. He stated he was not in favor of modifying the use permit and the revocation was an opportunity to put an end to this type of behavior. He supported the staff report and believed this was an example of an absentee landlord not monitoring his property. He recommended tasking Director of Economic Development Reed to focus his attention on trying to find a replacement use for the property that would be appropriate for zoning and adjacent residential neighborhood.

City Attorney Smith responded the primary responsibility of finding a new tenant fell on the landowner.

Commissioner Schneiderman reported that she visited the site today, that there were numerous vehicles parked on property, and that they had not attempted to clean up the property. She expressed concern that the applicant would not abide by the conditions of approval if they modified the use permit.

Commissioner Soliz moved to approve resolution of the Planning Commission revoking use permit 80-02 adding a suggestion that the property owner have some access to the City's Economic Development program to find a potential new tenant for the property. Commissioner Martin seconded the motion.

City Attorney Smith commented that access to the City's Economic Development program was at the discretion of the landowner and openly available.

Director of Community Development Ebbs stated he would pass the information on to Director of Economic Development Reed.

Commissioner Soliz amended his motion as follows:

RESOLUTION NO. 2020-05

On motion by Commissioner Soliz, seconded by Commissioner Martin, the Planning Commission revoked the Use Permit by Zoning Administrator Resolution 80-2 for the operation of an automobile repair shop at 901 A Street. The motion carried the following vote:

AYES: ***Schneiderman, Motts, Martin, Soliz and Turnage***
NOES: ***None***
ABSTAIN: ***None***
ABSENT: ***Parsons***

Director of Community Development Ebbs announced that this action was appealable to the City Council and forms were available at the Community Development Department. He noted the final appeal date was 5:00 P.M. on Wednesday, March 11, 2020.

NEW ITEMS

- 3. AR-19-17 – Georgia Pacific Gypsum Facility Project Design Review** – The applicant, Georgia-Pacific Gypsum LLC, requests design review approval for the construction of two untempered, unconditioned frame-supported fabric enclosures located at the existing Georgia-Pacific Gypsum Facility located at 801 Minaker Drive (APN 065-020-010).

Contract Planner Valente presented the staff report dated March 4, 2020 recommending the Planning Commission approve the Design Review application subject to the conditions contained in the staff reports attached resolution.

In response to Commissioner Martin, Contract Planner Valente explained that one of the measures to prevent Gypsum dust tracking out onto roadways was to hose off vehicle tires before they left the structure. He noted staff was recommending this operation as a condition of approval.

Jameson Torracco, Architectural Designer SM Design & Consulting PC, thanked the Planning Commission for hearing the application this evening. He reported this project was initiated by Georgia Pacific Gypsum LLC in response to recently adopted Bay Area Air Quality Management District regulations (Regulation 6-1, Particulate Matter) which came into effect July 2019. He noted in interests of being in compliant they determined additional dust control measures would be undertaken. He commented that the most robust control measure was to interiorize the piles. He discussed the proposed accessory structures noting that the objective was to maintain daily operations with minimal impacts. He stated the new structures would include a comprehensive scope of civil storm water improvements. He noted once the structures were erected, the non-combustible Gypsum piles would be administered by existing employees within their construction vehicles. He clarified that there was an existing wheel wash station on the facility located toward the Minaker Drive entrance and there would be no individual wheel wash stations within the

structures. He noted procedures implemented in the north yard to reduce the track out included compressed stone haul roads. He further noted the implementation of the membrane structure project had been time sensitive with the schedule driven by required compliance, so this project had undergone an at-risk review by City of Antioch Building and Planning Divisions, as well as the Contra Costa County Fire Protection District. He added that Community Development had provided third party review to assist with the process. He reported the Contra Costa County Fire Protection District had approved the use of the proposed membrane structures as conditioned.

In response to Commissioner Motts, Mr. Torracco explained that the bio retention basin was grassed and manmade.

Phillip Marcum, Civil Consultant of Wood Environmental Infrastructure Solutions, responded that the bio retention basin was comprised of an initial filtration area and a basin which was made of several sand filters so the water percolated through and tied into their discharge system.

Commissioner Soliz questioned how long it took to construct a tent structure.

Robert Blush, Clear Span Fabric Structures International, responded that construction would take approximately 8 weeks per building.

Mr. Jameson explained that as of July, the refinements to regulations would be coming into effect and as a preemptive measure they began interiorizing the piles.

A representative from GP Gypsum stated there had been no complaints regarding dust.

In response to Commissioner Martin, Mr. Blush stated the high density polyethylene enclosure material was warranted for 20 years.

Commissioner Martin voiced his support for the project.

Chair Turnage voiced his support for the project.

Commissioner Soliz stated he appreciated the applicant taking proactive steps to be good corporate neighbors.

Commissioner Motts stated he was happy to see a factory that had historically been here remain in Antioch and clean up the environment.

Planning Manager Morris stated based on the applicants presentation, she suggested modifying project Specific Condition I. 3 eliminating “the proposed gypsum ore enclosure and gypsum waste board enclosure” and replacing it with “the property”.

Chair Turnage stated he appreciated the product.

RESOLUTION NO. 2020-06

On motion by Commissioner Motts, seconded by Commissioner Soliz, the Planning Commission members present unanimously approved the Design Review application subject to the conditions contained in the staff reports attached resolution with project specific condition I. 3 revised as follows:

I.3 - Eliminating “the proposed gypsum ore enclosure and gypsum waste board enclosure” and replacing it with “the property”.

The motion carried the following vote:

AYES:	Schneiderman, Motts, Martin, Soliz and Turnage
NOES:	None
ABSTAIN:	None
ABSENT:	Parsons

Chair Turnage declared a recess at 7:48 P.M. The meeting reconvened at 7:57 P.M. with all Commissioners present with the exception of Commissioner Parsons who was previously noted as absent.

Commissioner Martin reported that he owned a property approximately 1000-2000 feet from the Parkridge location and asked City Attorney Smith if that would constitute a conflict of interest.

City Attorney Smith responded that typically a property within 500-feet would constitute a conflict of interest; therefore, being over 1000 should not be a concern. He questioned if Commissioner Martin would benefit financially from this project.

Commissioner Martin stated that he would not benefit financially from this property.

City Attorney Smith responded that there would be no conflict of interest.

- 4. AR-19-18 - Parkridge Phase 3 Design Review** – The applicant, Davidon Homes, is requesting design review approval for Phase 3 of the Park Ridge Subdivision Project, which includes the subdivision and development of 64 single-family residential homes. The project site is located south of Laurel Road between the State Route (SR) 4 Bypass and Canada Valley Road (APN's 053-060-024, 053-060-038, 053-060-039, 053-060-046, 053-060-047, 053-060-048, 053-072-020).

Associate Planner Scudero presented the staff report dated March 4, 2020 recommending the Planning Commission approve the Design Review Application subject to the conditions contained in the staff reports attached resolution.

Dennis Razzari, Davidon Homes, gave a PowerPoint presentation which included a history Davidon Homes projects in Antioch, Park Ridge Vesting Tentative Map, site plan for seven phases as well as the lot plan, plotting mix, architectural design plans, elevations and landscaping features for phase 3.

In response to Commissioner Martin, Mr. Razzari clarified that Country Hills Drive would be completed the first quarter of 2021 with the opening of this project's models and Laurel Road was pending environmental clearances and should also be completed in the first quarter of 2021.

In response to Commissioner Soliz, Mr. Razzari explained that solar was required with the new building code and it would be offered as a lease option or it could be purchased outright.

In response to Commissioner Motts, Mr. Razzari clarified that the outside living area and the separate entry for the generational suite were optional items.

Chair Turnage stated that he believed the floor plans were the best uses of space he had seen in a while.

Commissioner Martin agreed with Chair Turnage and noted he was impressed with streetscape and with the models presented this evening particularly with the multi-generational option.

Vice Chair Schneiderman stated she liked the colors schemes and models presented this evening.

Commissioner Motts concurred with the comments regarding the multigenerational option and outside living areas.

RESOLUTION NO. 2020-07

On motion by Chair Turnage, seconded by Commissioner Soliz, the Planning Commission approved the Design Review Application subject to the conditions contained in the staff reports attached resolution. The motion carried the following vote:

AYES:	<i>Schneiderman, Motts, Martin, Soliz and Turnage</i>
NOES:	<i>None</i>
ABSTAIN:	<i>None</i>
ABSENT:	<i>Parsons</i>

ORAL COMMUNICATIONS

Director of Community Development Ebbs announced that he had sent out Public Hearing notices relating to the zoning amendment for the property on Fitzuren Road regarding emergency shelters and that item would be coming to the Planning Commission on March 18, 2020. He stated if any Commissioners had questions regarding this matter they could contact him and he would be happy to discuss it with them.

Chair Turnage, Commissioner Motts and Commissioner Martin stated they were unable to attend the Planning Commission meeting on March 18, 2020.

Director of Community Development Ebbs responded that the Fitzuren Road item would need to be moved to a future agenda since there would not be a quorum for the March 18, 2020 Planning Commission meeting.

Commissioner Martin reported on his attendance at the Planning Commission Academy and ethic training which was held earlier today in Sacramento.

Planning Manager Morris requested Commissioner Martin give his ethics training certificate to the City Clerk.

Chair Turnage suggested Commissioner Martin provide the Planning Commission with a written report for the Planning Commission Academy.

WRITTEN COMMUNICATIONS

None.

COMMITTEE REPORTS

Commissioner Motts announced he would be attending the TRANSPLAN meeting next week.

ADJOURNMENT

On motion by Commissioner Soliz, seconded by Commissioner Martin, the Planning Commission unanimously adjourned the meeting at 8:24 P.M. The motion carried the following vote:

AYES:	<i>Schneiderman, Motts, Martin, Soliz and Turnage</i>
NOES:	<i>None</i>
ABSTAIN:	<i>None</i>
ABSENT:	<i>Parsons</i>

Respectfully submitted:
KITTY EIDEN, Minutes Clerk

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE PLANNING COMMISSION

DATE: Regular Meeting of May 20, 2020

PREPARED BY: Tracy Shearer, Assistant Engineer *TS*

REVIEWED BY: Scott Buenting, Project Manager *SB*

APPROVED BY: Bailey Grewal, Interim Public Works Director/City Engineer

SUBJECT: **Determination of the 2020-2025 Capital Improvement Program
Consistency with the Antioch General Plan, P.W. 150-20**

RECOMMENDED ACTION

It is recommended that the Planning Commission determine that the 2020-2025 Capital Improvement Program is consistent with the Antioch General Plan, which includes a determination that any acquisition or disposition of property identified in the project description for each project in the Capital Improvement Program is consistent with the General Plan.

DISCUSSION

The Capital Improvement Program (CIP), which can be viewed at the following website: <https://www.antiochca.gov/fc/capital-improvements/draft-2020-2025-five-year-capital-improvement-program.pdf> and outlines the 2020-2025 expenditure and revenue projections provided for planning purposes only. Any California Environmental Quality Act (CEQA) requirements will be determined on a project by project basis prior to final approval and construction of each project. As required by Section 65401 of the California Government Code, the Planning Commission is asked to determine whether the projects included in the Five-Year Capital Improvement Program (CIP) are consistent with the current Antioch General Plan.

The General Plan may be viewed at the following website: <https://www.antiochca.gov/fc/community-development/planning/Antioch Adopted General Plan.pdf>

Staff believes the CIP is consistent with the following General Plan Sections:

CIP CATEGORY	GENERAL PLAN SECTION
Community Facilities	Community Facilities Objective (page 8-2)
Parks and Trails	Parks and Recreation Objective (page 8-8)
Roadway Improvements	Circulation (page 7-1 to page 7-6)
Traffic Signals	Vehicular Circulation Objective (page 7-8)
Wastewater & Storm Drain System	Wastewater Management Objective (page 8-3 to page 8-6)
Water System	Water Facilities Objective (page 8-3)

ATTACHMENTS

A. Resolution

ATTACHMENT "A"

RESOLUTION NO. 2020/**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH
RECOMMENDING ADOPTION OF FINDING THAT THE PROPOSED 2020/21 - 2024/25
CAPITAL IMPROVEMENT PROGRAM (CIP) IS CONSISTENT WITH THE ADOPTED
GENERAL PLAN OF THE CITY OF ANTIOCH AS REQUIRED BY SECTIONS 65401 AND
65402 OF THE GOVERNMENT CODE**

WHEREAS, Section 65401 of the Government Code requires the Planning Commission of cities and counties to review any proposed Capital Improvement Program (CIP) in its jurisdiction for conformance with the agency's adopted General Plan and Specific Plans;

WHEREAS, Section 65402 of the Government Code requires the Planning Commission of cities and counties to review any proposed acquisition or disposition of real property for conformity with the agency's adopted General Plan;

WHEREAS, the projects proposed reflect the major need for roadways, public utilities, and other community facilities during the next five years in concert with anticipated growth areas as noted in the adopted General Plan and Specific Plans; and

WHEREAS, pursuant to 14 CFR section 15378, a project under the California Environmental Quality Act (CEQA) does not include government fiscal activities like the budget and Capital Improvements Program, as each project in the Capital Improvements Program will be reviewed for compliance with CEQA before the project is undertaken and a determination made whether the project is not a project under CEQA.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission of the City of Antioch finds that

1. The proposed 2020/21 - 2024/25 Capital Improvement Program (CIP) is consistent with the adopted General Plan; and
2. Any acquisition or disposition of real property required to effectuate the CIP and has been described in the CIP is consistent with the adopted General Plan.

* * * * *

I HEREBY CERTIFY the foregoing resolution was duly adopted by the Planning Commission of the City of Antioch, County of Contra Costa, State of California, at a regular meeting of said Planning Commission held on the 20th day of May 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Secretary to the Planning Commission

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE PLANNING COMMISSION

DATE: Regular Meeting of May 20, 2020

SUBMITTED BY: Zoe Merideth, Associate Planner *ZM*

APPROVED BY: Alexis Morris, Planning Manager

SUBJECT: Preliminary Development Plan for the Su Property (PDP-19-02)

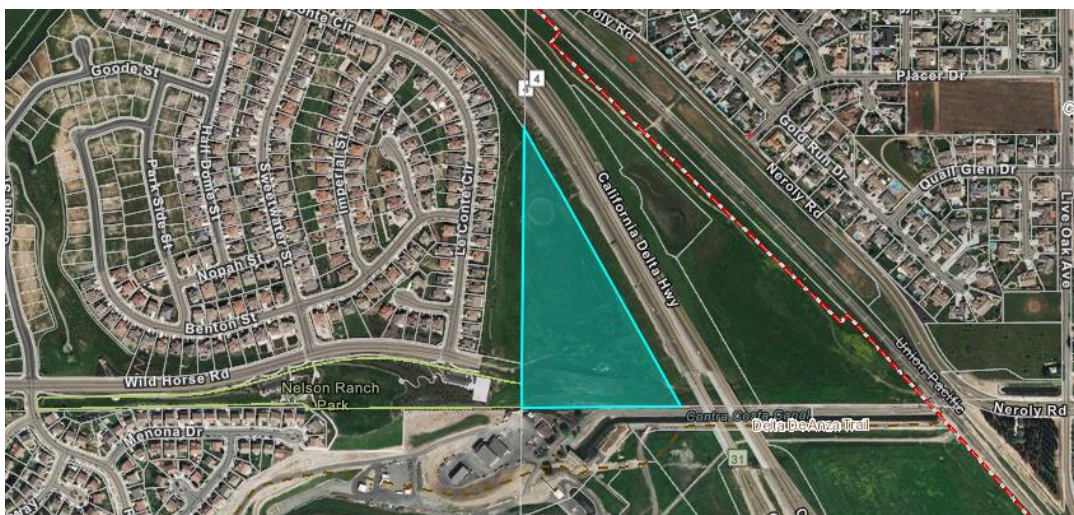
RECOMMENDED ACTION

It is recommended that the Planning Commission provide feedback to staff regarding the proposal and provide direction to the applicant for the Final Development Plan submittal.

DISCUSSION

Request

The applicant is requesting preliminary development plan review of a proposal to develop 132 townhomes in 22 buildings with related amenities on an 11.72-acre project site. The townhomes will range in size from 1,120 to 1,900 square feet and will have attached garages. The project site is located at the eastern terminus of Wild Horse Road, north of the future Wild Horse Road extension, and to the west of Highway 4 (APN 041-022-003).



The purpose of a preliminary plan is to gather feedback from the Planning Commission and others for the applicant to become aware of concerns and/or issues prior to final development plan and tentative map submittal. As a standard practice, preliminary plans are not conditioned; rather a list of needed items, information, and issues to be addressed is compiled for the applicant to address prior to submittal of a final development plan application.

Environmental

Preliminary plan review is a non-entitlement action and does not require environmental review. The future final development plan application and other entitlements associated with the application would require compliance with the California Environmental Quality Act (CEQA). The appropriate CEQA document will be determined at the time of application submittal and preparation of an Initial Study checklist.

Project Overview and Background

The project site is a triangular shaped 11.72-acre parcel of vacant land located between the Nelson Ranch subdivision and Highway 4 and largely north of the future Wild Horse Road extension. The future Wild Horse Road extension will bisect the southern portion of the site, creating a small triangular piece of land to the south of Wild Horse Road. The Wild Horse Road extension design is approved and K. Hovnanian, the developer of the last phase of neighboring Nelson Ranch, is responsible for the construction of the extension. Wild Horse Road will connect with a future extension of Slatten Ranch Road. The project site is located largely below the grade of the surrounding freeway, future Wild Horse Road, and the neighboring subdivision.

In early 2019, the applicant submitted an application for a single-family development with 47 homes. Staff expressed their concerns that the small size of the lots and homes did not meet the General Plan's development requirements, including 6,000 square foot lot sizes. Staff encouraged the applicant to investigate a multi-family product that could allow for greater development flexibility on the constrained site, even though a General Plan Amendment would be necessary. The applicant decided to redesign the development into a Planned Development townhome product.

The Antioch Municipal Code § 9-5.2307 requires an applicant to submit a preliminary development plan application for any proposed Planned Development project that includes a residential component. The Planning Commission reviews the preliminary development plan at a public hearing, where the Planning Commission offers feedback. After the completion of this process, the applicant will apply for entitlements, including a Final Development Plan.

The currently proposed project consists of 132 townhomes located in 22 buildings. The townhomes will range in size from 1,120 to 1,900 square feet with between two and four

bedrooms and will have attached garages. A small park with a play area, landscaped “paseos” connecting the buildings, a bioretention basin, and necessary roadway and utility improvements are proposed.

The future project entitlements would include a CEQA document, a General Plan Amendment, a Final Development Plan and Planned Development Rezone, a Tentative Map, a Use Permit, Design Review, and possibly a Development Agreement.

Consistency with the General Plan and Zoning

The General Plan designation for the property is Low Density Residential, which allows up to four dwelling units per gross developable area. This designation only allows single family detached homes and does not allow multi-family attached products, including townhomes. General Plan section 4.4.1.1 states that developable acreage is land that is not encumbered by dedications of easements or rights-of-way, such as the offer of dedication for Wild Horse Road. Due to the General Plan requirements, the property’s developable land is less than the 11.72 acres. The Wild Horse Road dedication totals 1.64 acres, making the total developable area 10.08 acres. Therefore, a General Plan Amendment is necessary to change the General Plan designation to High Density Residential. This designation allows up to 35 dwelling units per gross developable area and multi-family attached products.

Staff is supportive of this General Plan Amendment request. The site is relatively small at 10.08 developable acres, which would allow the development of 40 single family homes under the current Low-Density Residential designation. The General Plan 4.4.1.1 states that Low Density residential areas are “typically located on gently rolling terrain with no or few geological or environmental constraints.” The project is triangular, located below the grade of and immediately adjacent to Highway 4 and will have Wild Horse Road bisecting the southern portion of site. These constraints do not lend themselves to developing single family homes. Staff believes creating a townhome product will create a transition between the freeway and the existing single-family homes to the west. The townhome product allows for a variety of development configurations that can overcome the grade changes, triangular shaped parcel, and limited development area of the project site.

The zoning designation for the site is Planned Development (PD-86-3.1). This property was rezoned in 1987 when it was still part of the neighboring Nelson Ranch property. Since the original Planned Development, the Nelson Ranch subdivision was developed with the final phase of homes under construction now. The Nelson Ranch subdivision went through multiple Final Development Plan approvals, which did not include the subject property. Therefore, the site was zoned Planned Development, but development and zoning standards were never established for this property. The future development application would rezone the property to a new Planned Development district, which is a zone that encourages flexibility in design and the development of land. This new Planned

Development zoning district would establish project specific standards for the proposed townhome development.

Site Plan and Internal Circulation

The applicant is proposing to develop a townhome project with 22 buildings. Each building will have between two and nine units in the building, with most buildings having between five and eight units. The units will have garages that face onto the street and entrances at the other side of the unit that are accessed from walkways. Except for two two-unit buildings, the entire site is accessed from a single entrance off Wild Horse Road. The project will have private streets. The main street (labeled D Street and A Street on the project plans) serves as the main road for the entire project. The garages of the units within the buildings at the south and west portions of the site largely front directly on to this street. Most of the site's on-street parking is located along the eastern side of D Street. Additional on-street parking is located along four different sections of A Street and two spaces are located at B Street.

In between D Street and A Street, B Street and C Street are proposed to provide access to the garages of the buildings at the center of the site. Two paseos with landscaped walkways are proposed between Buildings 7-9, Buildings 10 and 11, and Buildings 12 and 13. Additional walking paths between the buildings will lead from the streets and sidewalks onto the paseos and walking paths used to access the buildings around the exterior of the site, such as Buildings 3 and 4.

Recreation areas are proposed as well. A park is proposed in the center of Buildings 14, 15, 16, and 17 and will feature play equipment and a lawn area. Next to the eastern portion of the site against Highway 4 and between Buildings 18 and 19, a recreation area grill and lawn is proposed. A second similar recreation area is proposed between Buildings 5 and 6 at the north of the site. All buildings interior to the site have direct access to either a paseo or recreation area. Buildings along the exterior of the site have access to walkways but are not directly connected to recreational amenities. The residents of these buildings would need to walk along one of the streets to access the amenities.

Wild Horse Road and Buildings 21 and 22

The two remaining buildings, Buildings 21 and 22, each with two units, are separated from the main development and are proposed to be located on the south side of Wild Horse Road. The Wild Horse Road improvement plans do not show this proposed driveway. These buildings are proposed to be setback from the Wild Horse Road right-of-way by at most ten feet. The setback from the buildings to the meandering walk varies from ten feet to up to 20 feet. The units would be accessed from a driveway near the western property line. The driveway is proposed to cross the detached, meandering sidewalk along Wild Horse Road. The two buildings will front onto a shared driveway and

would be surrounded by walkways and landscaping. This portion of the site is very constrained by Wild Horse Road to the north and sanitary sewer easement to the south. These constraints leave little useable area for these units. The residents of these units must walk across Wild Horse Road and walk into the rest of the development to access any of the amenities. Staff is very concerned about these four units, as proposed. Creating a driveway to serve these units off of a planned collector street is not consistent with collector street design standards and is not consistent with the approved design of Wildhorse Road. Staff is also not supportive of the units being located directly next to the Wild Horse Road right-of-way and next to the meandering sidewalk. Staff is supportive of keeping the current unit count and moving these units into main portion of the site.

Site Plan Concerns

Staff is concerned that the proposed site plan creates too many wide streets that limits the internal walkability of the site. Staff believes a more walkable, less street focused design could be accomplished by creating a ring road around the exterior of the property by extending and realigning Streets A and D. The design would then be “flipped” with the garages accessed from alleyways off the main ring road. The sidewalks next to the garages could be removed. The space that is currently devoted to sidewalks next to the garages could be used to increase the width of the open space between the buildings to create more useable open space. The alleyways would be used for access to individual garages, while the ring road would be used for through traffic. Engineering staff would require the alleyways to be at least 24 feet wide, dependent on Fire approval. Staff is also concerned that the proposed guest parking is too far away from some of the proposed units. Staff believes the new design could provide a better distribution of the guest parking throughout the development. Staff also believes this new design could help increase the distance of some of the buildings from Highway 4. This could prove beneficial for noise, air quality impacts, and general livability of the residents.

Staff believes the proposed alleyway and ring road design would better meet Antioch Municipal Code Title 9, Chapter 5, Article 7: Multi-Family Residential Development standards. For example, § 9-5.705 allows garages for multi-family projects to face onto an alley that is internal to the project. § 9-5-706(D)(5) requires that “Common usable open space located on the ground level shall have no horizontal dimension less than 20 feet. If such ground-level open space is located within ten feet of a building façade, the minimum dimension shall be no less than the height of the adjacent building.” Based on the project plans, the current width of the open space between buildings may not meet the common usable space standard, depending on the proposed height of the buildings. The proposed alleyway design would allow for wider open spaces that would allow the project to meet the Municipal Code standards.

In the Conclusion section, below, staff has included recommendations for specific changes to the site plan.

Parking

The Antioch Municipal Code § 9-5.1703 requires multifamily residential projects to provide one and a half spaces per unit for units up to two bedrooms and two spaces per unit for three or more bedrooms. One space per unit must be covered. The applicant is proposing two covered spaces per unit, regardless of the number of bedrooms. 98 of the units will have garages with side by side parking and 34 of the units are proposed to have tandem garages. Antioch Municipal Code § 9-5.1705.1 regulates tandem parking. The section allows tandem parking in multifamily developments, if the spaces are within an enclosed structure and the maximum number of tandem parking spaces does not exceed 50% of the total number of spaces. Based on the project plans, both requirements have been met.

The Antioch Municipal Code § 9-5.1703 also requires one parking space per five units for guest parking. With 132 proposed units, the applicant needs a minimum of 26.4 guest parking spaces. The project currently has 42 guest spaces. Most of these spaces are located along the eastern edge of the project along D Street. The other spaces are located largely along A Street. Staff recommends trying to incorporate the guest parking throughout the site plan to better serve all the buildings.

Architecture and Landscaping

The applicant provided renderings of conceptual architecture of the type of design they will be proposing. These renderings show three-story townhomes with garages at the rear of the townhome. The architectural styles are updated traditional designs with Craftsman characteristics. The designs feature balconies, changes in wall planes, awnings, and other architectural features that break up the massing and add interest to the elevations. These details are consistent with the Citywide Design Guidelines for multifamily residential project, including guideline 6.2.4.A.2, which states, "Architectural elements such as bays, bay windows, recessed or projecting balconies, verandas, balconies, porches and other elements that add visual interest, scale and character to the neighborhood are encouraged." At this time, staff cannot evaluate if the project meets the required daylight plane between single family and multifamily uses found in § 9-5.703(C) of the Antioch Municipal Code. Staff expects to see a high level of architectural details in the project's final architecture. Staff will be reviewing the project against both the Antioch Municipal Code Title 9, Chapter 5, Article 7: Multi-Family Residential Development Standards and the Citywide Design Guidelines.

The applicant provided preliminary landscape plans as part of their submittal. The perimeter of the site is surrounded with a mixture of large and small trees, including a selection of crepe myrtles, eastern redbuds, and Chinese pistachios, and olives. Shrubs and groundcover will be planted underneath these trees. The plant selection will vary throughout the site based on the terrain and use. Along the hillsides, for example, manzanita, sage, and coyote bush is proposed. Along Wild Horse Road and at the

entrance to the site, a row of large trees will line the street. This will provide a well-landscaped street frontage.

Internal to the site, a park, recreation areas, and paseos are proposed. The park will feature a play area with play equipment, picnic tables, and a Kurapia lawn. Two other recreation areas are planned: one at the northern part of the site and another in the south-eastern portion of the site. These areas will feature Kurapia lawn, picnic areas, and grills. Between Building 7 and Buildings 8 and 9 and Buildings 10 and 11 and Buildings 12 and 13, two paseos are proposed. The units from these buildings will have access to landscaped walkways with benches. This area will feature small trees, shrubs, and groundcovers such as Mexican daisies and fan flowers.

For the buildings on the exterior of the project, such as Building 4, walkways with landscaping will be provided to connect to the street sidewalks. Landscaping is also proposed for the stormwater bioretention basin at the north of the site.

Based on the preliminary plans received, staff is pleased that most of the plants are in the Citywide Design Guideline's plant palette and are low water usage. The proposed paseos and recreation areas are scattered throughout the project for most residents to access easily.

Proposed Recreational Open Space

The preliminary site plan includes three recreation areas, as discussed above in the site plan section. The submitted plans do not give the sizes of these open space recreation areas. According to Section § 9-4.1004 of the Antioch Municipal Code, the amount of land to be dedicated for parks is based on the average number of persons per dwelling unit multiplied by the standard of 5.0 acres per 1,000 persons. At 132 multifamily units, a minimum of 1.254 acres of parkland must be included in the proposed project (0.015 average requirement per dwelling unit (per the Code) x 220 dwelling units = 1.254 acres). The proposed project includes a significant amount of open space; however, the amount of useable open space for recreation is far less. The future application submittal should detail the acreage for useable open space.

It should also be noted that the proposed useable open space is potentially within a gated community and could be private open space. Antioch Municipal Code Section § 9-4.1010(A) outlines how private open space can offset the parkland dedication requirements. Before any credit is given, a minimum of two acres of contiguous private open space or private recreational facilities shall be provided. Based on the project size, a two-acre park is not feasible. Therefore, in addition to the potentially private parkland included in the proposed project, the payment of parkland dedication in-lieu fees will be required consistent with the Code.

Outside Agency Comments

Staff routed the Preliminary Development Plan application to outside agencies for comment. Staff received comments from Caltrans, Contra Costa Fire Protection District, Contra Costa Flood Control District, and Contra Costa Water District. These comments are included as Attachments A, B, C, and D, respectively. The comments received are general comments, such as the need for a Vehicle Demand Analysis using Vehicle Miles Traveled for CEQA, delineating clearly Rights of Way and easements, both on and off-site, complying with Fire District requirements for access and turn-arounds, and paying necessary fees, such as Drainage fees. The Flood Control District comment letter included the following recommendations, “We recommend that the proposed earthen ditch along the northwestern portion of the parcel be designed and located so that it does not interfere with maintenance and access to the existing DA 56 planned line, located adjacent to the western property line of the development.” and, “The developer should be required to submit hydrology and hydraulic calculations to the City that prove the adequacy of the in-tract drainage system and the downstream drainage system.” Staff recommends the applicant address these comments in their entitlement submittal.

Conclusion

The purpose of a preliminary plan is to gather feedback from the Planning Commission and others for the applicant to become aware of concerns and/or issues prior to Final Development Plan submittal. As standard practice, preliminary plans are not conditioned; rather a list of needed items, information, and issues to be addressed is compiled for the applicant to address prior to a final plan hearing. Staff suggests the following, along with any issues brought up by the Planning Commission, be considered by the applicant.

- Redesign the site plan to create a ring road around the exterior of the property by extending and realigning Streets A and D. The design would then be “flipped” with the garages accessed from alleyways off the main ring road. The sidewalks next to the garages should be removed. The space that is currently devoted to sidewalks next to the garages should be used to increase the width of the open space between the buildings to create more useable open space. The alleyways would be used for access to individual garages, while the ring road would be used for through traffic.
- Engineering staff would require any alleyways to be at least 24 feet wide, dependent on Fire approval.
- The picnic area near Buildings 18 and 19 next to Highway 4 may be too loud to be an attractive amenity. This recreation area should be relocated farther from Highway 4.
- Reposition units that are closest to Highway 4 to be farther away from the highway.

- As part of the recommended site plan design changes, consider how lighting can be installed along the alleyways to create a well-lit and safe environment for residents.
- Staff recommends that this project use trash enclosures placed along the proposed ring road as opposed to individual trash cans. This would allow for adequate space for site circulation for a trash truck, as well as prevent circulation problems that could develop on trash day with individual trash cans.
- Guest parking should be better distributed throughout the site.
- On the entitlement submittal, show how the proposed architecture will meet the daylight plane requirements in Antioch Municipal Code § 9-5.703(C).
- Remove buildings 21 and 22 from the South side of Wild Horse Road. These units could be incorporated into the rest of the development north of Wild Horse Road.
- A Sewer Study should be performed to verify if the 8" sewer main along Wild Horse Road has adequate capacity to handle the incoming flow from this development till it reaches the 33" sewer main on Slatten Ranch Road. The developer will be required to upsize the sewer main till adequate flow is provided. All sewer shall be designed to be gravity flow.
- No earthen swale ditches are recommended for stormwater flow to the bioretention basin area. A piped storm drain system is preferred. Additionally, as recommended in the Contra Costa County Flood Control comments, staff recommends that the proposed earthen ditch along the northwestern portion of the parcel be designed and located so that it does not interfere with maintenance and access to the existing DA 56 planned line, located adjacent to the western property line of the development.
- In order to provide additional emergency access, an additional secondary entrance/exit driveway may be required for this development. The Developer shall review emergency access with the City Engineer and Contra Costa County Fire Protection District "CCCFPD" prior to submittal of a Final Development Plan application.
- The water system should be constructed to function as a looped system, unless exempted by the City Engineer.
- As recommended in the Contra Costa County Flood Control comments, please submit hydrology and hydraulic calculations to the City that prove the adequacy of the in-tract drainage system and the downstream drainage system, when submitting for entitlements.

ATTACHMENTS

- A. Caltrans Comments
- B. Contra Costa Fire Protection District Comments
- C. Contra Costa Flood Control District Comments
- D. Contra Costa Water District Comments
- E. Project Plans

ATTACHMENT “A”

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

TTY 711

www.dot.ca.gov

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a California Way of Life.*

March 13, 2020

GTS # 04-CC-2020-00435

GTS ID:18840

Co/Rt/Pm: CC/4/31.13

Zoe Merideth, Associate Planner
City of Antioch,
Planning and Development Department
P.O. Box 5007
Antioch, CA 94531

Su Property Project – Pre-Environmental Design Review

Dear Zoe Merideth:

Thank you for including the California Department of Transportation (Caltrans) in the review process for this project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the January 2020 project plans.

Project Understanding

Based upon the plans, the project includes the development of 132 townhomes with attached garages in 22 buildings on 11.72 acres. The site is adjacent to State Route (SR)-4 on a currently undeveloped site.

Travel Demand Analysis

While Caltrans strongly recommends the Lead Agency provide a Vehicle Miles Traveled (VMT) analysis of transportation impacts, please be advised that use of the VMT metric after July 1, 2020 is required by CEQA for land use projects per California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064.3(c). With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies using efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. The travel demand analysis should include:

*"Provide a safe, sustainable, integrated and efficient transportation
system to enhance California's economy and livability"*

- A vicinity map, regional location map, and site plan clearly showing project access in relation to SR-4. Ingress and egress for all project components should be clearly identified. Clearly identify the State Right-of-Way (ROW). Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.
- A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

With respect to the local and regional roadway system, provide project related trip generation, distribution, and assignment estimates. To ensure that queue formation does not create traffic conflicts, the project-generated trips should be added to the existing, future and cumulative scenario traffic volumes for the intersections and freeway ramps that connect and feed into SR-4. Potential queuing issues should be evaluated including on-ramp storage capacity and analysis of freeway segments near the project; turning movements should also be evaluated. In conducting these evaluations, it is necessary to use demand volumes rather than output volumes or constrained flow volume.

Multimodal Planning

The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 4c: Suburban Communities (Dedicated Use Areas)** where location efficiency factors, such as community design, are often weak and regional accessibility varies. Given the place, type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. The measures listed below can promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Secured bicycle storage facilities;
- Participation in a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Transportation Impact Fees

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

Hydraulics

Please provide drainage plans, details and calculations to determine whether there are impacts to SR-4. If there are impacts, mitigation measures must be provided to meet the criteria of less-than-significant impact.

Right-of-Way

Please provide engineering documents that clearly delineate ROW boundaries for review.

Utilities

Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Lead Agency

As the Lead Agency, the City of Antioch is responsible for all project mitigation, including any needed improvements to SR-4. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires a Caltrans-issued encroachment permit. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, Caltrans District 4, P.O. Box 23660, Oakland, CA 94623-

Zoe Merideth, Associate Planner

March 13, 2020

Page 5

0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the design review process. Should you have any questions regarding this letter, please contact Laurel Sears at (510) 286-5614 or laurel.sears@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

ATTACHMENT “B”

Contra Costa County



Fire Protection District

March 10, 2020

Ms. Merideth
City of Antioch
Community Development
PO Box 5007
Antioch, CA 94531-5007

Subject: 132 unit townhome subdivision
North of Wild Horse Rd, West of Highway 4. Antioch
PDP-19-02
CCCFPD Project No.: P-2020-00774

Dear Ms. Merideth:

We have reviewed the preliminary development plan application to establish 132 unit, 22 building townhome (R-3) subdivision of unknown type construction, unknown square foot, unknown height, at the subject location. The following is required for Fire District approval in accordance with the 2019 California Fire Code (CFC), the 2019 California Building Code (CBC), the 2019 California Residential Code (CRC), and Local and County Ordinances and adopted standards:

1. This project may be required to join a Community Facilities District prior to final approval by the Fire District.
2. Access shall comply with Fire District requirements.

Provide emergency apparatus access roadways with all-weather (paved) driving surfaces of not less than 20-feet unobstructed width, and not less than 13 feet 6 inches of vertical clearance, to within 150 feet of travel distance to all portions of the exterior walls of every building. Access shall have a minimum outside turning radius of 45 feet, and must be capable of supporting the imposed fire apparatus loading of 37 tons. Access roadways shall not exceed 20% grade. Grades exceeding 16% shall be constructed of grooved concrete per the attached Fire District standard. (503) CFC

Aerial Fire Apparatus Access is required where the vertical distance between grade plane and the highest roof surface exceeds 30 feet as measured in accordance with Appendix D, Section 105 of the 2019 CFC. Aerial access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. At least one of the required routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and building.

3. Access roadways of **less than 28-feet** unobstructed width shall have signs posted or curbs painted red with the words **NO PARKING – FIRE LANE** clearly marked. (22500.1) CVC, (503.3) CFC

Access roadways of **28 feet or greater, but less than 36-feet** unobstructed width shall have **NO PARKING – FIRE LANE** signs posted, allowing for parking on one side only or curbs painted red with the words **NO PARKING – FIRE LANE** clearly marked. (22500.1) CVC, (503.3) CFC

4. Provide emergency escape and rescue openings in Group R occupancies. Basements and sleeping rooms below the fourth story above grade plane shall have at least one exterior emergency escape and rescue opening. Such openings shall open directly into a public way or to a yard or court that opens to a public way.

Landscaping, signage and other obstructions must not hinder the positioning of firefighting ground ladders to the rescue windows.

Provide a drawing with submittal (see item # 10) for areas under emergency escape and rescue openings showing clear space under these openings that allow for the placement of ground ladders at a climbing angle of 70 to 75 degrees and a minimum of 18" clearance from the base of the ladder to any obstruction.

5. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the interior of the building. The building owner shall have the testing conducted and the results submitted to the Fire District prior to the building final. (510.1) CFC
6. Turnaround shall comply with Fire District requirements.
7. Access gates for Fire District apparatus shall be a minimum of 20-feet wide. Access gates shall slide horizontally or swing inward and shall be located a minimum of 30 feet from the street. Electrically operated gates shall be equipped with a Knox Company key-operated switch. Manually operated gates shall be equipped with a non-casehardened lock or approved Fire District lock. Contact the Fire District for information on ordering the key-operated switch. (D103.5) CFC.
8. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the California Fire Code. (507.1) CFC
9. The developer shall provide hydrants of the East Bay type. (C103.1) CFC
10. The developer shall submit a minimum of two (2) copies of full size, scaled site improvement plans indicating all existing or proposed hydrant locations, fire apparatus access including surface material and slope, elevations of building, size of building, type of construction, building occupancy type and a striping and signage plan for review and approval prior to obtaining a building permit. This is a separate submittal to the Fire District to be approved prior to construction plan submittal. **Final placement of hydrants shall be determined by this office.**

This is a separate submittal from the building construction plans. These plans shall be approved prior to submitting building plans for review. (501.3) CFC
11. **Emergency apparatus access roadways and hydrants shall be installed, in service, and inspected by the Fire District prior to construction or combustible storage on site.** (501.4) CFC

Note: A temporary aggregate base or asphalt grindings roadway is not considered an all-weather surface for emergency apparatus access. The first lift of asphalt concrete paving shall be installed as the minimum roadway material and must be engineered to support the designated gross vehicle weight of 37 tons.

12. The homes as proposed shall be protected with an approved automatic fire sprinkler system complying with the 2019 edition of NFPA 13D or Section R313.3 of the 2019 California Residential Code. Submit a minimum of two (2) sets of plans to this office for review and approval prior to installation. (903.2) CFC, (R313.3) CRC, Contra Costa County Ordinance 2019-37.
13. The developer shall provide traffic signal pre-emption systems (Opticom) on any new or modified traffic signals installed with this development. (21351) CVC
14. Development on any parcel in this subdivision shall be subject to review and approval by the Fire District to ensure compliance with minimum requirements related to fire and life safety. Submit three (3) sets of plans to the Fire District prior to obtaining a building permit. (501.3) CFC
15. Provide safety during construction. (Ch.33) CFC
16. If this project is determined to be an R-2 occupancy, additional requirements will have to be complied with:

Two points of access
Residential sprinkler system compliant with NFPA 13R
Building construction plans reviewed by Fire District
Private underground fire service water mains
Fire alarm
Emergency Responder Radio Coverage System (ERRCS)

Our preliminary review comments shall not be construed to encompass the complete project. Additional plans and specifications may be required after further review.

If you have any questions regarding this matter, please contact this office at (925) 941-3300.

Sincerely,



Todd Schiess
Fire Inspector I

cc: Phillip Su
CCP Contra Costa Investor LLC
893 Corporate Way
Fremont, CA 94539
philipsu99@gmail.co

File: 0 WILDHORSE RD-TOWNHOME SUBDIVISION-PLN-P-2020-00774

PROJECT REFERRAL – REQUEST FOR COMMENTS/CONDITIONS

February 18, 2020

PROJECT NAME: Su Property, North of Wild Horse Rd, West of Hwy 4, PDP-19-02

The City of Antioch Planning Division is requesting that your agency review these plans and provide your feedback on availability of services, potential design or code conflicts, requirements for additional permits, and recommended conditions of project approval. **Please submit your comments no later than March 10, 2020 to Zoe Merideth** via e-mail at zmerideth@ci.antioch.ca.us. If you have any questions regarding this project, please call Zoe Merideth at (925) 779-6122.

Development plans and related information for the project identified above, can be accessed at:

<https://www.antiochca.gov/fc/community-development/planning/ProjectDOCs/PDP-19-02.pdf>

Or at the current projects list at: www.antiochplanning.com

Project No: PDP-19-02 Address: North of Wild Horse Rd., West of Hwy 4	Application Type: Preliminary Development Plan
Project Description: Preliminary Development Plan application, which is not an entitlement for the development of 132 townhomes in 22 buildings with related amenities on an 11.72 acre project site. The townhomes will range in size from 1,120 to 1,900 square feet and will have attached garages. This project is a preliminary submittal only. The purpose of this submittal is to gather feedback about any potential concerns or issues prior to the submittal of entitlements. The project would require the following entitlements: a General Plan Amendment, a Planned Development Rezone, a Use Permit, and Design Review.	
Applicant: Philip Su, CCP Contra Costa Investor LLC	
Mailing Address: 893 Corporate Way, Fremont, CA 94539	
Phone: (510) 226-6338	E-mail: philipsu99@gmail.com

****Please contact Cristina Pfeffer at cpfeffer@ci.antioch.ca.us if your agency would like to receive an e-mail only version of project referrals from the City of Antioch.**



P-2020-00774 B4 FLN

CITY OF ANTIOCH
DEVELOPMENT APPLICATION



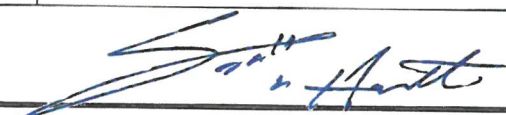
Site Location	North of Wild Horse Road, West of HWY 4
Assessor's Parcel No. (s)	041-022-003 & 004
Total Acreage	11.7
Brief Description of Request: Revised submittal for the purpose of obtaining entitlements for a 132 unit townhouse project, located within a planned development zoning district. The project consists of 22 buildings integrating between 2 to 8 townhouse units each.	

PROPERTY OWNER OF RECORD	
Name	Philip Su
Company Name	CCP Contra Costa Investor LLC
Address 893 Corporate Way Fremont, CA 94539	
Phone #	510-226-6338
Email	philipsu99@gmail.com
Signature	

APPLICANT	
Name	Philip Su
Company Name	CCP Contra Costa Investor LLC
Address 893 Corporate Way Fremont, CA 94539	
Phone #	510-226-6338
Email	philipsu99@gmail.com
Signature	

CITY OF ANTIOCH
DEVELOPMENT APPLICATION



AGENT/DESIGNER	
Name	Scott E Hartstein
Company Name	dk Engineering, inc
Address 1931 San Miguel Drive, Suite 100 Walnut Creek, CA 94596	
Phone #	925-932-6868
Email	shartstein@dkengin.com
Signature 	

ANY OTHER PERSON THAT YOU WOULD LIKE THE CITY TO NOTIFY OF THE PUBLIC HEARING	
Name	Manuel Prado and Rex Warren
Company Name	
Address	
Phone #	916-787-7755 (Manuel) and 925-570-4819 (Rex)
Email	mprado@golygon.com (Manuel) and rwarren@legacyrea.com (Rex)
Signature	

FOR OFFICE USE ONLY	
Date Received:	File No.:
Title:	Account No.:
Type of Application	Notes:

ATTACHMENT “C”

From: [Joe Smithonic](#)
To: [Merideth, Zoe](#)
Cc: [Tim Jensen](#); [Paul Detjens](#); [Michelle Cordis](#); [Teri Rie](#); [philipsu99@gmail.com](#); [Scott Hartstein](#)
Subject: PDP-19-02 Comments and Conditions
Date: Monday, March 9, 2020 7:36:24 AM
Attachments: [2020-0309 - DA Fee Estimate - Su Property.pdf](#)

Dear Ms. Merideth:

The Contra Costa County Flood Control and Water Conservation District (FC District) has reviewed the Preliminary Development Plan dated December 13, 2019 and prepared by dk Engineering (Preliminary Plan) for the Su Property located at the crossing of Wild Horse Road and State Route 4 (APN 041-022-003) in the City of Antioch (City). We submit the following comments:

Recommended Conditions of Approval:

1. Prior to filing the final map, the developer shall pay Drainage Area 56 (DA 56) fees in accordance with FC District Ordinance Number 2002-24, which will be collected by the City on behalf of the FC District. The estimated DA 56 fee for the development is \$281,688. The drainage fee rate does not vest at the time of tentative map approval. The drainage fees due and payable will be based on the fee in effect at the time of fee collection and the developer shall verify the fee amount prior to payment.
2. Prior to filing the final map, the developer shall annex into a City Community Facilities District (CFD) or similar funding entity to fund drainage facilities within DA 56.
3. Prior to filing the final map, the developer shall submit a hydrology and hydraulics report to the City for review that proves the adequacy of the in-tract drainage system and the downstream drainage system. If the downstream system is not adequate to convey stormwater runoff from the development, the developer shall be conditioned to mitigate post-project flows to levels that can be adequately conveyed by the in-tract and downstream drainage systems.

General Comments:

1. This project is located within DA 56, for which a drainage fee is due in accordance with FC District Ordinance Number 2002-24. By ordinance, all building permits or subdivision maps filed in this area are subject to the provisions of the drainage fee ordinance. Effective January 1, 2020, the current fee in this drainage area is \$0.97 per square foot of newly created impervious surface. The drainage area fee for this lot should be collected prior to filing the final map.

2. The FC District is not the approving local agency for this project as defined by the Subdivision Map Act. As a special district, the FC District has an independent authority to collect drainage fees that is not restricted by the Subdivision Map Act. The FC District reviews the drainage fee rate every year the ordinance is in effect, and adjusts the rate annually on January 1 to account for inflation. The drainage fee rate does not vest at the time of tentative map approval. The drainage fees due and payable will be based on the fee in effect at the time of fee collection.
3. The DA 56 fee for this project is estimated to be \$281,688 based on the Preliminary Plan. Please see the enclosed spreadsheet for our drainage fee calculation.
4. DA 56 has no funding for maintenance of the existing and proposed detention basin facilities. Lindsey Basin, a DA 56 planned detention basin facility that serves communities in the City, is currently maintained by the FC District, but maintenance responsibilities are intended to transfer to the City. If the City does not have adequate funding to assume maintenance responsibilities of Lindsey Basin, the City may want to consider ensuring that a perpetual funding source is in place for maintenance of those facilities by requiring that this development annex into a City CFD or similar funding entity.
5. The proposed density of the project, 11.3 developed units per acre, is greater than the R-8 land use density of 4.3 developed units per acre as shown in the DA 56 Hydrology Plan. The planned DA 56 drainage facilities were not designed to convey stormwater flows anticipated from increased impervious area associated with the higher density land use. In order to determine possible impacts to downstream facilities due to a higher volume of runoff associated with the increased density, a hydrology study should be submitted to the City and the FC District for review prior to approving the improvement plans. Otherwise, this project should be required to mitigate flow rates down to the density levels anticipated by the DA 56 Hydrology Plan.
6. We recommend that the City condition the developer to design and construct storm drain facilities to adequately collect and convey stormwater entering or originating within the development to the nearest adequate man-made drainage facility or natural watercourse, without diversion of the watershed.
7. The developer should be required to submit hydrology and hydraulic calculations to the City that prove the adequacy of the in-tract drainage system and the downstream drainage system. We defer review of the local drainage to the City. However, the FC District is available to provide technical review under our Fee-for-Service program.
8. We recommend that this development be required to prepare an Operations and

Maintenance Manual to be submitted to the City for review.

9. We recommend that the proposed earthen ditch along the northwestern portion of the parcel be designed and located so that it does not interfere with maintenance and access to the existing DA 56 planned line, located adjacent to the western property line of the development.
10. The proposed bioretention basin at the northern portion of the property appears to collect stormwater runoff for the entire development before draining into a single inlet that discharges into the existing DA 56 planned line. If the inlet becomes clogged or does not have capacity to convey stormwater from a significant storm event, the basin may fill and cause flooding at the surrounding properties. We recommend that a defined emergency spillway be included in the bioretention basin's design to convey potential overflow from the basin and mitigate flooding on adjacent properties.
11. The FC District does not recommend the use of bioretention areas (C.3 facilities) sized to meet Contra Costa Clean Water Program C.3 requirements for mitigating peak flows. These C.3 Facilities have not been proven to perform as peak flow mitigation measures under design storm flow conditions for the 10-year storm and above. They do not account for the saturated condition of soils that could precede a 10-year design storm. They have not been in use long enough to provide operational experience that they will continue to perform as designed and be maintained properly. C.3 facilities that are proposed to be used to mitigate peak flows should be analyzed in a way that ignores the above surface storage volume required by the C.3 facilities sizing criteria. Further, we recommend that C.3 facilities be analyzed using a hydrograph produced by or accepted by the FC District.

We appreciate the opportunity to comment on the Preliminary Plan for the Su Property and welcome continued coordination. If you should have any questions, please contact me by e-mail at joe.smithonic@pw.cccounty.us or phone at (925) 313-2348.

Joe Smithonic | Staff Engineer

Contra Costa County Public Works: Flood Control & Water Conservation District

255 Glacier Drive, Martinez, CA 94553-4825

P: 925.313.2348 | E: Joe.Smithonic@pw.cccounty.us

Summary of Drainage Fees

Development #: **Su Property**
 APN: **041-022-003**
 Drainage Area: **56**

Date: 9-Mar-20
 Ordinance: 2002-24

Fee Schedule: **2020**

Commercial/Industrial/Downtown
 Office (Medium)
 Office (Light)

Multifamily Residences

Less than 2,500 square ft of land
 2,500-2,999 (square feet per unit)
 3,000-3,999
 4,000-4,999
 5,000-5,999
 6,000-6,999
 7,000-7,999
 8,000 +

Single Family Residential

4,000-4,999 (square feet per unit)
 5,000-5,999
 6,000-6,999
 7,000-7,999
 8,000-9,999
 10,000-13,999
 14,000-19,999
 20,000-29,999
 30,000-39,999
 40,000 +

Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 39,886		-	\$ 42,845		-
34,183		-	38,199		-
28,605		-	32,243		-
Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 31,428		-	\$ 31,428		-
1,862		-	1,862		-
2,134		-	2,134	132	281,688
2,483		-	2,483		-
2,842		-	2,842		-
3,191		-	3,191		-
3,531		-	3,531		-
3,705		-	3,705		-
Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 2,609		-	\$ 4,181		-
2,726		-	4,355		-
2,842		-	4,530		-
2,959		-	4,705		-
3,133		-	4,957		-
3,482		-	5,461		-
4,064		-	6,286		-
5,025		-	7,537		-
6,237		-	9,002		-
7,479		-	10,369		-

Amount of	Sqr Ft.	Unit Price	Amount
impervious surface.	0	0.97	\$ -
to account for:			

TOTAL: \$281,688

Calculate DA 130 fee if checked. ☐

Mark box to add mitigation fee. ☐ **n/a**

Comments:

This drainage area fee estimate is based on a total of 132 multifamily residential units on 11.7 acres, approximately 3,900 square feet per unit on average, as shown on the preliminary development plan prepared by dk Engineering and dated December 13, 2019.

ATTACHMENT “D”



BOARD OF DIRECTORS

Lisa M. Borba, AICP
PRESIDENT

Connstance Holdaway
VICE PRESIDENT

Ernesto A. Avila, P.E.

Bette Boatman

John A. Burgh

GENERAL MANAGER

Stephen J. Welch, P.E., S.E.

March 3, 2020

Ms. Zoe Merideth
City of Antioch
200 H Street
Antioch, CA 94509

Subject: Su Property Project

Dear Ms. Merideth:

The Contra Costa Water District (CCWD) is in receipt of the City of Antioch's development plans and request for comments related to the above-mentioned project. The Proposed Project is a new 132-unit development on an approximately 12-acre site (APN # 040022003). The Proposed Project is located within the service boundary of the Contra Costa Water District (CCWD).

This proposed project is located directly north of CCWD's Antioch Service Center (ASC). A CCWD untreated water line (Lateral 7.3) leaves the ASC in a right-of way owned by the US Bureau of Reclamation (USBR) and crosses the extension of the proposed Wild Horse Road, which is the access road to the new development. This Lateral was lowered to approximately 10 feet below current grade approximately 10 years ago to accommodate this proposed road extension.

CCWD has the following comments on this proposed project:

1. The plan set does not show CCWD's Lateral 7.3 and the USBR easement (see attached map). Please have the applicant revise these plans accordingly.
2. Access to this USBR right of way without approval from CCWD is not allowed.
3. All drainage needs to stay on the development site and no stormwater runoff may go onto USBR property

Thank you for your consideration of these comments. Please call me at (925) 688-8118 or email me at cschneider@ccwater.com if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Christine Schneider". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

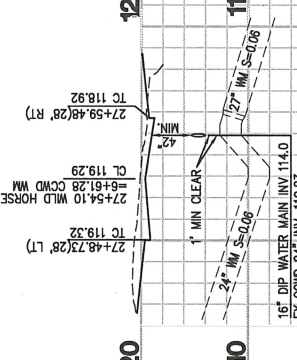
Christine Schneider
Senior Planner

CS/ck

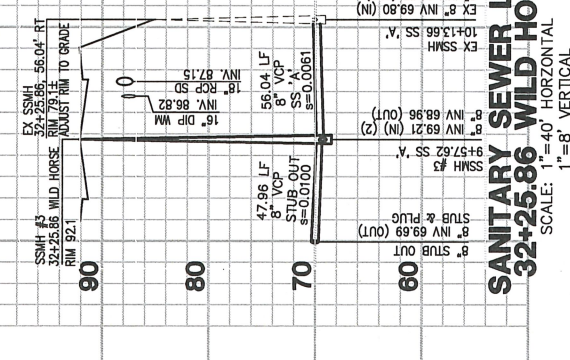
D1

LE CONTE CIRCLE
NELSON RANCH
SUBDIVISION 6893

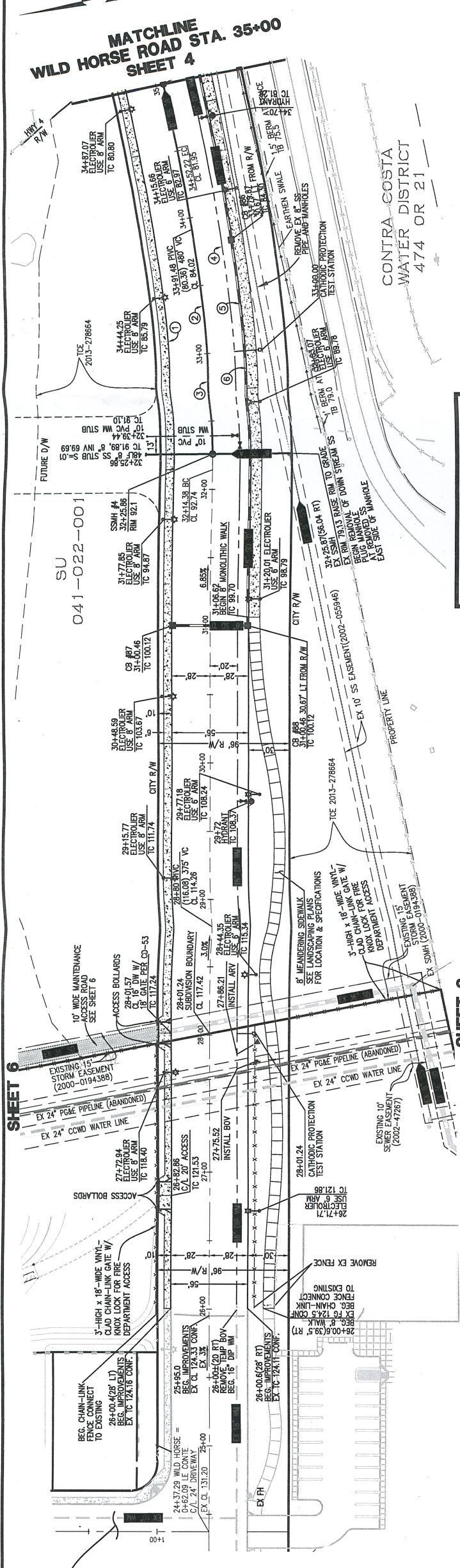
CURVE DATA CHART				
CURVE	RADIUS	DELTA	LENGTH	DESC
1	1112.00	11°57'12"	231.99	FC
2	1140.00	11°57'12"	236.35	SS
3	1140.00	11°57'12"	237.64	C/L
4	1160.00	11°57'12"	242.01	WM
5	1167.68	11°57'12"	143.54	SD
6	1168.00	11°57'12"	243.68	FC



NOTE: SEE WATER LATERAL 7.3 PLANS
BY (CCWD) CONTRA COSTA WATER DIST.
EXISTING CCWD
WATER LINE CROSSING
27+54.10 WILD HORSE



SANITARY SEWER LINE 'A'
32+25.86 WILD HORSE
SCALE: 1"=40' HORIZONTAL
1"=8' VERTICAL



CONTRACTOR TO NOT ENTER
CCWD/USBR PROPERTY WITHOUT
ENCROACHMENT PERMIT
FROM CCWD/USBR

REVIEWED FOR COMPLIANCE WITH TITLE 9,
CHAPTER 4, OF THE ANTIOCH MUNICIPAL CODE.

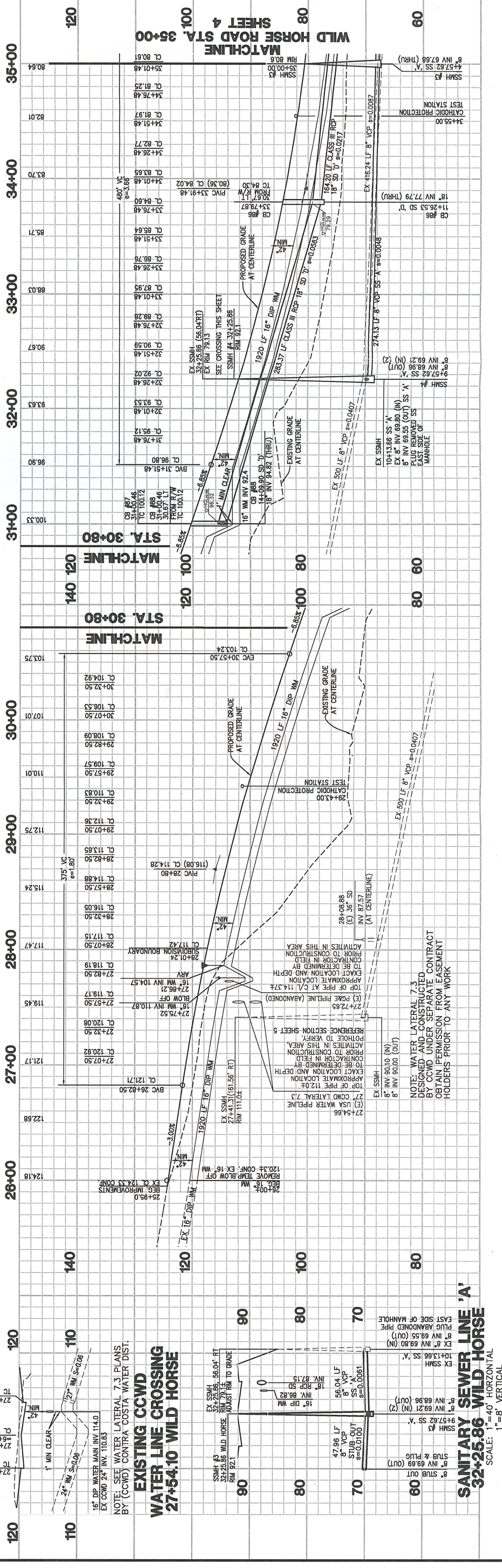
BY: _____ DATE: _____
CITY ENGINEER

CONTRACTOR TO NOT ENTER
CCWD/USBR PROPERTY WITHOUT
ENCROACHMENT PERMIT
FROM CCWD/USBR

WILD HORSE ROAD (28+01.24 - 35+00)
FACE OF CURB = CENTERLINE ELEVATION -0.17'

SEE SHEET 5 FOR CURB RETURN PROFILES
& UTILITY CROSSINGS

SHEET 6



DATE JULY 17, 2014	NO. BY	DATE	REVISION	BY	AGENCY APPROVAL
SCALE HORIZ 1"=40'	DESIGNED	CCW			
VERT. 1"=8'	DRAWN	CCW			
	PROJ. ENGR.	ADP			
	010520_WHP.DWG				

STANDARD PACIFIC HOMES
OFFTRACT WILD HORSE ROAD
25+95.06 - 35+00
IMPROVEMENT PLAN

CITY OF ANTIOCH
CALIFORNIA

SUBDIVISION 6893
OFFTRACT WILD HORSE ROAD
25+95.06 - 35+00
IMPROVEMENT PLAN

SHEET 3
OF 7
DK JOB NO.
01-1005-20

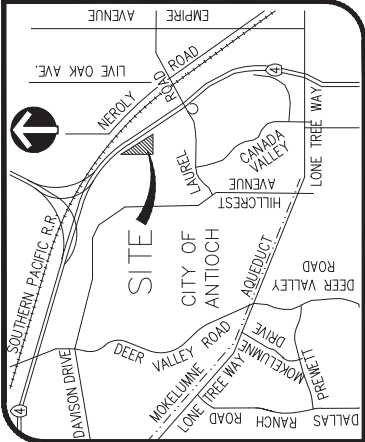
CONSULTING
PLANNING • ENGINEERING • CONSTRUCTION

1440 Maria Lane, Suite 200, Walnut Creek, California 94596 (925) 932-8868 Tel. (925) 932-0910 Fax

REGISTERED PROFESSIONAL ENGINEER
No. C 74011
DATE: _____
CIVIL
STATE OF CALIFORNIA

EXP. DATE 6-30-15

ATTACHMENT “E”



PRELIMINARY DEVELOPMENT PLAN
SUBDIVISON #
SU PROPERTY
APN 041-022-003
CITY OF ANTIOCH
CONTRA COSTA COUNTY, CA
DECEMBER 13, 2019

VICINITY MAP

NOT TO SCALE

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
APN	ASSESSOR'S PARCEL NUMBER
BC	BEGINNING OF CURVE
BW	BOTTOM OF WALL
BVC	BEGINNING OF VERTICAL CURVE
C&G	CURB & GUTTER
CB	CATCH BASIN
CL	CENTERLINE
CONC	CONCRETE
CONST	CONSTRUCT
CR	CURB RETURN
D/W	DRIVEWAY
DIA	DIAMETER
(E)	EAST
EC	END OF CURVE
EVC	END OF VERTICAL CURVE
EX	EXISTING
(F)	FUTURE
FC	FACE OF CURB
FG	FINISH GRADE
FH	FIRE HYDRANT
FI	FIELD INLET
HP	HIGH POINT
INTX	INTERSECTION
INV	INVERT
LF	LINEAL FEET
LIP	LIP OF GUTTER
LP	LOW POINT
MAX	MAXIMUM
MIN	MINIMUM
MON	MONUMENT
(N)	NORTH
PL	PROPERTY LINE
PVI	POINT OF VERTICAL INTERSECTION
R	RIGHT
(R)	RADIAL
REC	RECORD INFORMATION
R/W	RIGHT OF WAY
(S)	SOUTH
SIDEWALK	SIDEWALK
S/W	S/W
SD	STORM DRAIN
SDE	STORM DRAIN EASEMENT
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSE	SANITARY SEWER EASEMENT
SSMH	SANITARY SEWER MANHOLE
SF	SQUARE FEET
TC	TOP OF CURB
TW	TOP OF WALL
TYP	TYPICAL
W	WATER MAIN
(W)	WEST

PROJECT TEAM

OWNER/APPLICANT:

PHILIP SU
893 CORPOARTE WAY
FREMONT, CA 94539
CONTACT: MANUEL PRADO
(510) 301-4355

CIVIL ENGINEER:

dk ENGINEERING
1931 SAN MIGUEL DRIVE, SUITE 100
WALNUT CREEK, CA 94596
(925) 932-6868
CONTACT: SCOTT HARTSTEIN

SOILS ENGINEER:

BERLOGAR STEVENS & ASSOCIATES
5587 SUNOL BOULEVARD
PLEASANTON, CA 94566
(925) 484-0220

ARCHITECT:

SDG ARCHITECTS, INC.
3361 WALNUT BLVD, SUITE 120
BRENTWOOD, CA 94513
(925) 634-7000

SITE INFORMATION

SITE LOCATION:

CROSSING OF WILD HORSE ROAD AND STATE ROUTE 4.

BENCHMARK:

CITY OF ANTIOCH BENCH MARK ELEVATION 130.75 MONUMENT DISK IN THE INTERSECTION OF WILD HORSE ROAD AND LE CONTE CIRCLE, BEING IN SUBDIVISION 6893.

BASIS OF BEARING:

TAKEN AS: N74°12'29"W BETWEEN FOUND STANDARD CITY MONUMENTS IN WILD HORSE ROAD, AS SHOWN ON THE MAPS OF SUBDIVISION 6893, FILED IN BOOK 488 OF MAPS AT PAGE 1, CONTRA COSTA COUNTY RECORDS. BASED ON THE CALIFORNIA COORDINATE SYSTEM ZONE III. TO OBTAIN GRID DISTANCES, MULTIPLY BY 0.99993610.

PARCEL NUMBERS:

041-022-003
PD
R-20 MEDIUM DENSITY RESIDENTIAL
VACANT
MULTIFAMILY RESIDENTIAL
132 UNITS
11.7 ± ACRES
EXISTING CONTOURS: 2' INTERVAL
PROPOSED CONTOURS: 2' INTERVAL

EXISTING ZONE:

PROPOSED ZONE:

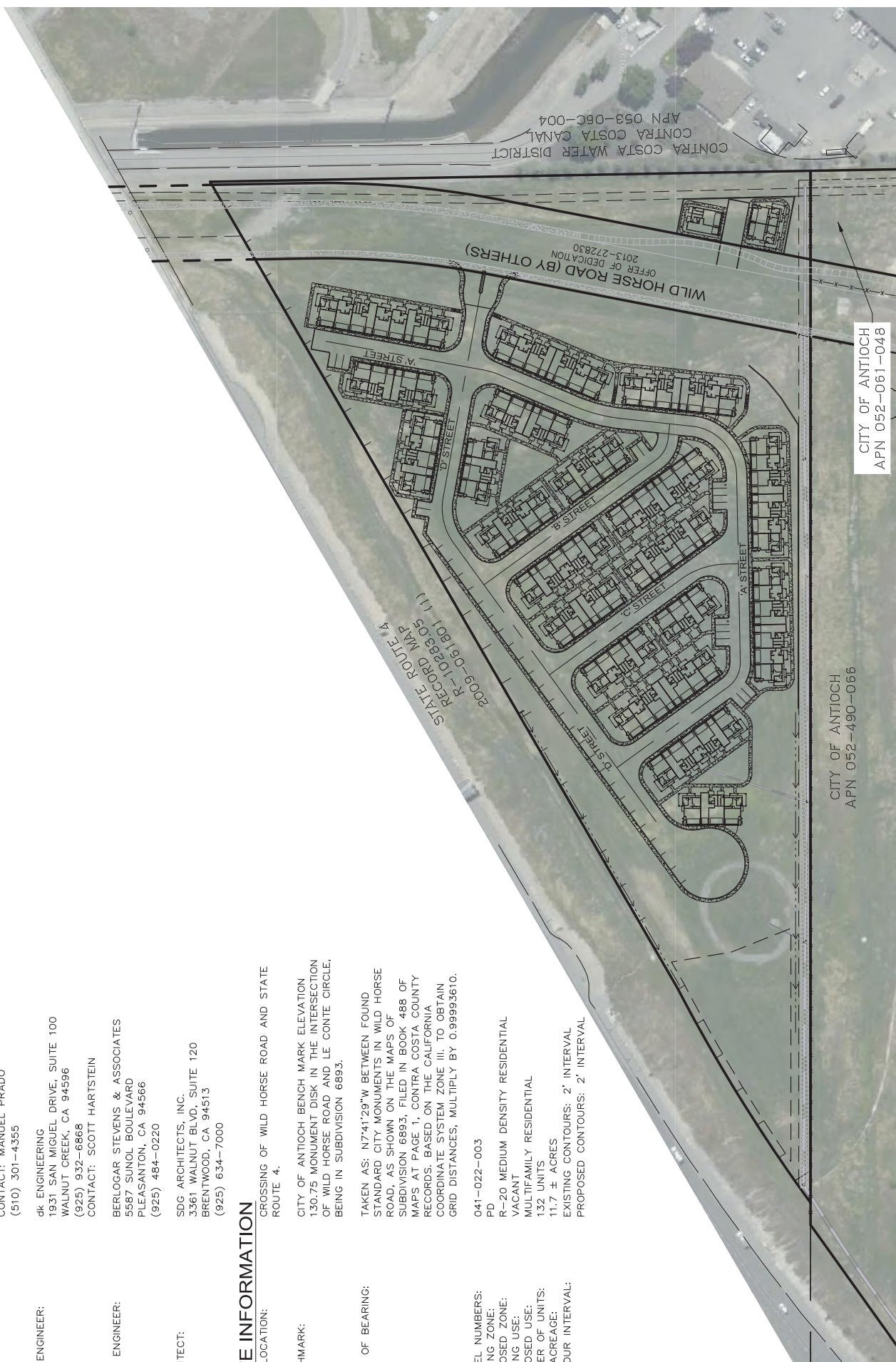
EXISTING USE:

PROPOSED USE:

NUMBER OF UNITS:

SITE ACREAGE:

CONTOUR INTERVAL:



SHEET INDEX

DESCRIPTION	NUMBER
COVER SHEET	1
SITE PLAN	2
PRELIMINARY GRADING & UTILITY PLAN	3

LEGEND

EXISTING	PROPOSED
PROJECT BOUNDARY	PROJECT BOUNDARY
RIGHT OF WAY LINE	RIGHT OF WAY LINE
DAYLIGHT	DAYLIGHT
CONTOUR LINE, MAJOR	CONTOUR LINE, MAJOR
CONTOUR LINE, MINOR	CONTOUR LINE, MINOR
FACE OF CURB	FACE OF CURB
ROAD CENTER LINE	ROAD CENTER LINE
CONCRETE DITCH	CONCRETE DITCH
EARTHEN DITCH	EARTHEN DITCH
RETAINING WALL	RETAINING WALL
STORM DRAIN LINE, FIELD INLET, CATCH BASIN	STORM DRAIN LINE, FIELD INLET, CATCH BASIN
SANITARY SEWER LINE, MANHOLE	SANITARY SEWER LINE, MANHOLE
WATER LINE, VALVE, FIRE HYDRANT	WATER LINE, VALVE, FIRE HYDRANT
10' WIDE MAINTENANCE ACCESS ROAD	10' WIDE MAINTENANCE ACCESS ROAD

LAND USE SUMMARY

BUILDING FOOTPRINT	2.40 ACRES (20%)
OPEN SPACE	4.95 ACRES (42%)
HARDSCAPE	0.88 ACRES (8%)
PRIVATE ROADS	1.85 ACRES (16%)
WILD HORSE ROAD DEDICATION	1.64 ACRES (14%)
TOTAL	11.72 ACRES

PRELIMINARY DEVELOPMENT PLAN

SUBDIVISION #

SU PROPERTY
COVER SHEET

BEING A RESUBDIVISION OF A PORTION OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 2 NORTH, RANGE 2 EAST, MOUNT DIABLO BASE AND MERIDIAN.

CITY OF ANTIOCH

CONTRA COSTA COUNTY, CALIFORNIA
DECEMBER 13, 2019



1831 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 832-6688

SU PROPERTY
SITE PLAN

BEING A RESUBDIVISION OF A PORTION OF
THE SOUTHWEST QUARTER OF SECTION 27,
TOWNSHIP 2 NORTH, RANGE 2 EAST,
MOUNT DIABLO BASE AND MERIDIAN.
CITY OF ANTIOCH
CONTRA COSTA COUNTY, CALIFORNIA
DECEMBER 13, 2019



1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-6868

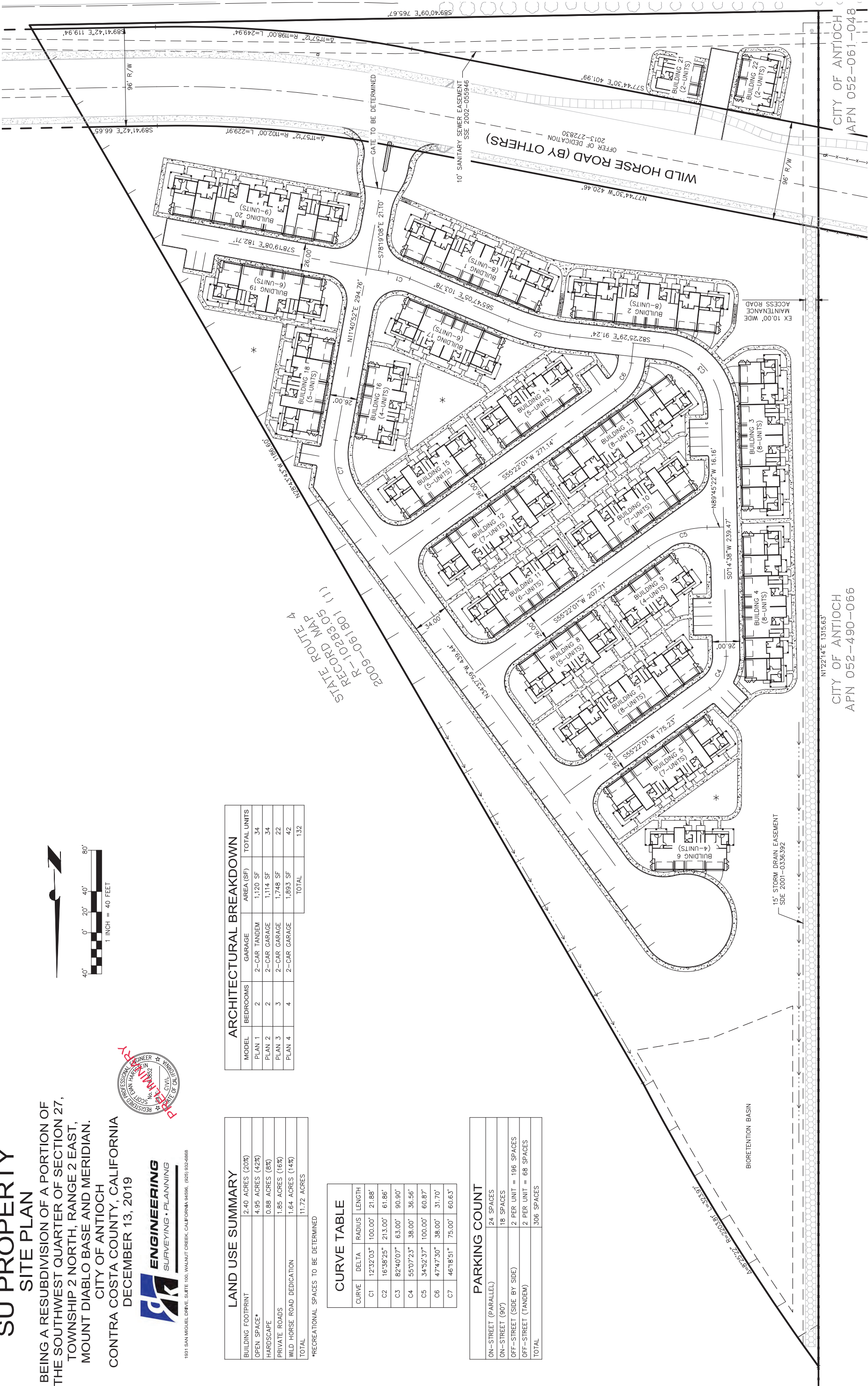
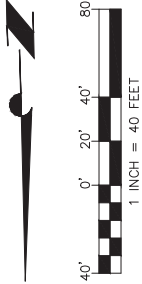
LAND USE SUMMARY	
BUILDING FOOTPRINT	2.40 ACRES (20%)
OPEN SPACE*	4.95 ACRES (42%)
HARDSCAPE	0.88 ACRES (8%)
PRIVATE ROADS	1.85 ACRES (16%)
WILD HORSE ROAD DEDICATION	1.64 ACRES (14%)
TOTAL	11.72 ACRES

*RECREATIONAL SPACES TO BE DETERMINED

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	12°32'03"	100.00'	21.88'
C2	16°38'25"	213.00'	61.86'
C3	82°40'07"	63.00'	90.90'
C4	55°07'23"	38.00'	36.56'
C5	34°52'37"	100.00'	60.87'
C6	47°47'30"	38.00'	31.70'
C7	46°18'51"	75.00'	60.63'

PARKING COUNT	
ON-STREET (PARALLEL)	24 SPACES
ON-STREET (90°)	18 SPACES
OFF-STREET (SIDE BY SIDE)	2 PER UNIT = 196 SPACES
OFF-STREET (TANDEM)	2 PER UNIT = 68 SPACES
TOTAL	306 SPACES

ARCHITECTURAL BREAKDOWN				
MODEL	BEDROOMS	GARAGE	AREA (SF)	TOTAL UNITS
PLAN 1	2	2-CAR TANDEM	1,120 SF	34
PLAN 2	2	2-CAR TANDEM	1,114 SF	34
PLAN 3	3	2-CAR GARAGE	1,748 SF	22
PLAN 4	4	2-CAR GARAGE	1,893 SF	42
TOTAL				132



SUBDIVISION

GRADING & UTILITY PLAN

MOUNT DIABLO BASE AND MERIDIAN.

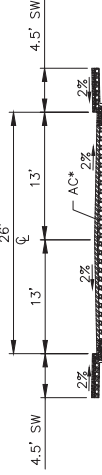
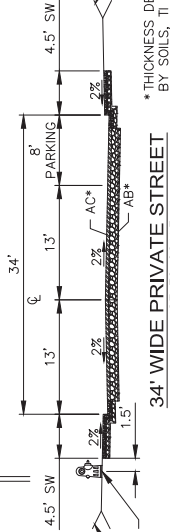
CITY OF ANTIOCH

COSTA COUNTY, CA

DECEMBER 13, 2019

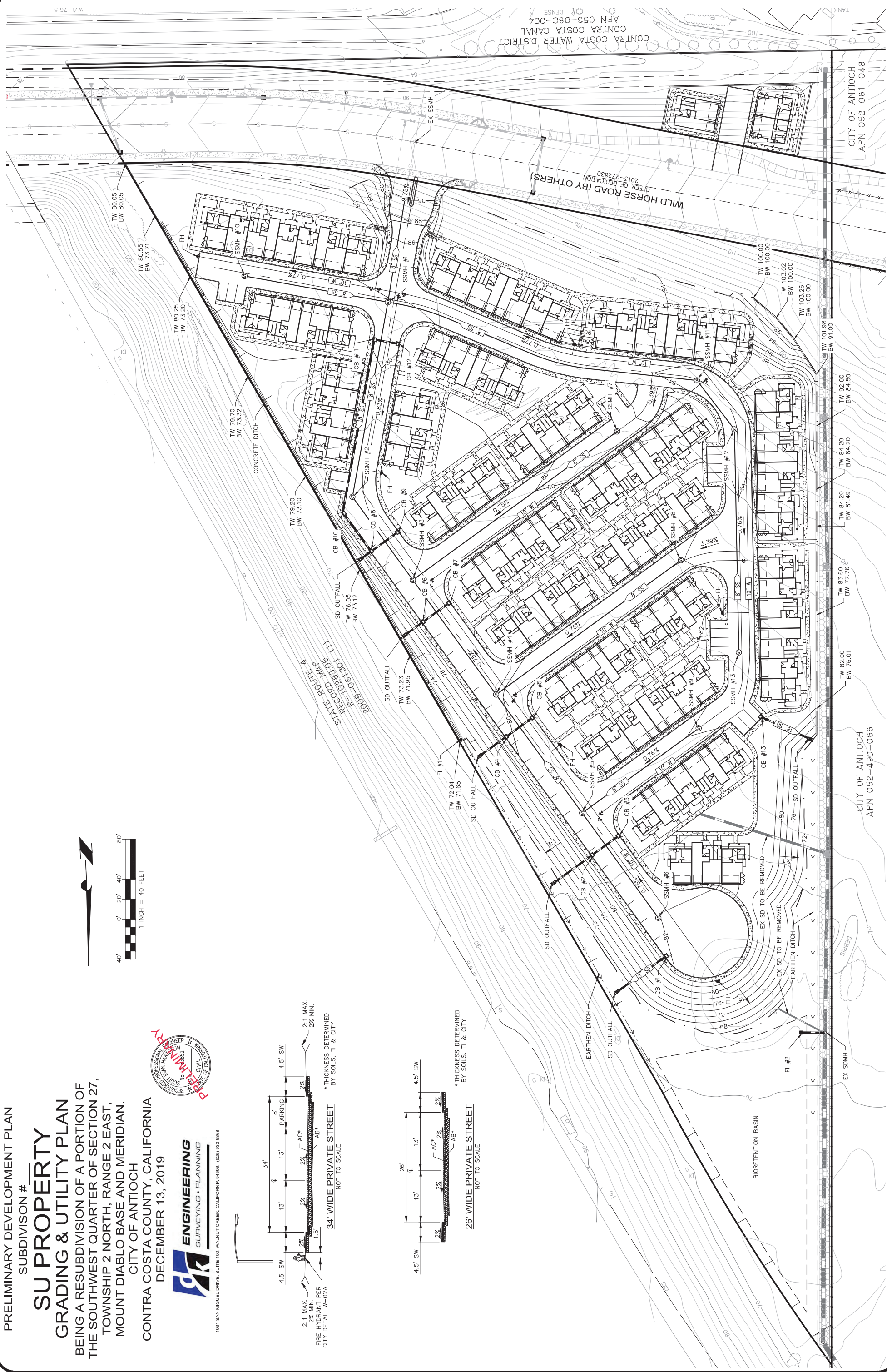


1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-6868



26' WIDE PRIVATE STREET

NOT TO SCALE



CITY OF ANTIOCH
APN 052-490-066

CITY OF ANTIOCH
APN 052-061-048



Planting Legend

LARGE TREE (Selection Optional)
Magnolia g. '1st Mary'
Olea europaea 'Svan Hill'
Pistacia chinensis

24" Box
ST MARY MAGNOLIA
CHINESE ELM
OLIVE
CHINESE PISTACHE

WATER USE
Moderate
Low
Low



HILLSIDE GROUND COVER (Selection Optional)
Arctostaphylos a. 'Wayside'
Baccharis p. 'Cotton Peaks'
Ceanothus d. 'Lewydrift'
Salvia 'Beale Bliss'

WATER USE
Low
Low
Low



SMALL TREE (Selection Optional)
Arbutus 'Marina'
Cercis canadensis
Prunus caroliniana
Lagerstroemia X'

24" Box
N.C.N.
EASTERN REDBUD
CAROLINA PINKY LAUREL
GRAPE MYRTLE

WATER USE
Low
Low
Low



BIOSWALE PLANTS (Selection Optional)
Ceanothus occidentalis
Cercis canadensis
Ceanothus 'Anchor Bay'
Juncea patens
Muhlenbergia rigens
Ribes sanguineum
Vaccinium ovatum

WATER USE
Low
Low
Low
Moderate
Low
Low
Moderate



SHRUB AND GROUND COVER AREAS (Selection Optional)

LARGE SHRUB (Selection Optional)
Ceanothus cuneata
Lavandula angustifolia
Juniperus s. 'Skyrocket'

WATER USE
Low
Low
Low

MEDIUM SHRUB (Selection Optional)
Berberis spp.
Buxus spp.
Callistemon 'Little John'
Coleonema spp.
Dorrea spp.
Lavandula angustifolia
Lavandula spp.
Nandina spp.
Phoridium spp.
Pittosporum spp.
Raphiolepis u. 'Minor'
Rea californica
Teucrium fruticans

WATER USE
Moderate
Low
Low
Low
Low
Low
Low
Low
Low
Low
Low
Low

GRASSES/SUB SHRUB (Selection Optional)
Heliotrichon sempervirens
Lavandula a. 'Munstead'
Muhlenbergia capillaris 'Irvine'
Teucrium chamaedrye

WATER USE
Low
Low
Low
Low

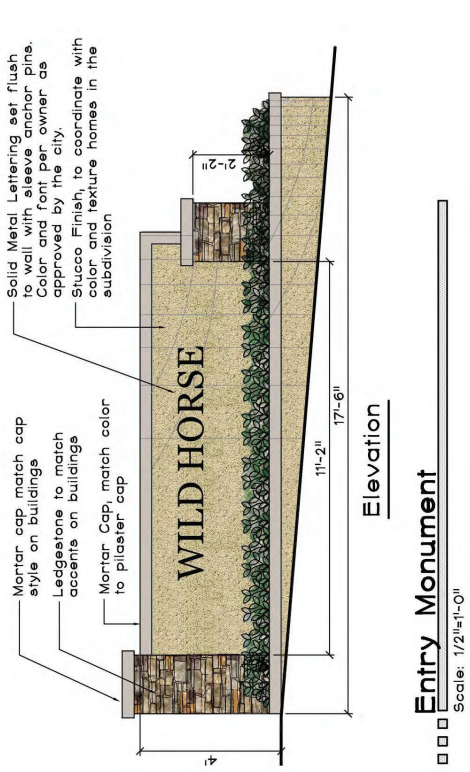
PASEO & PARK GROUND COVERS (Selection Optional)
Erigeron karwinskianus
Scaevola 'Maui Clusters'
Phyla nil. 'Kurapia'

WATER USE
Low
Low
Low

Notes

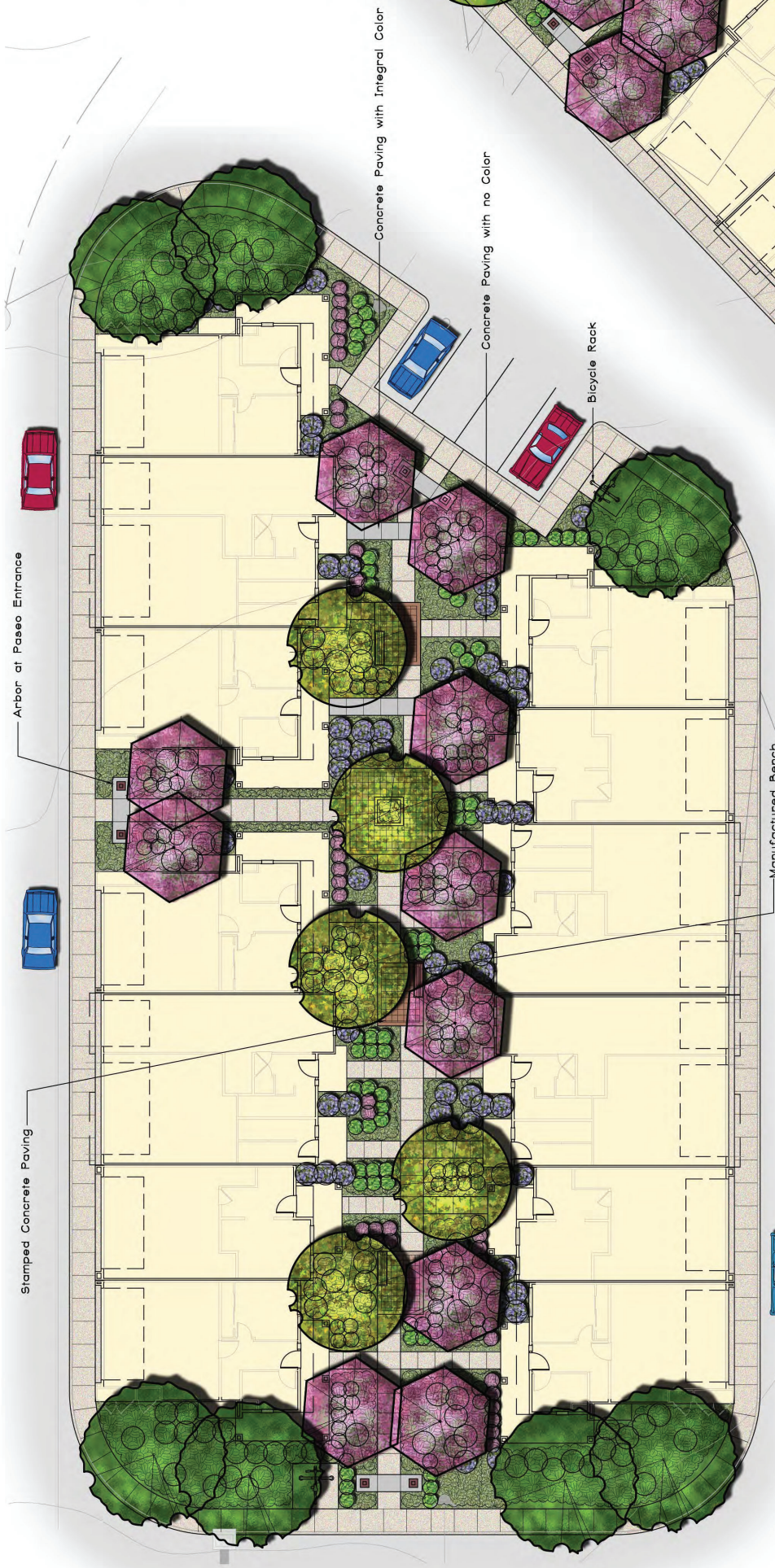
- All landscape and irrigation shall conform to the standards of the City of Antioch, California, and all other landscape related City and Regional MWELO standards.
- All plant materials have been selected from the following:
+ WULCOS Project "Water-Use Classification of Landscape Species"
California Department of Water Resources





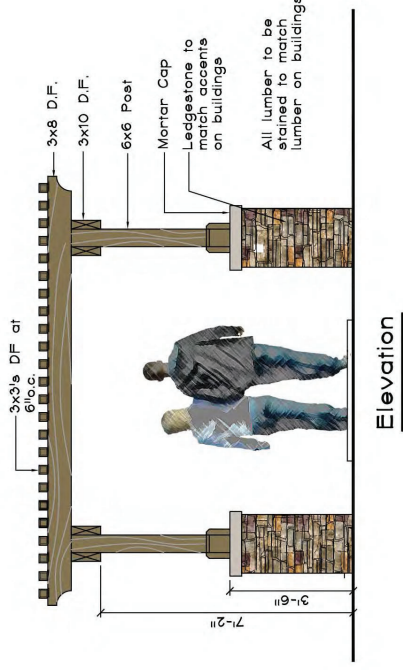
Entry Monument

Scale: 1/2"=1'-0"



Paseo Enlargement

Scale: 1"=10'-0"

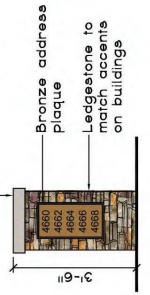


Paseo Entry Arbor

Scale: 1/2"=1'-0"

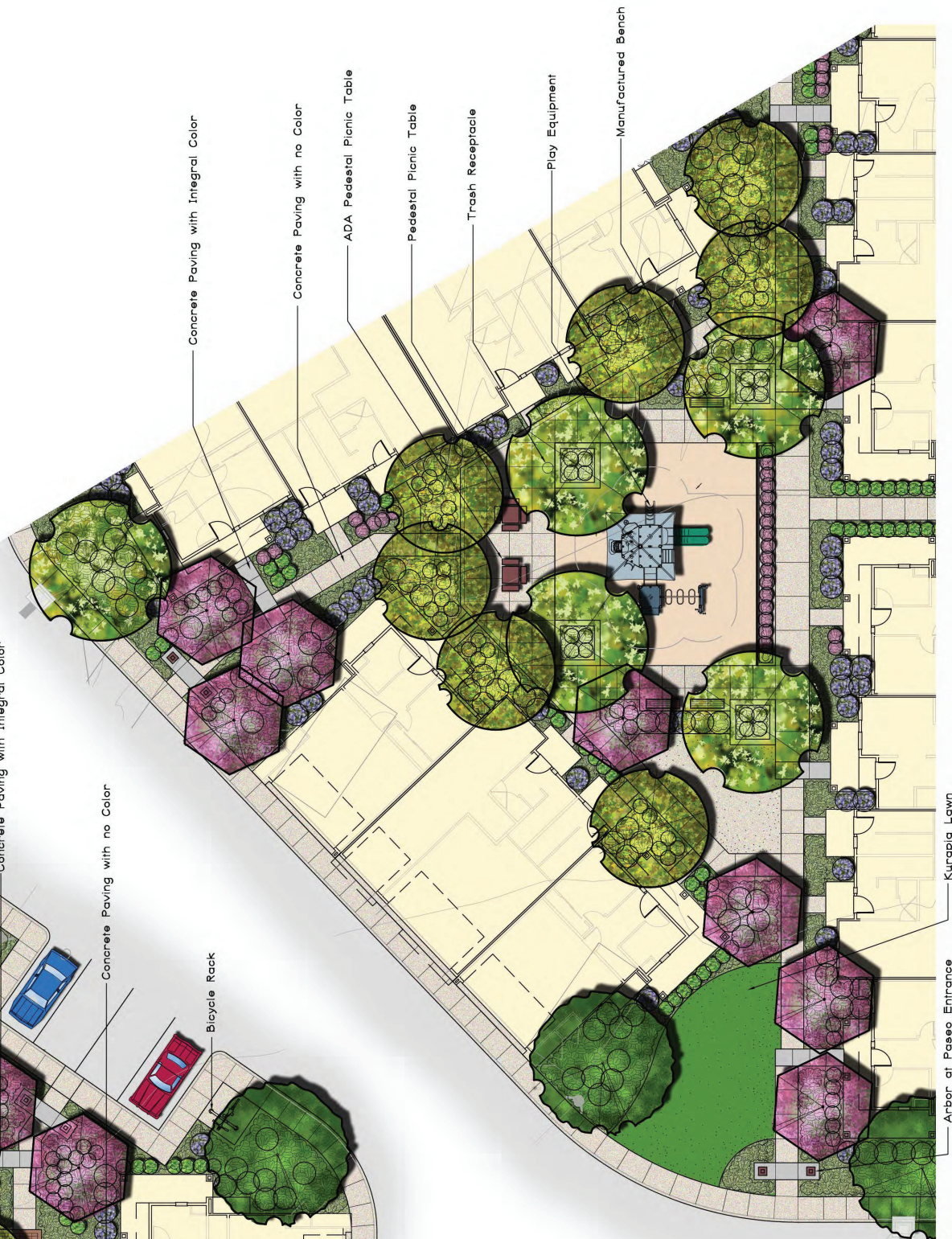
Address Monument

Scale: 1/2"=1'-0"



2-5 Year Old Play Area Enlargement

Scale: 1"=10'-0"





Play Structure



Bench



Bike Rack



BBQ



Picnic Table



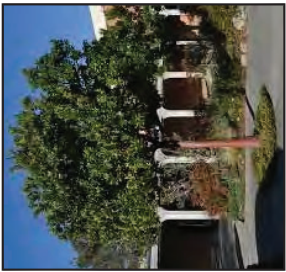
Trash Receptacle



Cluster Mailbox



6' Metal Fence



Arbutus Marina



Cercis condensis



Lagerstroemia 'f 'Muskojee'



Olea e. 'Suon Hill'



Pistacia chinensis



Prunus caroliniana



Ulmus parvifolia



Berberis t. 'Atropurpurea'



Buxus 'Winter Gem'



Callistemon 'Little John'



Ceanothus 'Concha'



Correa 'Dusky Bells'



Dietes bicolor



Juniperus 'Skyrocket'



Lavandula a 'Blue Cushion'



Lavatera Marina



Nandina Domestica



Phormium 'Bronze Baby'



Ribes sanguineum



Teucrium chamaedrys



Teucrium fruticos



Teucrium chamaedrys



Helictotrichon sempervirens



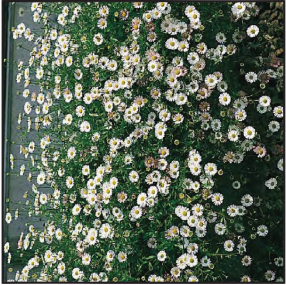
Phyla n.l. 'Kurapia'



Arctostaphylos h. 'Wayside'



Baccharis p. 'Twin Peaks'



Erigeron karvinskianus







