CITY OF ANTIOCH CALIFORNIA

ANNOTATED

AGENDA

CITY OF ANTIOCH PLANNING COMMISSION

WEDNESDAY, AUGUST 19, 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-sp/

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 **WEDNESDAY, AUGUST 26, 2020.**

ROLL CALL — 6:30 P.M.

Commissioners: Schneiderman, Chair
Martin, Vice Chair
Barrow
Motts ***(Absent)***
Parsons
Soliz ***(Arrived at 6:55 pm)***

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

NEW PUBLIC HEARING

1. **GP-18-02, PD-18-03, UP-18-19, and AR-18-20 – Delta Fair Village** - The applicant is requesting approval of the demolition of 73,546 sf of the 147,081 sf Delta Fair Village Shopping Center to develop the site with approximately 210 multi-family residential units, which would be located in five four-story buildings above a single-story parking garage. The apartment complex would include a courtyard with a clubhouse, pool, and playground. Additionally, a new 4,174-sf retail building would

be constructed on the western portion of the site. The new development would total 411,511 sf. Necessary entitlements from the City include a General Plan Amendment from Regional Commercial to Mixed Use; Rezone from C-3 to Planned Development (P-D); Lot Line Adjustment; and Use Permit and Design Review for the development of a new retail building and a multi-family residential development at a density of 35 du/ac within a P-D zoning district. (**APNs: 076-440-029, -030, and -031).**

RESOLUTION NOS. 2020-21, 22, 23, 24

NEW ITEM

2. **AR-19-14 - Oakley Knolls Design Review** – The applicant, Discovery Builders Inc. requests design review approval for home designs and architecture for the previously approved development for the Oakley Knolls Subdivision. Plans include four different floor plans both one- and two-story plans and three architectural styles include Spanish, Traditional, and Cottage. The project site located on the north side of Oakley Road, immediately south of the terminus of Honeynut Street, east of Willow Avenue, and west of Phillips Lane.

RESOLUTION NO. 2020-25

ORAL COMMUNICATIONS

WRITTEN COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT ***(7:49 pm)***

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, August 14, 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 before 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: Please refer to the Planning Division's website for instructions on how to comment after 3:00 the day of

the meeting and during the Planning Commission meeting: https://www.antiochca.gov/community-development-department/planning-division/planning-commission-meetings/.

Written comments submitted during the meeting 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
CALIFORNIA

STAFF REPORT TO THE PLANNING COMMISSION

DATE: August 19, 2020

SUBMITTED BY: Cindy Gnos, Contract Planner
Raney Planning & Management, Inc.

APPROVED BY: Alexis Morris, Planning Manager AM by ch

SUBJECT: Delta Fair Village (GP-18-02, PD-18-03, UP-18-19, and AR-18-20)

RECOMMENDED ACTION

It is recommended that the Planning Commission take the following actions:

1. Adopt the resolution in Attachment A recommending approval of the Delta Fair Village Project Initial Study/Mitigated Negative Declaration (IS/MND) and the Mitigation Monitoring and Reporting Program (MMRP).
2. Adopt the resolution in Attachment B recommending approval of a General Plan Amendment for purposes of amending the City of Antioch General Plan Land Use Map (GP-18-02).
3. Adopt the resolution in Attachment C recommending approval of an ordinance rezoning the property to Planned Development District (PD-18-03).
4. Adopt the resolution in Attachment D recommending approval of a Final Development, Plan Use Permit (UP-18-19), and Design Review (AR-18-20).

DISCUSSION

Request/Requested Approvals

The applicant, Chiu Family LLC, is requesting approval of the proposed redevelopment of the existing Delta Fair Shopping Center. The proposed project includes the demolition of approximately 73,546 square feet (sf) of the existing Delta Fair Shopping Center, which would be redeveloped with a 210-unit multi-family apartment complex and a new 4,000-sf retail building. The apartment complex would consist of five buildings all located above a ground-level parking structure. The five buildings would be cohesively centered around a common courtyard area with a clubhouse, pool, and playground. The new retail building would be constructed north of the proposed apartment structure. The square footage of the proposed project would total 411,511 sf. In addition, the project would include renovation of the remaining existing 73,535 sf of retail space. The proposed project would include new drive aisles and associated improvements, such as landscaping, utility connections, and parking development. Necessary entitlements from the City include a General Plan Amendment, Rezone, Use Permit, and Design Review.

The project site is located at 3000 Delta Fair Boulevard, northeast of the intersection of Buchanan Road and Delta Fair Boulevard. State Route (SR) 4 is located approximately 500 feet north (APNs: 076-440-029, 076-440-030, and 076-440-031). The site is currently developed with three commercial buildings totaling 147,081 sf and associated parking, known as the Delta Fair Village Shopping Center. Surrounding existing land uses include a multi-family development to the east, commercial and retail development to the north and west, and office buildings, a church, and single-family residences to the south, across Buchanan Road.

PROJECT LOCATION

The project applicant is seeking approval of the following by the City of Antioch at this time:

1. *The Delta Fair Village Project IS/MND.* The Planning Commission must recommend adoption of the IS/MND and MMRP to City Council prior to taking action on the other resolutions for the project.

2. *General Plan Amendment.* The project would require the approval of a General Plan Amendment to redesignate the site from Regional Commercial to Mixed Use.

3. *Rezone.* The project requires the approval of a Rezone from Regional Commercial (C-3) to Planned Development District (PD).

4. *Use Permit.* The applicant is requesting Use Permit approval of the proposed retail building and multi-family residential development at a density of 35 dwelling units per acre within a PD zoning district.

5. *Design Review*. The applicant is requesting Design Review approval of the proposed retail building and multi-family residential development.

Environmental

In compliance with the California Environmental Quality Act (CEQA), an Initial Study and Mitigated Negative Declaration (IS/MND) were prepared for the proposed project. A Notice of Intent to Adopt an Initial Study and Mitigated Negative Declaration (NOI) for the IS/MND was released for a 30-day review from May 1, 2020 to June 1, 2020. The IS/MND was published on the City's website at: at https://www.antiochca.gov/community-development-department/planning-divsion/environmetnal-documents/. Due to the State and Contra Costa County's Shelter-in-Place orders, publicly accessible locations to review the IS/MND were closed. Consistent with the Governor's Executive Order, posting materials on the City's website is adequate.

The IS/MND identified potentially significant impacts related to biological resources, cultural resources, geology and soils, hydrology and water quality, air quality, noise, transportation, and tribal cultural resources. The IS/MND concluded all potentially significant impacts would be reduced to a less-than-significant level with implementation of the mitigation measures set forth in the IS/MND. A Mitigation Monitoring and Reporting Program was prepared (MMRP) and is included in Attachment A, Exhibit A.

Two comment letters on the IS/MND were received during the public review period (Caltrans and Adams Broadwell Joseph & Cardozo (ABJC). According to CEQA Guidelines Sections 15073 and 15074, the lead agency must consider the comments received during the public review period together with the IS/MND. However, unlike with an Environmental Impact Report (EIR), comments received on an IS/MND are not required to be attached to the negative declaration, nor must the lead agency make specific written responses. Nonetheless, the City has chosen to provide responses to those specific comments that are related to the environmental analysis contained in the IS/MND. The ABJC comment letter focuses on air quality, greenhouse gas emissions and hazards. The comment letter and responses are included as Attachment F. In responding to the comments, a couple minor corrections were made to the IS/MND discussion. An Errata was prepared denoting these minor corrections and is included in Attachment A, Exhibit B. None of the changes result in modifications to the conclusions of the IS/MND and do no result in significant new information. Therefore, recirculation is not required.

The Caltrans letter requested the City consider sufficient fair share contributions to transportation improvements and coordination on a construction traffic plan. The Caltrans comments did not specifically address the adequacy of the IS/MND. Therefore, a response is not required.

Traffic Mitigation

As part of preparation of the IS/MND, a traffic study was prepared by Fehr & Peers for the proposed project. The traffic study analyzed several intersections for the existing, near-term, and cumulative scenarios. In order to reduce the project impacts to a less-than-significant level, improvements are required at three off-site locations: Somersville Road and Buchanan Road, Somersville Road/Auto Center Drive at SR 4 westbound ramps, and Somersville Road and Delta Fair Boulevard.

- Somersville Road and Buchanan Road – requires construction of dual northbound left turn lanes on Somersville Road onto Buchanan Road and conversion of an eastbound through lane to a through-left turn lane. It should be noted that this is also required for the Tuscany Meadows Project in the City of Pittsburg. The Tuscany Meadows applicant has entered into an agreement with the City to provide a cost estimate and fair share analysis for the intersection improvements, as well as the timing for providing the fair share cost. Based on the analysis prepared to date, the Tuscany Meadows applicant is responsible for approximately 66 percent of the cost of the improvements. The Delta Fair Village mitigation measure requires the applicant to be responsible for the construction of the improvements with partial reimbursement, once the City receives the Tuscany Meadows fair share payment. The mitigation notes that the construction has to begin prior to the issuance of building permits and be completed prior to occupancy of the first residential unit.

- Somersville Road/Auto Center Drive at the SR4 westbound ramp – requires modification of the traffic signal timing and phasing.

- Somersville Road and Delta Fair Boulevard – requires restriping to convert the eastbound left-through shared lane to an exclusive eastbound left lane.

<u>Background</u>

The project site is located within the Somersville Road Corridor Focus Area within the General Plan with a Regional Commercial designation. The Somersville Road Corridor Focus Area encompasses the commercial area along Somersville Road from SR 4 north to Fourth Street, as well as the commercial areas south of the freeway along Somersville Road. The Focus Area is included as part of the General Plan to guide development of the area.

The proposed project is located on a six-acre portion of the 13.5-acre Delta Fair Village Shopping Center located on Delta Fair Boulevard northeast of Buchanan Road. The shopping center was built in 1986. The anchor tenant for the shopping center, Food Maxx, has been vacant for approximately seven years and the rest of the shopping center has multiple vacancies.

The shopping center has a history of Code Compliance issues. For example, in the past three years, since the development application was submitted to the City, the Code Enforcement Division has taken enforcement action on three cases at this location for a variety of violations including:

- Boarded up businesses in excess of 6 months
- Graffiti (ongoing and not addressed until notices are issued)
- Junk/rubbish accumulation
- Inoperable vehicles
- Unsecured property
- Commercial property used as residential dwelling

One citation has been issued for ongoing violations. For each case, the property owner has allowed the violations to remain for an extended period of time before taking action, as detailed below.

- CD1904-030 – 60 days to correct
- CD1907-075 – 90 days to correct – citation issued
- CE2001-018 – Fire due to unsecured structure – case is still active; property is red tagged

Staff has included a condition of approval in the attached resolution requiring the property owner to resolve all Code Enforcement violations prior to issuance of building permits for the project.

Preliminary Development Plan (PDP)

On February 7, 2018, a Preliminary Development Plan (PDP) for the Delta Fair Village Project was presented to the Antioch Planning Commission. The purpose of a PDP is to gather feedback from the Planning Commission and others in order for the applicant to become aware of concerns and/or issues prior to formal application submittal. The PDP staff report and Planning Commission minutes are included in Attachment G.

The project submitted as part of the PDP included 308 units in two four story buildings above two single story parking garages. The Planning Commission provided feedback on density and design as described below.

- Consistency with the General Plan and Zoning – The PDP application included a total of 308 multi-family residential units resulting in approximately 51 units per acre. The highest residential density allowed in the General Plan and zoning ordinance is 35 units an acre; with density bonuses available for age-restricted or income-restricted projects. The Planning Commission and staff

recommended the project not exceed 35 units per acre. After receiving feedback from the Planning Commission and staff, the applicant has revised the project to include 210 multi-family units, which is consistent with the 35 units per acre.

The Planning Commission and staff also discussed the appropriate zoning designation. The PDP project included lot coverage of 62 percent and a height of 64 feet. The applicant has submitted a rezone request to Planned Development (PD) in order to allow flexibility in development standards. The applicant modified to project to conform with most R-35 zoning standards, including lot coverage. The height of the buildings, however, still remains above the 45 feet allowed in the R-35 zoning designation.

- Site Layout and Design – The City Council adopted Citywide Design Guidelines in 2009, which include detailed guidelines relating to all aspects of multi-family projects including building siting, architectural style, parking, and landscaping.

  Planning Commission supported the recommendation on the PDP that the project be redesigned to feature smaller buildings where all units have exterior access and are oriented around a large interior courtyard that is accessible to residents and contains the recreational amenities for the project. The applicant revised the project to provide a larger interior courtyard in addition to providing shaded sitting areas, trees, shrubs, trellises, and permeable pavers. All new buildings also now incorporate varied massing and façade techniques. The parking layout was also revised to have all parking for residents be provided in a parking garage separate from guest parking.

Project Overview

The proposed project would include demolition of approximately 73,546 sf of the existing Delta Fair Shopping Center. The area of demolition would be developed with a 210-unit multi-family apartment complex and a new 4,000-sf retail building. The apartment complex would consist of five buildings all located above a ground-level parking structure. The five buildings would be centered around a common courtyard area. The new retail building would be constructed north of the proposed apartment structure. The square footage of the proposed project would total 411,092 sf. In addition, the project would include renovation of the remaining existing 73,535 sf of retail space. The proposed renovations would include new drive aisles and associated improvements, such as landscaping, utility connections, and parking development, as well as updating the facades, removing signage, and repairing broken windows.

Apartment Buildings

The individual buildings within the apartment complex are designated on the plans as Buildings A through E. Buildings A and B would be three floors above the parking garage with a maximum height of 54 feet, and Buildings C, D, and E would be four floors above

the garage with a maximum height of 65 feet. Each building would have two sets of stairs and an elevator. The proposed unit mix is shown below.

Proposed Unit Mix		
Unit Type	**Unit Size (sf)**	**Number of Units**
Studio	792 or 832	36
1 Bed 1 Bath	814 or 992	82
2 Bed 2 Bath	1,174 or 1,200	66
3 Bed 2 Bath	1,451	26

Every apartment unit would have a balcony (at least 60 sf), as well as an in-unit washer and dryer. Each balcony would have a 42-inch black, wrought-iron railing and solar privacy screen. The typical balcony would be 6 by 12 feet, with some larger on the first floor and above pop-out areas. Additionally, the apartment complex would provide 250 sf of private storage per unit. All units with enlarged balconies would have room for storage on the balcony.

Specific components of the buildings and site design are addressed under Design Review below.

Proposed General Plan Amendment

The project site currently has a General Plan Land Use Designation of Regional Commercial. Residential uses are not permitted in the Regional Commercial designation; therefore, the proposed project is requesting the City of Antioch General Plan Land Use Map be amended to redesignate the project site from Regional Commercial to Mixed Use. Although the Somersville Road Corridor Focus Area does not currently contain a Mixed Use designation, staff believes that using the General Plan Mixed Use designation is appropriate for this site. The purpose of the Mixed Use designation is to create areas in which a mix of uses can come together to meet the community's housing, shopping, employment, and institutional needs through efficient patterns of land use. This type of development helps to redevelop an underutilized commercial site while also providing additional residents to shop in the remaining spaces to make the shopping center more viable. The proposed Mixed Use designation also supports other goals of the General Plan by reducing vehicle miles traveled and the associated air quality, greenhouse gas, and transportation impacts, as well as providing additional housing within the City.

The applicant has proposed 210 units on a six-acre portion of the project site. This results in a density of 35 units per acre. Although the Mixed Use designation does not have a specific density limit, the 35 units per acre is the highest residential density allowed in the General Plan and Zoning Ordinance. The 35 units per acre density is consistent with the recommendations identified during the PDP process for the proposed project.

Proposed Rezone

The proposed project site is located within the C-3 zoning district, which does not allow multi-family residential uses. As a result, the proposed project requires the approval of a PD rezone. The applicant has proposed development standards for the proposed PD rezone for both the residential and commercial portions of the project. The residential standards most closely resemble the R-35 zoning designation. Density, lot coverage, and setbacks are the same. The primary difference is the allowed height. The proposed PD standards have a height limit of 70 feet for the proposed residential portions of the development, whereas, the R-35 zoning limits height to 45 feet. The three-story buildings proposed are at a height of approximately 50 feet and the four-story buildings are proposed at a height of approximately 68 feet. As described in the design review discussion below, the higher portions of the building are setback from the property lines and there is extensive articulation at varying heights.

Use Permit

The City of Antioch Municipal Code requires a Use Permit for all development within a PD zone; therefore, the applicant is requesting a Use Permit approval of the multi-family residential development at a density of 35 dwelling units per acre within the PD zoning district.

Design Review

Per Section 9-5.207 of the Antioch Municipal Code (AMC), all new development within the City is subject to Design Review approval. The purpose of the Design Review process is to promote the orderly development of the City, encourage high quality site design and planning, protect the stability of land values and investments, and ensure consistency with the Citywide Design Guidelines. The proposed project is also subject to Title 9: Planning and Zoning, Chapter 5, Article 7 of the AMC (9-5.7), which contains multi-family development standards. The design of the overall project was peer reviewed by an outside architect, Moniz Architecture, to review compliance with Article 7 and the Guidelines (see Attachment E). In general, the project overwhelmingly complied with the design guidelines. In a few instances, some minor items such as increasing the covered building entries to 100 square feet, have been added as conditions of approval.

Site Design

The proposed project site includes several components consisting of a new 210-unit multi-family component, open space, new retail space, and the renovation of existing retail space. An internal drive aisle accessing the new uses is proposed off Delta Fair Boulevard. This drive aisle provides access to the two parking garage entrance points. The drive also connects to the existing shopping center as well as a 20-ft wide driveway from Buchanan Road. The parking garage includes an exit-only access to Buchanan Road. Each of the driveway access points include a patterned concrete design. In

addition, staff has included condition of approval requiring sidewalks on both sides of the entry drives to be provided.

Between the two parking garage entrances, a ground floor office is provided which will be staffed during daytime hours. Staff has added a condition of approval requiring on-site management 24 hours a day with signage at the office for how to reach the on-site manager after hours. As well as a continuous, clearly marked walkway from out-of-garage parking stalls to the main office and a pedestrian route from the office and/or main visitor entry point to stairs and an elevator without crossing a driveway or walking through the drive aisles of the garage.

A large landscaped open space area located along the property frontage near the Buchanan Road and Delta Fair Boulevard intersection includes a proposed community garden and a stormwater detention basin. In addition, a new outdoor plaza with landscaping is located adjacent the proposed new retail building near the main site entries. Parking lot lighting is provided on both side of the drive aisles on the west end of the north lot and on both sides of the street on the east side, in the form of pole lights on one side of the drive aisle and of building-mounted lights on the other side of the drive aisle. On the east end of the north lot, only building-mounted lighting is provided. Staff has included a condition of approval requiring the applicant to provide a photometrics plan to demonstrate that the site entrances are effectively lit.

Trash enclosures are located at the end of the driveway from Buchanan Rd. The original plans submitted by the applicant included trash chutes to the parking garage and required rolling of the trash bins, in some cases, over 700 feet to the drive aisle for pick-up. Due to concerns over maintenance of the trash chutes and the distance and frequency that the bins would need to be rolled out, staff worked with the applicant to instead create a consolidated trash enclosure area. The floor plans, however, still indicate trash chutes and collection in the parking garage. A condition of approval has been added to remove these from the plans. Staff is concerned with the ability of the large apartment complex to safely and cleanly remove the trash so staff has included condition of approval requiring a trash management plan that identifies how trash will be handled by tenants and management be provided to the City for review and approval prior to building permit approval. Staff has also added a condition that the location and layout of the enclosures be reviewed by Republic Services to ensure they function appropriately.

Residential Building Form

Consistent with the Design Guidelines and Article 7, the proposed project includes façade articulation for all street facing facades, roofed projections for building entrances formed around a common courtyard, with roof variations and window shade features, such as roof overhangs (eaves), awnings, or louvered sunshades. Architectural elements including recessed and projecting balconies are provided, with upper floors stepped back to reduce the scale of the facades that face the street. Building projections extend the full height of the building. The proposed building height is varied with pitched roofs to add vertical interest. In addition, staff has included a condition of approval to ensure all

mechanical equipment be suitably screened or placed in locations not viewed from residences, common areas or the street.

Structures are unified by consistent use of materials that are durable and low maintenance including concrete tile roofs, cement plaster, split-face CMU, and stone veneer. Consistent with the Design Guidelines, more than one predominant paint color has been chosen.

Useable Open Space

Consistent with the City's useable open space requirement of 200 square feet per unit, the apartment complex common area would consist of approximately 52,000 square feet and would be surrounded by a six-foot tall fence with several key card-controlled access points. The common area would include various amenities for future residents, including, but not limited to: a clubhouse, fitness center, two picnic pavilions, swimming pool, playground, barbecue grills and seating areas. The existing six-foot tall concrete fence along the northern border of the site would remain. Security cameras and flood lighting would be provided throughout the apartment complex area.

In addition, each residential unit includes private useable open space consisting of patios on the ground level and balconies above. Recessed balconies provide some privacy from adjacent units and the interior courtyard creates a communal space that is private from the street.

Landscaping

The existing 10-foot wide landscape buffer along Buchanan Road and Delta Fair Boulevard would be expanded to be 15 feet wide. In addition, a new lawn with gazebo and patio-style seating would be constructed outside of the new retail building. A community garden and bioretention basins would be located in the landscape area west of the garage, near Delta Fair Boulevard. Additional landscape planters would be placed around the retail parking area to provide shade.

Water efficient landscaping is used to transition between public and private spaces with a three-tier system consisting of groundcover, shrubs, and trees to create shadow at walls, soften building lines, shade for open space, and screening.

Parking

The proposed project requires a total of 390 parking spaces, including those for residential tenants, guests, and the new retail building. The proposed parking garage includes a total of 324 parking spaces, 38 of which are tandem. An additional 68 parking spaces are located outside the building. In addition, a bicycle parking area is located within the parking garage. The 392 total parking spaces meet the City's minimum requirement. Staff has included a condition that an area of parking adjacent to the building be labeled loading because large moving vehicles will not be able to enter the parking

garage. The applicant will need to ensure that adequate parking is provided even with the loss of the spaces to loading. This could be accomplished with a reciprocal parking agreement with the remainder of the shopping center as long as adequate parking overall is provided.

Staff asked the applicant to submit a parking management plan to understand how the tandem parking would function. The parking management plan notes that tandem parking will be assigned to the three-bedroom units and twelve of the two-bedroom units. Staff has added a condition of approval that the parking management plan be revised to incorporate more detail as to how the spaces will function, such as are the spaces numbered and assigned to specific units or will each vehicle be given some kind of identification for where they are allowed to park. The plan should also describe how it will be enforced.

Proposed Retail Building

A new 4,000-square-foot retail building would be constructed on the western portion of the site near the apartment complex along Delta Fair Boulevard. The original project application included a potential drive-through at this location. Due to the building and driveway locations, a drive-through created circulation concerns and was removed from the project. Staff has added a condition of approval, to prohibit a drive-through at this location. Although the design of the retail building has been submitted, there is no specific tenant proposed. Because it is typical for retail elevations to change once a tenant is identified and the tenant wants to incorporate their branding and architecture, staff recommends the building go through a separate design review approval once a tenant has been identified.

Existing Shopping Center Renovation

Currently, the existing shopping center consists of one material with little to no roof variation and no façade articulation. The proposed renovation will dramatically increase the roof variation and façade articulation with additional materials, colors, and building projections. The proposed new materials, colors, and roof variations will be consistent with the overall site and the apartment complex. The applicant will also be upgrading the existing parking area and landscaping. The south end of the building will be demolished to create the space for the apartment building. The elevations show a flat stucco wall at the new end of the building. Staff recommends that the elevation be modified to include a 12-inch pop out for façade articulation similar to the front elevation. A different material could be applied to the pop out to provide additional enhancement. A condition of approval has been included.

The applicant has indicated that renovations to the existing shopping center will be part of phase two of the project, after construction of the apartments. Because of the on-going maintenance and code enforcement issues at the shopping center, staff wants to ensure that the improvements to the existing center happen in a timely fashion. Therefore, a condition of approval has been added that the building permit for the renovations must be

issued and renovations started, prior to the issuance of a building permit to start construction on the new apartment building.

Conclusion

The proposed project is consistent with the Somersville Road Corridor Focus Area and the IS/MND concluded all potentially significant impacts would be reduced to a less-than-significant level with implementation of the mitigation measures set forth in the IS/MND. Therefore, staff recommends the Planning Commission consider the proposed project and take the following actions:

1. Adopt the resolution recommending adoption of the Delta Fair Village Project Initial Study/Mitigated Negative Declaration (IS/MND) and the mitigation monitoring and reporting program.
2. Adopt the resolution recommending approval of a General Plan Amendment for purposes of amending the City of Antioch General Plan Land Use Map (GP-18-02).
3. Adopt the resolution recommending approval of an ordinance rezoning the property to Planned Development District (PD-18-03).
4. Adopt the resolution recommending approval of a Final Development Plan, Use Permit (UP-18-19), and Design Review (AR-18-20).

ATTACHMENTS

A. Initial Study/Mitigated Negative Declaration Planning Commission Resolution
   Exhibit A Mitigation Monitoring and Reporting Program
   Exhibit B IS/MND Errata
B. General Plan Amendment Planning Commission Resolution
   Exhibit A Proposed General Plan Land Use Map
C. Planned Development Planning Commission Resolution
   Exhibit A Planned Development Ordinance
   Exhibit B Rezone Map
D. Use Permit, and Design Review Planning Commission Resolution
E. Design Review Checklist by Moniz Architecture
F. Comments and Responses to Comments on the IS/MND
G. PDP Staff Report and Minutes (February 7, 2018)

ATTACHMENT A
CEQA RESOLUTION

PLANNING COMMISSION
RESOLUTION NO. 2020/**

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THAT THE CITY COUNCIL ADOPT THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM FOR THE DELTA FAIR VILLAGE PROJECT AS ADEQUATE FOR ADDRESSING THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

WHEREAS, the City of Antioch ("City") received an application from Chiu Family LLC ("Applicant") seeking City approval of the following: a General Plan Amendment for purposes of amending the City of Antioch General Plan Land Use Map; a Planned Development Rezone; Use Permit, and Design Review for the redevelopment of the Delta Fair Shopping Center, consisting of a 210-unit multi-family apartment complex, a 4,000-square-foot retail building, and upgrades to the existing shopping center on approximately 13.5 acres, known as the Delta Fair Village Project ("Project") (GP-18-02, PD-18-03, UP-18-19, and AR-18-20);

WHEREAS, the project site is located at 3000 Delta Fair Boulevard in the City of Antioch, northeast of the Buchanan Road and Delta Fair Boulevard intersection in the Somersville Road Corridor Focus Area of the General Plan (APNs: 076-440-029, 076-440-030, and 076-440-031);

WHEREAS, the City prepared an Initial Study and Mitigated Negative Declaration ("IS/MND"), to evaluate the potential environmental impacts of the Project in conformance with Section 15063 of Title 14 of the California Code of Regulations (the "CEQA Guidelines");

WHEREAS, an IS/MND was circulated for a 30-day review period, with the public review period commencing on May 1, 2020 and ending on June 1, 2020;

WHEREAS, two comment letters on the IS/MND were received during the public review period and in responding to the comments, a couple minor corrections were made to the IS/MND discussion. An Errata was prepared denoting these minor corrections and is included as Exhibit B to this Resolution. None of the changes result in modifications to the conclusions of the IS/MND and do no result in significant new information. Therefore, recirculation is not required;

WHEREAS, the Planning Commission has reviewed the IS/MND for this Project, the public comments, the responses to comments, and the errata;

WHEREAS, the Planning Commission gave notice of public hearing as required by law;

WHEREAS, on August 19, 2020, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary and recommended adoption to the City Council of the Final IS/MND and Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, the custodian of the Final IS/MND is the Community Development Department and the Final IS/MND was available for public review on the City's website at: https://www.antiochca.gov/community-development-department/planning-divsion/environmetnal-documents/. Due to the State and Contra Costa County's Shelter-in-Place orders, publicly accessible locations to review the IS/MND were closed. Consistent with the Governor's Executive Order, posting materials on the City's website was adequate. The MMRP is attached as Exhibit A to this Resolution.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED, as follows:

1. The foregoing recitals are true and correct.

2. The Planning Commission of the City of Antioch hereby FINDS, on the basis of the whole record before it (including the Initial Study and all comments received) that:

   a. The City of Antioch exercised overall control and direction over the CEQA review for the Project, including the preparation of the Final IS/MND, and independently reviewed the Final IS/MND and MMRP;

   b. There is no substantial evidence that the Project will have a significant effect on the environment once mitigation measures have been followed and assuming approval of the General Plan Amendment and Rezone; and

   c. The Final IS/MND and MMRP reflect the City's independent judgment and analysis.

3. The Planning Commission hereby RECOMMENDS that City Council of the City of Antioch APROVE AND ADOPT the IS/MND, and MMRP for the Project (Exhibit A).

* *

I HEREBY CERTIFY that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 19th day of August, 2020, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
FORREST EBBS
Secretary to the Planning Commission

EXHIBIT A
MITIGATION MONITORING PROGRAM

Delta Fair Village Project
Mitigation Monitoring and Reporting Program

August 2020

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The Mitigation Monitoring and Reporting Program (MMRP) ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Initial Study/Mitigated Negative Declaration for the Delta Fair Village Project are listed in the MMRP along with the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign-off that the mitigation measure has been implemented.

A5

MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT			
Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
III-1. Prior to approval of any grading plans, the project applicant shall demonstrate that emissions from all off-road diesel-powered equipment to be used in the construction of the project (including owned, leased, and subcontractor equipment) shall not exceed 0.038517 tons of PM2.5 per year of construction. The Sacramento Metropolitan Air Quality Management District's (SMAQMD's) Construction Mitigation Tool, or another method deemed acceptable by the City, may be used to calculate the anticipated emissions resulting from construction of the proposed project. Emissions estimates for project construction shall be submitted for review and approval by the Planning Manager for the City of Antioch. *SMAQMD's Construction Mitigation Tool requires the user to input the type and number of pieces of equipment used, as well as the total amount of time the equipment would be used for each day and throughout the entire construction period. During the course of project construction, should the project contractor determine that changes to the anticipated equipment list are needed, an update to the SMAQMD's Construction Mitigation Tool shall be submitted to the City demonstrating that the proposed changes to equipment usage would not result in project construction emitting in excess of 0.038517 tons of PM2.5 per year.* *In addition, all off-road equipment working at the construction site must be maintained in proper working condition according to manufacturer's specifications. Idling shall be limited to five minutes or less in accordance with the Off-Road Diesel Fueled Fleet Regulation as required by CARB.* *Portable equipment over 50 horsepower must have either a valid District Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB.*	Prior to approval of grading plans and throughout construction activities	City of Antioch Planning Manager	

A6

MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT			
Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
IV-1. Prior to initiation of demolition activities, the project applicant shall retain a qualified biologist to conduct a detailed bat survey of the site. If a non-breeding and non-wintering bat colony is found, the individuals shall be humanely evicted by way of the partial dismantlement (two-step removal) of the buildings or trees one to two days prior to demolition/tree removal. Partial dismantlement shall occur under the direction of a qualified biologist to ensure that no harm or "take" would occur to any bats as a result of demolition/tree removal activities. Should the biologist not be able to visually access all potential roost areas, a night emergence survey shall be required. If special-status bats are not observed during pre-construction surveys, demolition/tree removal may continue. Results of the pre-construction survey shall be submitted to the Planning Manager for the City of Antioch.	Prior to initiation of demolition activities	City of Antioch Planning Manager	
IV-2. If a maternity colony or overwintering colony is detected in the buildings or trees within the project site, a construction-free buffer shall be established around the structure and remain in place until it has been determined that the nursery is not active. In addition, in the event of detection, demolition shall preferably occur between March 1st and April 15th or between August 15th and October 15th.	Prior to and during construction, if a Townsend's Big-Eared Bat maternity and/or overwintering colony is detected within on-site buildings or trees	City of Antioch Planning Manager	
IV-3. Prior to any project-related ground disturbance that occurs during the nesting season (March 15th to September 15th), a qualified biologist shall conduct a preconstruction survey at least two survey periods prior to the start of construction. Surveys shall follow the protocol in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000), including the survey period lengths identified therein. A written summary of the survey results shall be submitted to the Planning Manager for the City of Antioch. If Swainson's hawk are not found on-site, further mitigation is not necessary. *If an active nest is found within any off-site trees, a minimum buffer distance of 600 feet shall be established for a nest that is already active prior to construction, and a minimum buffer distance of 150 feet shall be used for a nest that starts after*	Prior to initiation of ground-disturbing activities that occur during the nesting season (March 15 to September 15)	City of Antioch Planning Manager	

A7

MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT				
	Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
	construction has already initiated. Such minimum distances are based on potential impact distances stated in the Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (2000). Appropriate buffer distances shall be determined on the ground by a qualified biologist and shall be based on actual observations of the nest and parent behavior, the stage of nesting, and level of potential disturbance. The buffer(s) shall be identified on the ground with flagging or fencing and shall be maintained until a qualified biologist has determined that the young have fledged and the nest is inactive. The biologist shall have the authority to stop construction if construction activities are likely to result in nest abandonment.			
IV-4.	*As an alternative to completion of Mitigation Measure IV-3, the project applicant could comply with one of the following:* *1) Comply with the applicable terms and conditions of the ECCC HCP/NCCP, as determined in written "Conditions of Coverage" by the East Contra Costa County Habitat Conservancy (Conservancy), provided that the City has first entered into an agreement with the Conservancy for coverage of impacts to ECCCHCP/NCCP Covered Species; or* *2) Comply with a habitat conservation plan and/or natural community conservation plan developed and adopted by the City, including payment of applicable fees, provided that CDFW and USFWS have approved the conservation plan.*	Prior to and during construction activities.	City of Antioch Planning Manager	
IV-5.	*Pre-construction surveys for nesting birds shall be conducted by a qualified biologist within on-site ground-nesting habitat and a 250-foot buffer around the project site boundaries, if feasible, not more than 14 days prior to site disturbance during the breeding season (February 1st to August 31st). Results of the survey shall be submitted to the Planning Manager for the City of Antioch. If site disturbance commences outside the breeding season, pre-construction surveys for nesting birds are not required. If active nests of migratory birds are not detected within approximately*	Not more than 14 days prior to site disturbance during the breeding season (February 1st to August 31st)	City of Antioch Planning Manager	

A8

MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT			
Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
250 feet of the project site, further mitigation is not required. *If nesting raptors or other migratory birds are detected on or adjacent to the site during the survey, an appropriate construction-free buffer shall be established around all active nests. Actual size of buffer would be determined by the project biologist, and would depend on species, topography, and type of activity that would occur in the vicinity of the nest. Typical buffers are 25 feet for non-raptors and up to 250 feet for raptors. The project buffer would be monitored periodically by the project biologist to ensure compliance. After the nesting is completed, as determined by the biologist, the buffer would no longer be required. Buffers shall remain in place for the duration of the breeding season or until a qualified biologist has confirmed that all chicks have fledged and are independent of their parents.* *Alternatively, the project applicant could comply with one of the following:* *1) Comply with the applicable terms and conditions of the ECCC HCP/NCCP, as determined in written "Conditions of Coverage" by the East Contra Costa County Habitat Conservancy (Conservancy), provided that the City has first entered into an agreement with the Conservancy for coverage of impacts to ECCCHCP/NCCP Covered Species; or* *2) Comply with a habitat conservation plan and/or natural community conservation plan developed and adopted by the City, including payment of applicable fees, provided that CDFW and FWS have approved the conservation plan.*			
V-1. In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred, and the Community Development Department shall be notified	In the event of the accidental discovery or recognition of any human remains during ground-disturbing activities	City of Antioch Planning Manager County Coroner Native American	

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MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT				
	Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
	immediately. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the Planning Manager for the City of Antioch.		Heritage Commission	
V-2.	*If any prehistoric or historic artifacts, or other indications of cultural deposits, such as historic privy pits or trash deposits, are found once ground disturbing activities are underway, all work within the vicinity of the find(s) shall cease and the find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines Section 15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087).*	If any prehistoric or historic artifacts, or other indications of cultural deposits, are found during ground-disturbing activities	City of Antioch Planning Manager Qualified Archaeologist	

A10

MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT			
Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
VII-1. Prior to issuance of grading and building permits, the project applicant shall submit, for the review and approval by the City Engineer, an erosion control plan that utilizes standard construction practices to limit the erosion effects during construction of the proposed project. Measures shall include, but are not limited to, the following: • *Hydro-seeding;* • *Placement of erosion control measures within drainage ways and ahead of drop inlets;* • *The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric);* • *The placement of straw wattles along slope contours;* • *Directing subcontractors to a single designation "wash-out" location (as opposed to allowing them to wash-out in any location they desire);* • *The use of siltation fences; and* • *The use of sediment basins and dust palliatives.*	Prior to issuance of grading and building permits	City Engineer	
VII-2. Prior to initiation of ground-disturbing activities, the applicant shall retain the services of a professional paleontologist to educate the construction crew that will be conducting grading and excavation at the project site. The education shall consist of an introduction to the geology of the project site and the kinds of fossils that may be encountered, as well as what to do in case of a discovery. Should any vertebrate fossils (e.g., teeth, bones), an unusually large or dense accumulation of intact invertebrates, or well-preserved plant material (e.g., leaves) be unearthed by the construction crew, then ground-disturbing activity shall be diverted to another part of the project site and the paleontologist shall be called on-site to assess the find and, if significant, recover the find in a timely matter. Finds determined significant by the paleontologist shall then be conserved and deposited with a recognized repository, such as the University of California Museum of Paleontology. The alternative mitigation would be to	Prior to initiation of ground-disturbing activities	City of Antioch Planning Manager	

A11

MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT				
	Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
	leave the significant finds in place, determine the extent of significant deposit, and avoid further disturbance of the significant deposit. Proof of the construction crew awareness training shall be submitted to the Planning Manager for the City of Antioch in the form of a copy of training materials and the completed training attendance roster.			
X-1.	*Prior to issuance of grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.*	Prior to issuance of grading permits	City of Antioch Director of Public Works/City Engineer	
XIII-1.	*During construction activities, the use of heavy construction equipment shall adhere to Sections 5-17.04 and 5-17.05 of the City's Municipal Code. To ensure compliance construction plans shall include, via notation, the following regulations from the City's Municipal Code:* *It is unlawful for any person to operate heavy construction equipment or otherwise be involved in construction activities during the hours specified below:* *1) On weekdays prior to 7:00 AM and after 6:00 PM.* *2) On weekdays within 300 feet of occupied dwelling space, prior to 8:00 AM and after 5:00 PM.* *3) On weekends and holidays, prior to 9:00 AM and after 5:00 PM, irrespective of the distance from the occupied dwelling.*	During construction activities and included in construction plans	City of Antioch Planning Manager	

A12

MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT			
Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
XIII-2. The project applicant shall ensure that all on-site construction activities occur pursuant to the criteria identified in Policy 11.6.2, Temporary Construction, of the City of Antioch General Plan. Such criteria include, but are not limited to, preparation of a construction-related noise mitigation plan. The construction-related noise mitigation plan shall be submitted to the Planning Manager for the City of Antioch for review and approval prior to issuance of demolition permits for the project. Items included in the plan could contain, but would not be limited to, the following: • *All equipment driven by internal combustion engines shall be equipped with mufflers which are in good working condition and appropriate for the equipment;* • *The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where the technology exists;* • *At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practical from noise-sensitive receptors;* • *Unnecessary idling of internal combustion engines shall be prohibited;* • *Owners and occupants of residential and non-residential properties located with 300 feet of the construction site shall be notified of the construction schedule in writing; and* • *The construction contractor shall designate a "noise disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.*	Prior to initiation of and during construction activities	City of Antioch Planning Manager	
XVII-1. Prior to issuance of building permits, the applicant shall initiate	Prior to issuance of building	City Engineer	

A13

MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT			
Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
construction, and, prior to occupancy of the first unit, the applicant shall complete construction of the dual northbound left turn lanes on Somersville Road onto Buchanan Road and conversion of an eastbound through lane to a through-left turn lane to the satisfaction of the City Engineer. A portion of the improvements shall be eligible for reimbursement.	permits, and prior to occupancy of the first unit		
XVII-2. Prior to occupancy of the first unit, the applicant shall provide funding for the City to modify the Somersville Road/Auto Center Drive at SR 4 Westbound Ramps traffic signal to install an eastbound right-turn overlap phase and retime the signal to the satisfaction of the City Engineer.	Prior to occupancy of the first unit	City Engineer	
XVII-3. The project applicant shall restripe the eastbound approach to the Somersville Road/Delta Fair Boulevard intersection to convert the eastbound left-through shared lane to an exclusive eastbound left lane. Prior to occupancy of the first unit, the applicant shall complete the improvements to the satisfaction of the City Engineer.	Prior to occupancy of the first unit	City Engineer	
XVII-4. Prior to issuance of building permits, the site plans shall show internal sidewalks will have a minimum width of six feet at all points, including where signs, poles, fire hydrants, etc. are placed in the walkway per City of Antioch commercial design guidelines. The site plans shall be submitted to the Planning Manager for the City of Antioch for review and approval by the City Engineer.	Prior to issuance of building permits	City of Antioch Planning Manager City Engineer	
XVII-5. Prior to issuance of a building permit, the site plans shall indicate that at least 19 bicycle parking spaces will be provided for the retail portion of the project site. The site plans shall be submitted to the Planning Manager for the City of Antioch for review and approval by the City Engineer.	Prior to issuance of a building permit	City of Antioch Planning Manager City Engineer	
XVII-6. Prior to issuance of a building permit, the applicant shall consult with Tri Delta transit to determine if additional transit amenities shall be provided through the project site or project frontages. Proof of consultation shall be submitted and recommended amenities should be constructed prior to occupancy of the first unit to the satisfaction of the Planning Manager for the City of Antioch and City Engineer.	Prior to issuance of a building permit	City of Antioch Planning Manager City Engineer	
XVII-7. Prior to issuance of grading permits, the project site plans shall	Prior to issuance of grading	Fire Marshall	

A14

MITIGATION MONITORING AND REPORTING PROGRAM DELTA FAIR VILLAGE PROJECT			
Mitigation Measure	**Implementation Schedule**	**Monitoring Agency**	**Sign-Off**
indicate that all driveways on the site shall be designed with an adequate width for access by emergency vehicles. In addition, the plans shall indicate that signs shall be posted outside of the garage to make clear that the garage use is for "residents only." The final site plan shall be reviewed and approved by the Fire Marshall and submitted to the Planning Manager for the City of Antioch.	permits	City of Antioch Planning Manager	
XVIII-1. Implement Mitigation Measure V-1 and V-2.	See Mitigation Measure V-1 and V-2.	See Mitigation Measure V-1 and V-2.	

A15

EXHIBIT B
ERRATA TO THE IS/MND

Delta Fair Village Project
Initial Study/Mitigated Negative Declaration

Errata Sheet
August 7, 2020

This erratum presents the staff-generated changes to the Delta Fair Village Project Initial Study/Mitigated Negative Declaration (IS/MND) that have been determined to be appropriate since the release of the IS/MND for public review. Specifically, the changes presented herein are based on an update to the Project Description, Air Quality section, and Greenhouse Gas Emissions section of the IS/MND. All of the following changes have been made for clarification purposes only and do not change the conclusions of the IS/MND. Changes to the Draft IS/MND text are presented in double-underlined format for new, added text, and ~~strikethrough~~ format for deleted text.

Page 2 of the IS/MND is hereby revised as follows:

> 12. Project Description Summary:
>
> The proposed project would include demolition of 73,546 sf of the 147,081 sf Delta Fair Village Shopping Center to develop the site with approximately 210 multi-family residential units, which would be located in five four-story buildings above a single-story parking garage. The apartment complex would include a courtyard with a clubhouse, pool, and playground. Additionally, a new ~~4,174~~ 4,000 sf retail building would be constructed on the western portion of the site. The new development would total ~~411,511~~411,092 sf.

Page 8 of the IS/MND is hereby revised:

> **Project Components**
>
> The proposed project would include demolition of approximately 73,546 sf of the existing Delta Fair Shopping Center. The area of demolition would be developed with a 210-unit multi-family apartment complex and a new ~~4,174~~4,000-sf retail building (see Figure 3). The apartment complex would consist of five buildings all located above a ground-level parking structure. The five buildings would be cohesively centered around a common courtyard area. The new retail building would be constructed north of the proposed apartment structure. The square footage of the proposed project would total ~~411,511~~411,092 sf. In addition, the project would include renovation of the remaining existing 73,535 sf of retail space. The proposed project would include new drive aisles and associated improvements, such as landscaping, utility connections, and parking development. The sections below describe the following project components in further detail: apartment buildings; circulation and parking; landscaping, common area and fencing; utilities; Rezone; Use Permit and Design Review; and Discretionary Actions.

Because the technical analyses prepared for the proposed project relied on the correct square footage, the foregoing changes do not affect the adequacy of the IS/MND.

Page 23 of the IS/MND is hereby revised:

- Land uses include Apartments Mid-Rise and Retail;
- Construction would occur over an approximately 18-month period;
- A total of 73,546 sf of existing building would be demolished;
- Four acres would be disturbed during grading;

- A total of 50 cubic yards of material would be exported during site prep and 100 cubic yards would be ~~exported~~imported during grading;
- Average daily trip rates of 5.44 trips per residential unit and 43.78 trips per thousand sf (ksf) of retail, were assumed based on the Transportation Impact Assessment (TIA) prepared for the proposed project by Fehr & Peers;
- The proposed residences would not include natural gas or wood-fired hearths;
- The nearest transit station is located 0.01-mile away on Delta Fair Boulevard, with additional transit stops on Buchanan Road; and
- Pedestrian connection is provided on-site and connects to existing off-site uses.

The foregoing revision is for clarification purposes only and does not change the conclusions of the IS/MND.

In response to public comments received on the IS/MND, updated emissions estimates have been prepared for the proposed project. Based on the updated modeling, Table 3 on page 24 of the IS/MND is hereby revised:

Table 3
Maximum Unmitigated Construction Emissions (lbs/day)

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	~~24.39~~15.45	54	**NO**
NO_X	~~50.40~~42.54	54	**NO**
PM_{10} (exhaust)	2.20	82	**NO**
PM_{10} (fugitive)	18.22	None	**N/A**
$PM_{2.5}$ (exhaust)	2.02	54	**NO**
$PM_{2.5}$ (fugitive)	9.97	None	**N/A**

Source: CalEEMod, ~~October 2019~~July 2020 (see Appendix A).

As shown in the table above, construction-related emissions would remain below the BAAQMD's thresholds significance, despite the aforementioned change in modeling and staff-initiated change.

Based on the updated modeling, Table 4 on page 25 of the IS/MND is hereby revised:

Table 4
Unmitigated Maximum Operational Emissions

Pollutant	Proposed Project Emissions		Existing Delta Fair Shopping Center		Net New Emissions	
	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr
ROG	~~14.5~~14.68	~~2.43~~2.46	7.35	1.25	**~~7.15~~7.33**	**~~1.81~~1.21**
NO_X	~~27.9~~28.97	~~4.99~~5.18	14.2	2.55	**~~13.7~~14.77**	**~~2.44~~2.63**
PM_{10} (exhaust)	~~0.31~~0.33	0.05	0.10	0.02	**~~0.21~~0.23**	**0.03**
PM_{10} (fugitive)	~~16.5~~17.95	~~2.90~~3.14	8.85	1.55	**~~7.65~~9.1**	**~~1.35~~1.59**
$PM_{2.5}$ (exhaust)	~~0.30~~0.31	0.05	0.10	0.02	**~~0.20~~0.21**	**0.03**
$PM_{2.5}$ (fugitive)	~~4.41~~4.80	~~0.78~~0.84	2.37	0.42	**~~2.04~~4.43**	**~~0.36~~0.42**
				Exceeds Thresholds?	**NO**	**NO**

Source: CalEEMod, ~~November 2019~~July 2020 (see Appendix A).

As demonstrated in the table above, the changes would not result in exceeding the BAAQMD's thresholds of significance for maximum pounds per day or tons per year. Consequently, the conclusions reached within the IS/MND remain valid.

Based on the updated modeling, Table 7 on page 48 of the IS/MND is hereby revised as follows:

Table 7 Unmitigated Annual Project Construction GHG Emissions	
Year	**Annual GHG Emissions ($MTCO_2e$/yr)**
2020	590.0~~8~~11
2021	555.75
Total Construction Emissions	**1,145.~~8~~386**
Amortized Annual Construction Emissions	**572.9**
Source: CalEEMod, ~~November 2019~~ July 2020 (Appendix A).	

Page 49 is hereby revised as follows:

> Based on the total annual GHG emissions shown in the table, including amortized annual construction emissions, and a total service population of 661 residents and 11 employees, the proposed project would result in annual per service population emissions of approximately ~~3.31~~3.69 $MTCO_2e$/yr (~~2,227.2~~2,477.7 $MTCO_2e$/yr / 672 residents and employees = ~~3.31~~3.69 $MTCO_2e$/yr-resident and employees). Thus, implementation of the proposed project would result in emissions below the applicable 4.6 $MTCO_2e$/yr per service population threshold of significance, and the proposed project would not be expected to have a significant impact related to GHG emissions.

In addition to the textual changes presented above, Table 8 on page 49 of the IS/MND is hereby revised as follows:

Table 8 Unmitigated Operational GHG Emissions Year ($MTCO_2e$/yr)			
Emission Source	**Proposed Project Annual GHG Emissions**	**Existing Delta Fair Center Annual GHG Emissions**	**Net New Annual GHG Emissions**
Area	2.62	0.00	2.62
Energy	420.95	268.6	152.35
Mobile	~~3,163.6~~3,414.01	1,686.4	~~1,477.2~~1,727.61
Solid Waste	90.02	85.0	5.02
Water	44.51	27.3	17.21
Amortized Construction Emissions	572.9	-	572.9
Total Annual GHG Emissions	~~4,294.6~~4,545.02	**2,067.3**	**~~2,227.2~~2,477.7**
Total Annual GHG Emissions Per Service Population	**--**	**--**	**~~3.31~~3.69**
BAAQMD Threshold			4.6
Exceeds Threshold?			**NO**
Source: CalEEMod, November 2019 and July 2020 (see Appendix A).			

As shown above, the updated GHG emissions would not exceed BAAQMD's adopted thresholds of significance. Because the emissions remain below the thresholds applied in the IS/MND, the revisions do not change the conclusions presented within the IS/MND.

Page 49 of the IS/MND is hereby revised as follows:

> It should be noted that the City's Climate Action Plans were established to ensure the City's compliance with the statewide GHG reduction goals required by AB 32. The City's Climate Action Plans is not considered a qualified Climate Action Plan under CEQA Guidelines Section 15183.5, and, thus, the following discussion of the City's Climate Action Plan is presented for informational purposes only. Although the Climate Action Plans do not include quantitative thresholds to assess a project's compliance, projects that are in compliance with the Climate Action Plans would be considered compliant with the GHG reduction goals required by AB 32. For instance, projects showing emissions reductions as required by the Climate Action Plans, or projects incorporating reduction strategies from the Climate Action Plans are understood to be in compliance with the Climate Action Plans' GHG emissions reductions goals, and, thus, in compliance with AB 32.

The foregoing revisions serve to clarify the informational nature of the discussion of the City's Climate Action Plan presented within the IS/MND, but do not serve to alter the significance conclusions presented in the IS/MND.

ATTACHMENT B

GENERAL PLAN AMENDMENT RESOLUTION

PLANNING COMMISSION
RESOLUTION NO. 2020-**

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING TO THE CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT FOR THE DELTA FAIR VILLAGE PROJECT

WHEREAS, the City of Antioch ("City") received an application from Chiu Family LLC ("Applicant") seeking City approval of the following: a General Plan Amendment for purposes of amending the City of Antioch General Plan Land Use Map; a Planned Development Rezone and Final Development Plan; Use Permit, and Design Review for the redevelopment of the Delta Fair Shopping Center, consisting of a 210-unit multi-family apartment complex, a 4,000-square-foot retail building, and improvements to the existing shopping center on approximately 13.5 acres, known as the Delta Fair Village Project ("Project") (GP-18-02, PD-18-03, UP-18-19, and AR-18-20); and

WHEREAS, the project site is located at 3000 Delta Fair Boulevard in the City of Antioch, northeast of the Buchanan Road and Delta Fair Boulevard intersection in the Somersville Road Corridor Focus Area of the General Plan (APNs: 076-440-029, 076-440-030, and 076-440-031); and

WHEREAS, a Final Initial Study and Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15162, and considered by the Planning Commission on August 19, 2020; and

WHEREAS, on August 19, 2020, the Planning Commission recommended to the City Council adoption of the Final IS/MND and MMRP; and

WHEREAS, Section 65358 of the California Government Code provides for the amendment of all or part of an adopted General Plan; and

WHEREAS, the primary purpose of the General Plan Amendment is to ensure consistency between the City of Antioch General Plan and the Project; and

WHEREAS, the project requires amendment to the General Plan Land Use Map to redesignate the site from Regional Commercial to Mixed Use to allow for residential development; and

WHEREAS, the proposed project site is of adequate size to accommodate the proposed development; and

WHEREAS, the proposed project will provide adequate infrastructure to accommodate the proposed development; and

WHEREAS, the Planning Commission duly gave notice of public hearing as required by law and on August 19, 2020 held a public hearing on the matter, and received and considered evidence, both oral and documentary.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby make the following findings for recommendation to the City Council of approval of the General Plan Amendment:

1. The proposed project conforms to the provisions and standards of the General Plan in that the proposed amendment is internally consistent with all other provisions of the General Plan and does not conflict with any of the previously adopted Goals, Policies and Programs of the General Plan;

2. The proposed Amendment is necessary to implement the goals and objectives of the General Plan in that it will further implement the City of Antioch Housing Element;

3. The proposed Amendment will not be detrimental to the public interest, convenience, and general welfare of the City in that the Amendment will result in a logical placement of land uses consistent with the overall intent of the General Plan;

4. The proposed project will not cause environmental damage in that the project prepared the Delta Fair Village Project IS/MND and MMRP which reduced all potential environmental impacts resulting from the proposed project to a less-than-significant level; and

5. The proposed General Plan Amendment will not require changes to or modifications of any other plans that the City Council adopted before the date of this resolution.

NOW THEREFORE BE IT FURTHER RESOLVED that the Planning Commission hereby recommends the City Council adopt the Amendment to the General Plan Land Use Map (GPA-18-02) as shown in Exhibit A.

* * * * * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 19th day of August, 2020, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
FORREST EBBS
Secretary to the Planning Commission

EXHIBIT A

PROPOSED GENERAL PLAN LAND USE MAP

B4


Somersville Rd
San Jose Dr
Delta Fair Blvd
4
General Plan Amendment from Regional Commercial to Mixed Use
Rutgers Ln
Hampton Ln
Cabrillo Ct
Buchanan Rd
N

B5

ATTACHMENT C

PLANNED DEVELOPMENT RESOLUTION

PLANNING COMMISSION
RESOLUTION NO. 2020-**

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING TO THE CITY COUNCIL APPROVAL OF AN ORDINANCE TO REZONE THE SUBJECT PROPERTY TO PLANNED DEVELOPMENT DISTRICT FOR THE DELTA FAIR VILLAGE PROJECT (PD-18-03)

WHEREAS, the City of Antioch ("City") received an application from Chiu Family LLC ("Applicant") seeking City approval of the following: a General Plan Amendment for purposes of amending the City of Antioch General Plan Land Use Map; a Planned Development Rezone and Final Development Plan; Use Permit, and Design Review for the redevelopment of the Delta Fair Shopping Center, consisting of a 210-unit multi-family apartment complex, a 4,174-square-foot retail building, and improvements to the existing shopping center on approximately 13.5 acres, known as the Delta Fair Village Project ("Project") (GP-18-02, PD-18-03, UP-18-19, and AR-18-20);

WHEREAS, the project site is located at 3000 Delta Fair Boulevard in the City of Antioch, northeast of the Buchanan Road and Delta Fair Boulevard intersection in the Somersville Road Corridor Focus Area of the General Plan (APNs: 076-440-029, 076-440-030, and 076-440-031);

WHEREAS, a Final Initial Study and Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15162, and considered by the Planning Commission on August 19, 2020;

WHEREAS, the Planning Commission duly gave notice of public hearing as required by law and on August 19, 2020 held a public hearing on the matter, and received and considered evidence, both oral and documentary;

WHEREAS, on August 19, 2020, the Planning Commission recommended to the City Council adoption of the Final IS/MND and MMRP; and

WHEREAS, in consideration of the rezone, the granting of such rezone will not adversely affect the comprehensive General Plan.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission does hereby make the following findings for recommendation to the City Council for approval of the proposed zone change:

1. Each individual unit of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability, and the uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another zoning district. The proposed project includes redevelopment of the existing Delta Fair Village Shopping Center, a 210-unit multi-family apartment complex, and a new 4,000 square foot retail building.

2. The streets and thoroughfares proposed meet the standards of the City's Growth Management Program and adequate utility service can be supplied to all phases of the development. The proposed project includes redevelopment of the existing Delta Fair Village Shopping Center and the surrounding roadways (Delta Fair Boulevard and Buchanan Road) will remain as part of the proposed project

3. Any commercial component is justified economically at the location(s) proposed. The proposed project would include new and renovated retail space totaling 73,535 square feet designed to be neighborhood serving retail for the proposed community.

4. Any residential component will be in harmony with the character of the surrounding neighborhood and community and will result in densities no higher than that permitted by the General Plan. The project includes a 210-unit multi-family apartment complex (35 units per acre), which is consistent with Section 4.4.1.1 of the General Plan.

5. Any industrial component conforms to applicable desirable standards and will constitute an efficient, well-organized development with adequate provisions for railroad and/or truck access and necessary storage and will not adversely affect adjacent or surrounding development. The project includes mixed use development consisting of retail and residential apartments, the project does not include an industrial component.

6. Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan which offer certain usual redeeming feature to compensate for any deviations that may be permitted.

7. The area surrounding the PD District can be planned and zoned in coordination and substantial compatibility with the proposed development. The proposed project includes redevelopment of the existing Delta Fair Village Shopping Center and surrounding existing land uses include a multi-family development to the east, commercial and retail development to the north and west, and office buildings, a church, and single-family residences to the south, across Buchanan Road.

8. The PD District conforms with the General Plan of the City. The amendments to the General Plan for the proposed project center on permitting residential uses as mixed use development.

NOW THEREFORE BE IT FURTHER RESOLVED that the Planning Commission of the City of Antioch does hereby recommend to the City Council APPROVAL of the draft Ordinance **(Exhibit A)** to rezone the approximately 13.5 acre project site located at 3000 Delta Fair Boulevard in the City of Antioch, northeast of the Buchanan Road and Delta Fair Boulevard intersection in the Somersville Road Corridor Focus Area of the General Plan to Planned Development District (PD-18-03) (APNs: 076-440-029, 076-440-030, and 076-440-031).

* * * * * * * *

I HEREBY CERTIFY that the foregoing recommendation was passed and adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 19th day of August, 2020, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
FORREST EBBS
Secretary to the Planning Commission

EXHIBIT A

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH TO REZONE THE APPROXIMATELY 13.5 ACRE DELTA FAIR VILLAGE PROJECT SITE (APNs 076-440-029, 076-440-030, AND 076-440-031), FROM REGIONAL COMMERCIAL (C-3) TO PLANNED DEVELOPMENT DISTRICT (PD-18-03)

The City Council of the City of Antioch does ordain as follows:

SECTION 1:

The City Council determined on _____, 2020, that, pursuant to Section 15070 of the Guidelines of the California Environmental Quality Act, that the appropriate environmental document for the project is an Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

SECTION 2:

At its regular meeting of August 19, 2020, the Planning Commission recommended that the City Council approve the resolution adopting the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the proposed project and recommended that the City Council adopt the ordinance to rezone the subject property to Planned Development District (PD-18-03).

SECTION 3:

At its regular meeting of _____, 2020, the City Council approved the resolution adopting the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Delta Fair Village.

SECTION 4:

The real property described in Exhibit B, attached hereto, is hereby rezoned to Planned Development District (PD-18-03) for the Delta Fair Village project.

SECTION 5:

The development standards, as defined below, for the subject property (APNs 076-440-029, 076-440-030, AND 076-440-031), known as the Delta Fair Village, are herein incorporated into this ordinance, and are binding upon said property.

Development Standards for the Delta Fair Village Planned Development District (PD-18-03)

Development Standards for the Delta Fair Village Planned Development District	**PD Zoning Standards for Multi-Family Development**	**PD Zoning Standards for Commercial Development**
Maximum height	70’	35’
Maximum Density – DU per acre	35 DU/Acre	N/A
Maximum Number of Units	210	N/A
Maximum Lot Coverage	50%	35% (all structures)
Minimum Lot Width & Size	N/A	N/A
Minimum Front Yard Setbacks	From PL/ROW: 15’	From PL/ROW: 30’
Minimum Side Yard Setbacks	Between buildings: 15’ Architectural pop-outs and encroachments to the front, side and rear shall be allowed pursuant to Municipal Code Section 9- 5.801.	25’
Minimum Rear Yard Setbacks	From PL: 10’	From PL: 10’
Usable Open Space	Private – 60 SF per Unit 200 SF per Unit Total	N/A
Storage	250 CF per Unit	N/A
Parking Reqd.	Parking provided per approved Final Development Plan.	Parking provided per approved Final Development Plan or subsequent use permit requirements.
Driveway Width Vision Triangle	N/A Per City Std. 9-5.H04	N/A Per City Std. 9-5.H04
Landscape Requirements	Project landscaping shall be consistent with the Delta Fair Village Conceptual Landscape Plan submitted to the Community Development Department on July 12, 2017.	Project landscaping shall be consistent with the Delta Fair Village Conceptual Landscape Plan submitted to the Community Development Department on July 12, 2017.Development
RV Parking	RV parking is prohibited.	RV parking is prohibited.

SECTION 6:

The allowed uses, as defined below, for the subject property (APNs 076-440-029, 076-440-030, AND 076-440-031), known as the Delta Fair Village, are herein incorporated into this ordinance, and are binding upon said property.

Multi-Family Residential Uses. Allowed uses within Multi-Family Residential portions of the Delta Fair Village (as shown on the Overall Site Plan plotted 8-15-19, as modified by the City Council) shall be those uses as allowed in the R-35 High Density Residential District as established in Section 9.5.3803 of the City of Antioch Municipal Code.

Commercial Allowed Uses. Allowed uses for the Commercial portions of the Delta Fair Village project (as shown on the Overall Site Plan plotted 8-15-19, as modified by the City Council) shall be per the Regional Commercial (C-3) zoning designation.

SECTION 7

The City Council finds that the public necessity requires the proposed zone change that the subject property is suitable to the use permitted in the proposed zone change that said permitted use is not detrimental to the surrounding property, and that the proposed zone change is in conformance with the Antioch General Plan as amended for the proposed project..

SECTION 8:

This ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption and shall be published once within fifteen (15) days upon passage and adoption in a newspaper of general circulation printed and published in the City of Antioch.

* * * * * * * * * * * * * * * *

I HEREBY CERTIFY that the forgoing ordinance was introduced and adopted at a regular meeting of the City Council of the City of Antioch, held on the _____ of _____, 2020, and passed and adopted at a regular meeting thereof, held on the _____ of _____, 2020, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Mayor of the City of Antioch

ATTEST:

_____
City Clerk of the City of Antioch

EXHIBIT B

PROPOSED REZONE
LEGAL DESCRIPTION

Real property in the City of Antioch, County of Contra Costa, State of California, described as follows:

PARCEL "A", AS SHOWN ON THE MAP OF SUBDIVISION M.S. 6-85, FILED JUNE 18, 1985, BOOK 116 OF PARCEL MAPS, PAGE 29, CONTRA COSTA COUNTY RECORDS.

APN: **076-440-029-7, 076-440-030-5, 076-440-031-3**

ATTACHMENT D

USE PERMIT, AND DESIGN REVIEW RESOLUTION

PLANNING COMMISSION
RESOLUTION NO. 2020-**

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING APPROVAL OF A FINAL DEVELOPMENT PLAN, USE PERMIT, AND DESIGN REVIEW FOR THE DELTA FAIR VILLAGE PROJECT

WHEREAS, the City of Antioch ("City") received an application from Chiu Family LLC ("Applicant") seeking City approval of the following: a General Plan Amendment for purposes of amending the City of Antioch General Plan Land Use Map; a Planned Development Rezone and Final Development Plan; a Use Permit, and Design Review for the redevelopment of the Delta Fair Shopping Center, consisting of a 210-unit multi-family apartment complex, a 4,000-square-foot retail building, and improvements to the existing shopping center on approximately 13.5 acres, known as the Delta Fair Village Project ("Project") (GP-18-02, PD-18-03, UP-18-19, and AR-18-20);

WHEREAS, the project site is located at 3000 Delta Fair Boulevard in the City of Antioch, northeast of the Buchanan Road and Delta Fair Boulevard intersection in the Somersville Road Corridor Focus Area of the General Plan (APNs: 076-440-029, 076-440-030, and 076-440-031);

WHEREAS, a Final Initial Study and Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15162, and considered by the Planning Commission on August 19, 2020;

WHEREAS, the Planning Commission duly gave notice of public hearing as required by law and on August 19, 2020 duly held a public hearing, received and considered evidence, both oral and documentary; and

WHEREAS, on August 19, 2020, the Planning Commission recommended to the City Council adoption of the Final IS/MND and MMRP;

NOW THEREFORE BE IT RESOLVED, that the Planning Commission of the City of Antioch makes the following required findings for approval of a Final Development Plan:

1. Each individual unit of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability because each parcel has its own independent parking and access. The uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another zoning district due to the General Plan and zoning designations for the project

2. site and the requirement to establish a Planned Development Zoning District and receive approval for a Final Development Plan for each project zoned Planned Development in the City of Antioch;

3. The streets and thoroughfares proposed meet the standards of the City's Growth Management Program and adequate utility service can be supplied to all phases of the development because the project will be constructing all the required streets and utilities to serve the project and the ultimate design, location and size of these improvements will be subject to the approval of the City Engineer;

4. The commercial component of the project is justified economically at the location proposed in that the proposed project is reducing the amount of commercial square footage and replacing with housing which will help to support the existing commercial square footage on site;

5. The proposed residential component of the project is in harmony with the character of the surrounding neighborhood and community and will result in densities no higher than that permitted by the General Plan as amended for the proposed project;

6. Industrial uses are not proposed as part of the project;

7. Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan which offer certain unusual redeeming features to compensate for any deviations that may be permitted. The project includes renovations to an existing commercial center and a multi-family component that will provide support for the existing commercial center and is substantially in conformance with the applicable zoning requirements for residential development and the Planned Development District development standards established for the project site;

8. The area surrounding the PD district is developed and zoned in coordination and substantial compatibility with the proposed development because the proposed development is consistent with the General Plan as amended for the proposed project and the area around the Project will also be required to develop according to the General Plan policies; and,

9. The Project and the PD District conform to the General Plan of the City in that the proposed commercial and multi-family development is consistent with the Mixed Use designation being applied to the site as part of the proposed project entitlements.

BE IT FURTHER RESOLVED, that the Planning Commission does hereby make the following required findings for approval of the requested use permit:

1. The granting of such use permit will not be detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity because the project has been designed to comply with the City of Antioch Municipal Code requirements.

2. The use applied at the location indicated is properly one for which a use permit is authorized because the City of Antioch Zoning Ordinance requires a use permit for all development in the PD zoning district.

3. That the site for the proposed use is adequate in size and shape to accommodate such use, parking, loading, landscaping, and other features required, to other uses in the neighborhood.

4. That the site abuts streets adequate in width and pavement type to carry the kind of traffic generated by the proposed use. The project site will construct street improvements, which are designed to meet City standards for adequate width and pavement.

5. That the granting of such use permit will not adversely affect the comprehensive General Plan because the proposed uses and design are consistent with the City of Antioch General Plan and Citywide Design Guidelines. The proposed General Plan land use designation for the project site is Mixed Use, which conditionally allows for the type of use being developed by the project.

6. The Conditions of approval protect the public safety, health and general welfare of the users of the project and surrounding area. In addition, the conditions ensure the project is consistent with City standards.

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Antioch does hereby recommend City Council APPROVAL of a use permit and design review for the development of a 210-unit multi-family residential development with 73,535 square feet of retail space on a 13.5-acre project site located at 3000 Delta Fair Boulevard, northeast of the intersection of Buchanan Road and Delta Fair (APNs 076-440-029, 076-440-030, and 076-440-031) subject to the following conditions:

A. GENERAL CONDITIONS

1. The applicant shall defend, indemnify, and hold harmless the City in any action brought by a third party to challenge the land use entitlement. In addition, if there is any referendum or other election action to contest or overturn these approvals, the applicant shall either withdraw the application or pay all City costs for such an election.

2. The project shall be implemented as indicated on the application form and accompanying materials provided to the City and in compliance with the Antioch Municipal Code, or as amended by the Planning Commission.

3. No building permit will be issued unless the plan conforms to the site plan as approved by the Planning Commission and the standards of the City.

4. This approval expires two years from the date of approval (expires August 19, 2022), unless a building permit has been issued and construction has diligently commenced thereon and has not expired, or an extension has been approved by the Zoning Administrator. Requests for extensions must be received in writing with the appropriate fees prior to the expiration of this approval. No more than one one-year extension shall be granted.

5. No permits or approvals, whether discretionary or mandatory, shall be considered if the applicant is not current on fees, reimbursement payments, and any other payments that are due.

6. The development and all proposed improvements shall comply with the City of Antioch Municipal Code and City Standards, unless a specific exception is granted thereto or approved by the City Engineer.

7. All required easements or rights-of-way shall be obtained by the applicant at no cost to the City of Antioch. Advance permission shall be obtained from any property or easement holders for any work done within such property or easements.

8. City staff shall inspect the site for compliance with conditions of approval prior to final inspection approval.

9. The applicant shall obtain an encroachment permit for all work to be done within the public right-of-way or easement, and peak commute-hour traffic shall not be impeded by construction-related activity.

10. All existing easements shall be identified on the site plan and all plans that encroach into existing easements shall be submitted to the easement holder for review and approval, and advance written permission shall be obtained from any property owner or easement holder for any work done within such property or easement.

11. Prior to certificate of occupancy, the applicant shall annex into the Street Light and Landscape Maintenance District and accept a level of annual assessments sufficient to maintain street lights and landscaping adjacent to the project. The annual assessment shall cover the actual annual cost of maintenance as described in the Engineer's Report.

B. CONSTRUCTION CONDITIONS

1. The use of construction equipment shall be as outlined in the Antioch Municipal Code. Construction is restricted to weekdays between the hours of 8:00 AM and 5:00 PM. Requests for alternative days/times may be submitted in writing to the City Engineer for consideration.

2. The project shall be in compliance with and supply all the necessary documentation for AMC 6-3.2: Construction and Demolition Debris Recycling.

3. Building permits shall be secured for all proposed construction associated with this facility, including any interior improvements not expressly evident on the plans submitted.

4. Standard dust control methods shall be used to stabilize the dust generated by construction activities. The developer shall post dust control signage with the contact number of the Developer, the Bay Area Air Quality Management District and the City.

5. Driveway access to neighboring properties shall be maintained at all times during construction.

6. Contractor shall adhere to all measures in Section 5-17.04 and 5-17.05 of the City's Municipal Code and mitigation measures identified in the IS/MND.

7. The project applicant shall ensure that all on-site construction activities occur pursuant to the criteria identified in Policy 11.6.2, Temporary Construction, of the City of Antioch General Plan.

C. FEES

1. The developer shall pay all City fees which have been established by the City Council and as required by the Antioch Municipal Code.

D. ENGINEERING

1. The curb along the project frontage of Buchanan Road shall be painted red or signed for no parking per City standards.

2. San Jose Drive and Delta Fair Blvd. driveways shall be adjusted as necessary to "line up" with, and have the same width as, the on-site drive aisles, as shown on the project plans and approved by the City Engineer.

3. Driveway aprons shall be constructed with radius returns for ease of ingress and egress to and from the site.

4. No objects (e.g., monument signs) greater than 3 feet in height shall be allowed within the clear vision sight triangles at driveways.

5. No structures, trash enclosures or invasive trees shall be located within public easements, as approved by the City Engineer.

6. Prior to issuance of building permits, the applicant shall submit a detailed plan of the entry gates of the parking garage for review and approval by the City Engineer. The design shall allow for adequate vehicle storage and turnaround. Gated entrances to the site shall include rapid access technology for Fire, Police and other emergency responders.

7. The driveway onto Buchanan Road from the parking garage shall be signed and striped “exit only”. No access into the parking garage from Buchanan Road shall be allowed.

8. All on-site curbs, gutters and sidewalks shall be constructed of Portland cement concrete.

9. Asphalt paving shall be designed for a minimum traffic index (TI) of 5.5 and shall have a minimum slope of 2%, concrete paving shall have a minimum slope of 0.75%, and asphalt paving for identified accessible parking stalls and access routes may have a minimum slope of 1.5% and a maximum 2% slope, or as approved by the City Engineer.

10. All access drive aisles shall be constructed per current ADA and City standards, subject to review and approval by the City Engineer.

11. The applicant shall install and maintain parking lot and pathway lights and landscaping within the project area at no cost to the City.

12. The parking lot striping and signing plan shall be approved by the City Engineer.

13. All parking spaces shall be double-striped, and all parking lot dimensions shall meet minimum City of Antioch Municipal Code requirements.

14. The driveway closest to the apartment building on Delta Fair Boulevard shall be striped with “in”, “left out” and “right out” arrows.

15. All cracked, broken or damaged concrete curb, gutter and/or sidewalks in the public right-of-way along the project frontage shall be removed and replaced as required by the City Engineer and at no cost to the City.

16. Provide sidewalks on both sides of entry drives to the satisfaction of the City Engineer.

17. The Fire Lane on the east side of the apartment building shall be a minimum 22' wide to allow for 11' wide travel lanes in each direction.

18. Buchanan Road shall be restriped with "sharrow" lane markings to alert motorists to bicycle traffic.

19. Prior to issuance of building permits for the apartment building, the project shall initiate construction, and prior to occupancy of the first unit, the applicant shall complete construction of the dual north bound left turn lanes on Somersville Road onto Buchanan Road and conversion of an eastbound through lane to a through left turn lane to the satisfaction of the City Engineer. A portion of the improvements shall be eligible for reimbursement.

20. Prior to occupancy of the first unit, the project shall provide funding for the City to modify the Somersville Road/Auto Center Drive at SR4 westbound ramps traffic signal to install an east bound overlap and retime the signal to the satisfaction of the City Engineer.

21. Prior to occupancy, the project shall restripe the eastbound approach to the Somersville Road/Delta Fair Boulevard intersection to convert eastbound left-through shared lane to an exclusive eastbound left lane to the satisfaction of the City Engineer.

22. Prior to issuance of building permits, the onsite plan shall show internal sidewalks will have a minimum width of six feet including where signs, poles, fire hydrants, etc. are placed in the walkway per City of Antioch commercial design guidelines and to the satisfaction of the City Engineer.

23. The sanitary sewer lateral for the new retail building shall be 6" in diameter.

24. For the onsite water and/or sewer lines sizes 8" or larger, developer shall provide public easement to the City prior to issuance of building permit.

25. Developer shall install and maintain necessary onsite pumps to drain the parking garage area to the satisfaction of the City Engineer.

26. If necessary, developer shall install booster pumps to provide satisfactory water pressure for domestic and fire service.

27. Identify and show on plans (survey) any existing easements for utility such as water, sewer and drainage.

28. No structure shall be built over sewer, water or storm drain lines.

29. Developer shall remove and replace panels of the sidewalk in the project frontage that has cracks wider than 0.2".

30. All handicap ramps in the project frontage streets shall be brought to latest standard compliance.

31. All red curb on frontage streets shall be repainted per City standards.

32. All driveways for the project shall be constructed per City standards.

33. The ramp at the corner of Buchanan Road and Delta Fair Boulevard shall be removed and replaced per City standards and the crosswalk striping at the intersection realigned as directed by the City Engineer.

34. Final plans shall illustrate truck turning templates at project driveways and internal roadways showing that routes of travel provide sufficient space for emergency vehicles, garbage trucks, moving trucks/vans and automobiles as approved by the City Engineer.

35. Provide accessible paths of travel between accessible parking spaces and building entries in accordance with code requirements and as approved by the City Engineer.

36. All parking garage entries shall have signs indicating that garage use is "resident only". No parking within 25 feet of garage entry gates is allowed unless approved by the City Engineer.

E. FIRE REQUIREMENTS

1. 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 2016 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.

2. 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. Parking is permitted only on the side of the road that does not have hydrants. (22500.1) CVC, (503.3) CFC

3. 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

4. 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.

5. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the California Fire Code. (507.1) CFC

6. 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, elevations of building, size of building and type of construction and a striping and signage plan for review and approval prior to obtaining a building permit. Final placement of hydrants shall be determined by this office. (501.3) CFC

7. 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.

8. The developer shall provide traffic signal pre-emption systems (Opticom) on any new or modified traffic signals installed with this development. (21351) CVC

9. Provide safety during construction. (Ch.33) CFC

10. The developer shall submit a minimum of two (2) complete sets of building plans and specifications of the subject project, including plans for any of the following required deferred submittals, to the Fire District for review and approval prior to construction to ensure compliance with minimum requirements related to fire and life safety. Plan review and inspection fees shall be submitted at the time of plan review submittal. (105.4.1) CFC, (901.2) CFC, (107) CBC

    a. Private underground fire service water mains.
    b. Fire sprinklers.
    c. Standpipe.
    d. Fire alarm.
    e. Aboveground/underground flammable/combustible liquid storage tanks.

E. PROPERTY MAINTENANCE

1. The following requirements shall be the responsibility of the property owner:

    a. Maintenance of the storm water detention basin.
    b. Compliance with all City Codes regarding property maintenance.
    c. Maintenance of all slopes to property line.
    d. Maintenance of all onsite and frontage landscaping.

2. A parking lot sweeping program shall be implemented that, at a minimum, provides for sweeping immediately prior to the storm season and prior to each storm event.

3. The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.

4. The applicant shall comply with the provisions of the AMC Section 5.1.204 COMMERCIAL PROPERTY MAINTENANCE.

F. GRADING

1. The grading operation shall take place at a time and in a manner so as not to allow erosion and sedimentation. The slopes shall be landscaped and reseeded as soon as possible after the grading operation ceases. Erosion measures shall be implemented during all construction phases in accordance with an approved erosion and sedimentation control plan.

2. The final grading plan for this development shall be approved by the City Engineer and signed by a California licensed civil engineer. No grading is allowed without a grading permit issued by the Building Department.

3. All elevations shown on the grading and improvement plans shall be on the USGS 1929 sea level datum or NAVD 88 with conversion information, or as approved by the City Engineer.

4. All slopes shall drain to approved drainage facilities as approved by the City Engineer.

5. Wall and fence locations and elevations shall be included on the grading plan.

6. Any existing wells or septic systems on the property shall be properly abandoned under permit from the Contra Costa County Environmental Health Department.

7. All grading shall be accomplished in a manner that precludes surface water drainage across any property line.

8. Swales adjacent to structures shall have a minimum of a 1% slope or as directed by the City Engineer.

9. All off-site grading is subject to the coordination and approval of the affected property owners and the City Engineer. The developer shall submit written authorization to "access, enter, or grade" adjacent properties prior to performing any work.

10. Retaining walls shall be of masonry construction and shall not be constructed in City right-of-way or other City maintained parcels unless approved by the City Engineer.

11. All retaining walls shall be reduced in height to the maximum extent practicable and any walls or signage shall meet the height requirements in the setback and sight distance triangles as required by the City Engineer.

G. CONSERVATION/NPDES

1. Water conservation measures, including low volume toilets, flow restrictors in showers and the use of drought tolerant landscaping, shall be used.

2. That the project shall comply with all Federal, State, and City regulations for the National Pollution Discharge Elimination System (NPDES) (AMC § 6-9). (Note: Per State Regulations, NPDES Requirements are those in affect at the time of the Final Discretional Approval.) Under NPDES regulations, the project is subject to provision C.3: New development and redevelopment regulations for storm water treatment. Provision C.3 requires that the project include storm water treatment and source control measures, as well as run-off flow controls, so that post-project runoff does not exceed estimated pre-project runoff. C.3 regulations require the submittal of a Storm Water Control Plan (SWCP) that demonstrates how

compliance will be achieved. The SWCP shall be submitted simultaneously with the project plans. For the treatment and flow-controls identified in the approved SWCP, a separate Operation and Maintenance Plan (O&M) shall be submitted and approved before the Building Division will issue Certificate of Occupancy. Both the approved SWCP and O&M plans shall be included in the project CC&Rs. Prior to building permit final and issuance of a Certificate of Occupancy, the developer shall execute any agreements identified in the Storm Water Control Plan that pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs.

3. The following requirements of the federally mandated NPDES program (National Pollutant Discharge Elimination System) shall be complied with as appropriate, or as required by the City Engineer:

   a. Prior to issuance of permits for building, site improvements, or landscaping, the developer shall submit a permit application consistent with the developer's approved Storm Water Control Plan, and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent source control BMPs, and other features that control storm water flow and potential storm water pollutants.

   b. The Storm Water Control Plan shall be certified by a registered civil engineer, and by a registered architect or landscape architect as applicable. Professionals certifying the Storm Water Control Plan shall be registered in the State of California and submit verification of training, on design of treatment measures for water quality, not more than three years prior to the signature date by an organization with storm water treatment measure design expertise (e.g., a university, American Society of Civil Engineers, American Society of Landscape Architects, American Public Works Association, or the California Water Environment Association), and verify understanding of groundwater protection principles applicable to the project site (see Provision C.3.i of Regional Water Quality Control Board Order R2 2003 0022).

   c. Prior to building permit final and issuance of a Certificate of Occupancy, the developer shall submit, for review and approval by the City, a final Storm Water BMP Operation and Maintenance Plan in accordance with City of Antioch guidelines. This O&M plan shall incorporate City comments on the draft O&M plan and any revisions resulting from changes made during construction.

   d. Prior to building permit final and issuance of a Certificate of Occupancy, the developer shall execute and record any agreements identified in the Storm Water Control Plan which pertain to the transfer of ownership and/or long-

term maintenance of storm water treatment or hydrograph modification BMP's.

e. Prevent site drainage from draining across sidewalks and drive aisles in a concentrated manner.

f. Collect and convey all storm water entering, and/or originating from, the site to an adequate downstream drainage facility without diversion of the watershed. Submit hydrologic and hydraulic calculations with the Improvement Plans to Engineering Services for review and approval.

g. Prior to issuance of the grading permit, submit proof of filing of a Notice of Intent (NOI) by providing the unique Waste Discharge Identification Number (WDID#) issued from the Regional Water Quality Control Board.

h. Submit a copy of the Storm Water Pollution Prevention Plan (SWPPP) for review to the Engineering Department prior to issuance of a building and/or grading permit. The general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMP's. Construction site cleanup and control of construction debris shall also be addressed in this program. Failure to comply with the approved construction BMP may result in the issuance of correction notices, citations, or a project stop work order.

i. Install appropriate clean water devices at all private storm drain locations immediately prior to entering the public storm drain system. Implement Best Management Practices (BMP's) at all times.

j. Install "No Dumping, Drains to River" decal buttons on all catch basins.

k. If sidewalks are pressure washed, debris shall be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged into the storm drain. If any cleaning agent or degreaser is used, wash water shall be collected and discharged to the sanitary sewer, subject to the approval of the sanitary sewer District.

l. Include erosion control/storm water quality measures in the final grading plan that specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydro seeding, gravel bags and siltation fences and are subject to review and approval of the City Engineer. If no grading plan is required, necessary erosion control/storm water quality measures shall be shown on the site plan submitted for an on-site permit, subject to review and approval of the City Engineer. The developer shall be responsible for ensuring that all contractors and subcontractors are aware of and implement such measures.

m. Sweep or vacuum the parking lot(s) a minimum of once a month and prevent the accumulation of litter and debris on the site. Corners and hard to reach areas shall be swept manually.

n. Ensure that the area surrounding the project such as the streets stay free and clear of construction debris such as silt, dirt, dust, and tracked mud coming in from or in any way related to project construction. Areas that are exposed for extended periods shall be watered regularly to reduce wind erosion. Paved areas and access roads shall be swept on a regular basis. All trucks shall be covered.

o. Clean all on-site storm drain facilities a minimum of twice a year, once immediately prior to October 15 and once in January. Additional cleaning may be required if found necessary by City Inspectors and/or City Engineer.

p. Install full trash capture device(s) in storm water catch basins that collect water from the project site. A "full trash capture device" is defined as any device or series of devices that traps all particles retained by a 5mm mesh screen and has a design treatment capacity of not less than the peak flow rate resulting from a one-year, one-hour, storm in the tributary drainage catchment area. Selected devices must be detailed on the building permit plan submittal and approved by Public Works prior to installation.

4. All impervious surfaces to be constructed as part of the project, including off-site roadways, are subject to C.3 requirements per State Regulations.

H. UTILITIES

1. All existing and proposed utilities (e.g. transformers and PMH boxes) shall be undergrounded and subsurface in accordance with the Antioch Municipal Code, except existing P.G.& E. towers, if any, or as approved by the City Engineer.

2. Prior to issuance of a building permit, the applicant shall submit hydrologic and hydraulic calculations for review to the City for design and construction of storm drain facilities that 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 watershed.

3. All storm water flows shall be collected onsite and discharged into an approved public storm drain system.

4. Trash enclosures shall drain to sanitary sewer and shall incorporate methods to contain runoff at the front-gate and pedestrian access point to prevent storm water from entering the enclosure.

5. The sewer collection system shall be constructed to function as a gravity system.

6. A reduced pressure backflow preventer assembly shall be installed on all City water meter services.

7. All onsite utilities outside a public utility easement or as determined by the City Engineer, shall be privately owned and maintained and connected to public facilities in accordance with City Standards.

8. Double detector check valve backflow assemblies shall be installed at each end of the private fire line and enclosed within easements granted to the City.

9. The developer shall provide adequate water pressure and volume to serve this development, as approved by the City Engineer. This will include a minimum residual pressure of 20 psi with all losses included at the highest point of water service and a minimum static pressure of 50 psi.

10. The applicant shall install all infrastructure to serve the site. Infrastructure for access to the site (sewer, water, storm, joint trench, and surface improvements) shall be completed prior to issuance of building permits.

11. All proposed drainage facilities, including open ditches, shall be constructed of Portland Concrete Cement or as approved by the City Engineer.

I. LANDSCAPING

1. Sight distance triangles shall be maintained per AMC § 9-5.1101, Site Obstructions at Intersections, or as approved by the City Engineer. Landscaping and signage shall not create a sight distance problem.

2. Detailed landscaping and irrigation plans for the entire site shall be submitted to the City for review and approval. All landscaping and irrigation shall be installed in accordance with approved plans prior to the issuance of certificates of occupancy for the building.

3. Landscaping for the project shall be designed to comply with the applicable requirements of City of Antioch Ordinance No. 2162-C-S the State Model Water Efficient Landscape Ordinance (MWELO). Prior to issuance of a building permit, the applicant shall demonstrate compliance with the applicable requirements of the MWELO in the landscape and irrigation plans submitted to the City.

4. Landscape shall show immediate results. Landscaped areas shall be watered, weeded, pruned, fertilized, sprayed, and/or otherwise maintained as necessary. Plant materials shall be replaced as needed to maintain the landscaping in accordance with the approved plans.

5. Street trees and shrubs shall be selected from the City's Plant List.

6. The tree and shrub sizes shall be as detailed on the project plans.

7. Provide landscaping between the sidewalk and proposed fence along the Delta Fair Boulevard Frontage and intersection.

8. Landscape screening of the surface parking on the north side shall be a minimum of three feet above the grade of the parking area.

9. Provide a minimum of 15 feet between the center of trees and large shrubs to utility poles and street lights, and a minimum of 8 feet between center of trees and large shrubs to fire hydrants, Fire Department sprinkler and standpipes.

10. All young trees shall be staked and provide root barriers for trees planted within 10 feet of pavement.

11. Automatic sprinklers controllers, backflow preventers and anti-siphon valves shall be used.

12. Within the 10-foot landscaped area adjacent to the existing apartment complex to the east, trees shall be planted a maximum of 20 feet on center.

13. Ground cover plants other than grasses shall be at least four-inch pot size. Areas planted in ground cover plants other than grass seed or sod must be planted at a rate of at least one per 12 inches on center.

14. Shrubs shall be a minimum size of one gallon.

15. Trees shall be a minimum of 15 gallons in size with a one-inch diameter at breast height (dbh). Specimen trees of 36-inch or greater box size are encouraged. At least one specimen tree with a 24-inch or larger box size shall be planted in the landscaped area of the front setback. Trees (center of trees) shall be located a minimum of six feet from water meters, gas meters and sewer laterals; eight feet from any driveway, fire hydrant, fire sprinkler, or standpipe connection; and 15 feet from any curb return at an intersection, utility pole, or street light.

16. Newly planted trees shall be supported with double stakes or guy wires. Root barriers shall be required for any tree placed within ten feet of pavement.

J. <u>FINAL IS/MND AND MITIGATION MONITORING AND REPORTING PROGRAM</u>

1. The applicant shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program.

2. The applicant shall mitigate any impacts on wildlife, including State and Federally listed threatened and endangered species, and their habitat by compliance with

one of the following:

a. Implementing, or making enforceable commitments to implement, all applicable mitigation measures in the project environmental documents, as well as any additional measures as may be required by the California Department of Fish & Wildlife (CDFW) or the U.S. Fish & Wildlife Service (FWS), and obtaining a letter(s) from CDFW and FWS stating that the project has fulfilled the requirements of applicable State and Federal wildlife protection laws and regulations; or

b. Complying with applicable terms and conditions of the ECCC HCP/NCCP, as determined in written "Conditions of Coverage" by the East Contra Costa County Habitat Conservancy (Conservancy), provided that the City has first entered into an agreement with the Conservancy for coverage of impacts to ECCCHCP/NCCP Covered Species; or

c. Complying with a habitat conservation plan and/or natural community conservation plan developed and adopted by the City, including payment of applicable fees, provided that CDFW and FWS have approved the conservation plan.

K. <u>PROJECT SPECIFIC</u>

1. Provide a continuous, clearly marked walkway from out-of-garage parking stalls to the main office.

2. Provide a pedestrian route from the office and/or main visitor entry point to stairs and an elevator without crossing a driveway or walking through the drive aisles of the garage.

3. The apartment complex shall be staffed with an on-site manager 24-hours a day and the office shall be signed with the means to contact the on-site manager.

4. Provide a photometrics plan to demonstrate that the site entrances are effectively lit.

5. The 10-space parking space area located at the north east corner of the apartment building shall be striped as a "loading zone" instead of as "parking spaces".

6. The applicant shall provide a letter requesting that the City vehicle code be enforced on the private property. Signs shall be posted in a conspicuous place as outlined in AMC Section 4-5.411 ENFORCEMENT ON PRIVATE PARKING LOTS AND ROADS.

7. As shown on the plans, parking spaces shall not be located within 25 feet of the gated entrance to the parking garage.

8. A revised Parking Management Plan shall be submitted for the review and approval of the Planning Manager. The plan shall describe how the tandem spaces are assigned, managed, and enforced.

9. The 6'-high masonry wall along the eastern boundary of the project shall be patched and repaired as necessary and repainted to match existing.

10. The project shall be annexed into an existing Community Facility District (CFD) for police services.

11. Developer shall provide a lot line adjustment/lot merger/parcel map to avoid building pad over property lines prior to building permit issuance. These documents shall be approved prior to issuance of building permits.

12. Prior to the issuance of a building permit, the project shall consult with Tri Delta Transit to determine if additional transit amenities shall be provided through the project site or project frontages. Proof of consultation shall be provided to the City and recommended amenities shall be constructed prior to the occupancy of the first unit and to the satisfaction of the Community Development Department and City Engineer.

13. The south elevation of the shopping center building shall be modified to include a 12-inch pop out for façade articulation similar to the front elevation. A different material shall be applied to the pop out to provide additional enhancement to the satisfaction of the Community Development Department.

14. The new proposed retail building shall require a separate design review submittal for the review and approval of the Planning Commission. The proposed retail building shall not include a drive-through.

15. Provide architectural fenestration and canopies at pedestrian and stairway doors at garage level, and recessed entries to buildings serving multiple units shall be a minimum of 100 square feet each.

16. Each unit shall be provided 60 square feet of private open space with a separate, enclosed, lockable storage space (minimum 250 cubic feet in volume and interior dimension shall not be less than 4 feet).

17. Prior to building permit approval, provide a trash management plan that identifies how trash will be removed from the building and placed in the trash enclosures. The plan shall include the information that will be provided to individual tenants. The trash management plan shall be to the satisfaction of the Community Development Department.

18. The project plans shall be modified to eliminate the trash chutes from the apartments, as well as the trash collection areas in the parking garage.

19. The location of the trash enclosures shall be in the general location as shown on the Overall Site Plan plotted on 8-15-19 at the terminus of the driveway off Buchanan Road. The design of the trash enclosures shall be consistent with the colors and materials of the apartment building and shall comply with the requirements of AMC 9-5.1401 REFUSE STORAGE AREA DESIGN GUIDELINES. The location and size of the trash enclosures shall be reviewed and approved by Republic Services prior to the issuance of building permits.

20. Mechanical equipment shall be suitably screened or placed in locations not viewed from residences, common areas or the street.

* * * * * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 19th day of August, 2020, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
FORREST EBBS
Secretary to the Planning Commission

ATTACHMENT E
ARCHITECTURAL PEER REVIEW

DELTA FAIR VILLAGE APARTMENTS

Review date 7/2/2019

CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5

Ref.	Item	Description	Comment	Recommendation
Article 7: Multi-Family Residential Development Standards				
9-5.701	Purpose of Article	To promote high-quality design and provide a pleasant residential environment within the context of higher-density development; ensure the provision of amenities for residents of multi-family developments; foster pedestrian access; create visually attractive street frontages that offer architectural and landscape interest.		
9-5.702	Applicability	These standards apply to multi-family dwellings.		
9-5.703	Transition Reqs adjacent to Single Family Residential	Wherever a multi-family residential dwelling is located on a lot that directly abuts any lot developed with an existing single-family detached dwelling that is a conforming use or any lot zoned RR, RE, R-4 or R-6, the following standards shall apply to the multi-family development.		
		A) *Rear Setbacks* - Regardless of the Setback Table (9-5.601), 20 foot min setback is required	Project is 42 feet from rear property line	
		B) *Landscape Buffer*		
		1) A landscaped area at least 3 feet deep along any interior side property line	10' foot landscaped area is provided.	
		2) At least 50% of the rear setback shall be a landscaped area of at least 5 feet in depth. Within this landscaped area, trees shall be planted a maximum of 20 feet on center.	10' foot landscape area is provided with trees at approximately 30 feet on center	Provide trees at a maximum of 20 feet on center

Ref.	Item	Description	Comment	Recommendation
		C) *Required Daylight Plane* - No portion of the building volume shall encroach into a daylight plane at a point that is 25 feet above the property line abutting any adjacent lot with a single-family residential use or zone and sloping upward at a 45 degree angle toward the interior of the lot. See Figure 9-5.703(C).	Project complies	
9-5.704	Building Form	A) Building Entries		
		1) *Orientation.* All units located along public rights-of-way must have a principal entrance that fronts on and is oriented to face the right-of-way. Such entrance shall be clearly visible from the street and shall be connected via pedestrian walkways to the public sidewalk. Exceptions to this requirement may be approved for projects located on arterial streets that carry high traffic volumes and/or streets that do not allow on-street parking. In such cases, a project may be oriented around courtyards with principal entrances facing the courtyards.	Principal entries to units are from a courtyard on an elevated podium	
		2) *Entry Features* - Building entrances must have a roofed projection (e.g., porch) or recess. Such entry features shall have a minimum depth of five feet, measured perpendicular to the façade on which they are located. Entries that serve a single unit shall have a minimum area of 40 square feet while those that serve two or more units shall have a minimum area of 100 square feet.	Building entries on the podium level have recessed entries. Recessed entries to buildings serving multiple units are approximately 42 square feet each	Increase covered building entries areas to 100 square feet minimum

DELTA FAIR VILLAGE APARTMENTS				
Review date 7/2/2019				
CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		B) *Façade Articulation* - All street-facing facades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 25 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height.	Project complies	
		C) Roof Forms - no more than two side-by-side units may be covered by one unarticulated roof. Variation may be accomplished by changing the roof height, offsets, and direction of slope, and by including elements such as dormers.	Project complies	
		D) *Window design*		
		1) *Relief* . All windows shall either be recessed or surrounded by trim at least four inches in width and two inches in depth.	Window trim details are not provided. Min 20% window shade features are provided.	Indicate size of window trims
		2) *Shade features.* At least 20% of all windows on each building shall have exterior sun shades, such as roof overhangs (eaves), awnings, or louvered sunshades.	Project complies	
9-5.705	Site Design for Parking Circulation and Access			
	Multi-family dwelling projects shall comply with the regulations of Article 17, Required Parking, as well as the standards of Article 7			
		A) *Parking location and frontage*		

DELTA FAIR VILLAGE APARTMENTS				
Review date 7/2/2019				
CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		1) *Maximum width.* The maximum width of parking area within the required front setback, including driveways, open parking, carports, and garages, but excluding underground parking and parking located behind buildings, may not exceed 25% of the linear street frontage.	All of the parking along the Buchanan Road frontage is behind a building (in a parking garage). The open parking for the apartments that fronts Delta Fair Blvd, which appears to be along both sides of a long east-west drive on the north side of the building, does not exceed 25% of the frontage, and it is not within the required front setback.	
		2) *Parking location:* Parking facilities shall be located according to one or more of the alternatives listed.	None of these requirements specifically addresses the parking garage proposed in this project. The intent of the requirements for screening of parking is met in that all of the parking is an enclosed structured screened from the street by a wall and landscape buffer.	
		a) covered and enclosed in a detached garage located to the rear of the building in relation to the public street;		
		b) covered and enclosed integrated into the residential building, in which garage doors are located on the side or rear of the building not facing a street;		
		c) covered and enclosed with garage doors facing or within 45 degrees of parallel with the street;		

DELTA FAIR VILLAGE APARTMENTS				
Review date 7/2/2019				
CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		c.1) *Maximum width* . Garages shall not exceed 50% of the overall width of the building façade of which they are a part. For the purposes of this requirement, garage width is considered the internal width of that portion of a building facade that is backed by a garage space. This dimension is measured from midpoint to midpoint of any enclosing walls that are perpendicular to the garage door or entry	Garage exceeds 50% of the width of the building	Suggest exception be allowed for podium concept building.
		c.2) *Setback/recess* . Garages shall conform to one of the following setback standards:		
		c.2.a) Garages shall be located at least five feet behind the primary wall of the dwelling. For the purposes of this regulation, "primary wall" shall consist of any wall at least ten feet in width and one story in height. Garage doors shall be recessed at least six inches from the surrounding wall.		
		c.2.b) Garage space located below living space may be set back the same distance as the remainder of the building façade. Garage doors shall be recessed at least six inches from the surrounding wall.	Garage doors are recessed at least six inches from the surrounding wall.	
		c.2.c) Detailing. Trim of at least two-inch depth shall be provided surrounding garage doors.		
		d) open parking or carports located to the rear of buildings in relation to the street, set back at least 40 feet from any adjacent street, and landscaped per standards;		

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Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		e) open parking located to the side of buildings, set back at least 40 feet from any adjacent street or no closer to the street than the front facade of the residential building, whichever is greater. The setback area shall be landscaped according to the standards of § 9-5.1716, Parking Lot Landscaping; Design Standards. The setback area shall include a landscaped buffer at least five feet in depth (measured perpendicular to the interior lot line) adjacent to any other lot. Parking areas shall be screened from adjacent lots with a solid fence, wall, or dense hedge at least five feet in height. Parking area setbacks on corner lots may be modified by the Zoning Administrator when deemed necessary in order to provide adequate visibility for traffic safety.	Open parking on the north side of the building is set back 40 feet from the street and the frontage is landscaped.	
		B) *Driveways-number and width.* For lots 75 feet wide or less, a maximum of one driveway per lot is permitted. For lots greater than 75 feet in width, additional driveways are permitted but shall be spaced at least 75 feet apart. No driveway shall exceed 20 feet in width at any property line abutting a street or one-half of the width of the street frontage of the lot, whichever is less.	There are two driveways on Buchanan Rd. The driveways scale to be 20 feet each, and scale to be more than 75 feet apart.	

Ref.	Item	Description	Comment	Recommendation
		C) Pedestrian Access		
		1) Connection to public sidewalks. Every multiple-family dwelling shall have a walkway connecting the main building entry to the public sidewalk in the right-of-way on each street frontage. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall have an unobstructed width of at least four feet, and shall be of concrete, decorative pavers, or other durable, all-weather surface.	There are walkways from the public right of way to the exterior doors leading to building stairways.	
		2) *Connection to parking areas.* Every multiple-family dwelling shall have a walkway between a building entry and the parking area for the units served by it. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall be at least four feet wide, and shall be of a durable, all-weather surface.	Multi-family units have stairs and elevators to the parking garage.	
		3) *Connection to open space, recreation facilities, and public parks* . Walkways shall be provided that connect building entries for the units served to any common usable open space or recreational facilities on site or to any public park facilities located on an adjacent lot.	Walkways are provided in the courtyard space of the podium level to open space and recreation facilities. Access is provided to the communal garden by walkways after existing the stairs from each building.	

DELTA FAIR VILLAGE APARTMENTS				
Review date 7/2/2019				
CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
9-5.706	Usable Open Space			
		A) *Area and Type of Open Space* . All multifamily developments shall provide the minimum open space area per table in 9-5.706. Per Table 9-5.706 Minimum total usable open space for R-35 zoning is 200 sf per unit. Minimum private open space per unit is 60 sf per unit.	Per the project narrative the courtyard on the podium contains approximately 52,000 square feet of common open space, and meets the requirement for common open space,.	Demonstrate how private open space requirements are achieved. Incorporate response to item 6.2.4.B.9 for mechanical equipment screening, because the equipment is located on the private balconies and must be screened which may affect that area of private open space.
		Every development that includes five or more residential units shall provide at least one common open space area that meets the standards of division (D) of this section below.		
		B) *Usability*. A surface shall be provided that allows convenient use for residents' outdoor living and/or recreation activities. Such surface shall be any practicable combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. The slope shall not exceed 10%. Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space. Open space on a roof or deck shall include safety railings or other protective devices that meet but do not exceed the minimum height required by the Antioch Building Code.	Open space is provided on the podium courtyard and in the fenced yard on the west side of the site contains a variety of the required surfaces.	
		C) *Design Standards Private Open Space*		

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		1) Accessibility . Private usable open space shall be accessible to only one living unit by a doorway or doorways to a habitable room or hallway of the unit.	Private usable space is provided, but needs to be quantified per item A above.	
		(2) Minimum dimension. Private usable open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than ten feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet.	Private patios on the podium level scale 10 feet minimum depth. Private balconies on upper floors scale 6 feet minimum in depth.	
		(3) Openness. There shall be no obstructions over ground-level space except for devices to enhance the usability of the space. Above ground-level space shall have at least one exterior side open and unobstructed for at least eight feet above floor level, except for incidental railings and balustrades. No more than 50% of the ground-level space may be covered by a private balcony projecting from a higher floor.	It appears that the podium level patios are covered by the private balconies above by more than 50%	Confirm or correct that the private patios at the podium level aren't covered by more than 50% by the balconies above.

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		(4) Enclosure. Ground-level space shall be screened from abutting lots, streets, alleys, and paths, from abutting private ways, and from other areas on the same lot by a building wall, by dense landscaping not less than five and one-half feet high and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall not less than five and one-half feet high, subject to the standards for required landscaping and screening in Chapter TBD. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if there is no building located opposite and within 50 feet of the screening.	Shrubs provide some screening for private patios from common areas on the podium level	
	(D) Design Standards Common Open Space	*1) Accessibility.* Common usable open space shall be accessible to all the dwelling units on the lot.	Common space is accessible	
		2) Rooftops. No more than 20% of the total area counted as common open space may be provided on a roof.	No common space is on the rooftops	
		3) Facilities. Common areas may consist of open landscaped areas and gardens, natural areas with trails, patios, swimming pools, picnic and barbeque areas, playgrounds, community gardens, or other such improvements as are appropriate to enhance the outdoor environment of the development. Required components are as follows:		

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		a) Seating. Common usable open space shall include seating.	Seating is provided	
		b) Play areas. Developments that include 15 or more units of at least one bedroom or more must include children's play areas and play structures. This requirement does not apply to senior housing developments.	Play areas are provided	
		4) Openness and buildings . There shall be no obstructions above the open space except for devices to enhance the usability of the space. Buildings and roofed structures with recreational functions (e.g., pool houses, recreation centers, gazebos) may occupy up to 20% of the area counted as common open space.	Two picnic pavilions are the only obstructions of common open space, and they do not exceed 20% of the common open space.	
		5) Minimum dimensions. 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. Common upper-story decks shall have no dimension less than ten feet. Roof decks shall have no horizontal dimension less than 15 feet.		If the space between building faces in the courtyard is being counted in the common usable space listed of about 52,000 square feet, demonstrate that none of this occurs between buildings where the width of the open space is less than the height of the adjacent building.
		6) Visibility. At least one side of the common open space shall border residential buildings with transparent windows and/or entryways.	Multiple sides of the open space border residential buildings with windows and/or entryways	

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		7) Pedestrian pathways. Pedestrian walkways shall connect the common open space to a public right-of-way or building entrance.	The podium level open space is connected to the public right of way, from building stairways. The ground level common area (community garden) is connected to the public right of way by grade level walkways.	
		8) Enclosure . Common usable open space that is designed as a children's play area or is likely to be used by children shall be screened from abutting streets by dense landscaping up to five and one-half feet high and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall up to five and one-half feet high, subject to the standards for required landscaping and screening in Chapter TBD. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if the play area is not located on an arterial or collector street and if there is no building located opposite and within 50 feet of the screening.	The children's' play area is on the elevated podium and screened from the streets by its elevated position and by the surrounding buildings. It is also screened within the common area courtyard by trees and planting.	
9-5.707	Storage Space	Each unit shall be provided with a separate, enclosed, lockable storage space. Min 250 cubic feet in volume. No interior dimension less than 4'-0".		Indicate how 250 lockable cubic feet of storage per unit is achieved.
9-5.708	Landscaping			
	Also Refer to Article 10- Landscaping and Irrigation for additional requirements.			

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		(A) Minimum landscaped area. A minimum of 25% of any building site shall be landscaped.		Demonstrate that 25% of the site is landscaped.
		(B) Landscaping of front yards. All portions of required front yards, except those areas occupied by pedestrian or vehicular access ways, shall be landscaped.	Frontages are landscaped.	
		(C) Materials. Landscaping shall include plant materials of varying height and may incorporate a combination of groundcovers, shrubs, vines, trees, and garden areas. Landscaping may also include incidental features such as stepping stones, benches, fountains, sculptures, decorative stones, or other ornamental features, placed within a landscaped setting	Landscaping materials include shrubs, grasses, groundcover and trees. Benches and seating are included in the landscaping at the podium level.	
		(1) Ground cover materials. Ground cover shall be of live plant material. Pervious non-plant materials such as permeable paving, gravel, colored rock, cinder, bark, and similar materials shall not cover more than 10% of the required landscape area. Mulch must be confined to areas underneath shrubs and trees and is not a substitute for ground cover plants.		Demonstrate that cobbled areas don't exceed 10% of the required landscaping.
	(2) Plant Spacing	(a) Ground covers. Ground cover plants other than grasses must be at least four-inch pot size. Areas planted in ground cover plants other than grass seed or sod must be planted at a rate of at least one per 12 inches on center.	Plant sizes and spacing are not included, but drawings indicate preliminary design intent	Plant sizes and spacing will be required for building permit.

Ref.	Item	Description	Comment	Recommendation
		(b) Shrubs. Shrubs shall be a minimum size of one gallon.	Plant sizes are not included, but indicate preliminary design intent.	Plant sizes will be required for building permit.
		(c) Trees. Trees shall be a minimum of 15 gallons in size with a one-inch diameter at breast height (dbh). Specimen trees of 36-inch or greater box size are encouraged. At least one specimen tree with a 24-inch or larger box size shall be planted in the landscaped area of the front setback. Trees (center of trees) shall be located a minimum of six feet from water meters, gas meters and sewer laterals; eight feet from any driveway, fire hydrant, fire sprinkler, or standpipe connection; and 15 feet from any curb return at an intersection, utility pole, or street light.	Tree sizes are not indicated, but indicate preliminary design intent. Also not indicated are compliance with distance requirements of trees from water meters, gas meters, sewer laterals, driveways, fire hydrants, sprinkler standpipes, curbs at intersections, utility poles and street lights.	Tree sizes will be required for building permit. Compliance with distance requirements of trees from water meters, gas meters, sewer laterals, driveways, fire hydrants, sprinkler standpipes, curbs at intersections, utility poles and street lights will be required for building permit.
		(D) Tree protection. Newly planted trees shall be supported with double stakes or guy wires. Root barriers shall be required for any tree placed within ten feet of pavement. (See also § 9-5.1210, Regulations on Tree Locations, and § 9-5.1208, Definition of Restricted Trees.)		Indicate tree protection requirements.

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
9-5.709	Procedures	The Planning Commission may allow modifications to the dimensional requirements, design standards, and other requirements of this article when so doing is consistent with the purposes of the General Plan and the district and would, because of practical difficulties, topography, and similar physical conditions, result in better design, environmental protection, and land use planning. The Zoning Administrator may review and approve modifications that are requested because a lot is substandard. All other modifications shall require Planning Commission approval. All modifications under this section shall be processed as use permits pursuant to the procedures of Article 27 of this Code.		Indicate if any modifications to the design standards are requested for the planning commission or zoning administrator's review.
Article 10: Landscaping and Irrigation (referenced from 9-5.708)				
Review of this Article is included because it is referenced in Article 7, item 708				
9-5.1001	General Require-ments	General requirements for design, installation and maintenance, required prior to a certificate of occupancy		

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
9-5.1002	Required Landscape Plans	(A) Landscape plans should be prepared by a licensed landscape architect, or equally qualified professional. The Zoning Administrator, Planning Commission, and/or Design Review Board may require as a project specific condition that final landscape plans be prepared by a licensed landscape architect. All landscape plans shall be drawn to scale and be consistent with architectural and civil engineering site plans, and storm water control plan for the proposed site.	Landscape plans are prepared by a licensed landscape architect. Landscape plans are inconsistent with architectural plans.	Coordinate landscape plan area configurations with architectural drawings.
		(B) All applications for final development plan, use permit, and/or design review shall provide a preliminary landscape plan. This plan shall, as a minimum, illustrate the extent and nature of proposed plantings as well as a proposed plant palette.	The preliminary Landscape plans indicate the extent and nature of the proposed plantings and plant palette.	
		(C) Final landscape and irrigation plans shall be submitted concurrently with architectural, structural, and civil engineering and storm water control plans when a building permit is requested. No building permit shall be issued for any project governed by the requirements of this section, until final landscape and irrigation plans have been reviewed and approved by staff. This section also includes requirements for stormwater control plans and a maintenance plan.	These items will be required for building permit.	These items will be required for building permit.

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
9-5.1003	General Design Standards	Requirements for drought tolerance, size, spacing, coverage at maturity and other detailed requirements.		Detailed provisions of this section will be required for building permit.
9-5.1004	Specific Design Standards	Specific requirements for parking, grading, open space, creeks, drainageways, water conservation	These items will be required for building permit if applicable	These items will be required for building permit if applicable
9-5.1005	Provisions in Covenants, Conditions and Restrictions	Prior to the recording of the final map, or if none, prior to the issuance of building permits for any project specified in § 5-1.204, the applicant shall submit, subject to City Attorney approval, documents that include the provisions of § 5-1.204 in covenants, conditions and restrictions ("CC&R's) or deed restrictions for the subject property, such requirement to run with the land and be binding upon subsequent owners.	These items will be required for building permit if applicable	These items will be required for building permit if applicable
Article 17: Parking Requirements (referenced from 9-5.705)				
Review of this Article is included because it is referenced in Article 7, item 705				
9-5.1701	Purpose			
9-5.1702	Basic Requirements			
		A), B), C) not listed		

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		(D) Off-street parking and loading facilities required by this article for any use shall not be considered as providing parking spaces or loading berths for any other use except where a shared parking arrangement applies or a joint facility exists. Such a facility shall contain not less than the total number of spaces or berths as required individually, or fewer spaces may be permitted where adjoining uses on the same site have different hours of operation and the same parking spaces or loading berths can serve both without conflict, according to the procedures and required findings of 9-5.1704 Parking Reductions.	There is no clear delineation on the site plan regarding which parking spaces outside of the parking garage are assigned to the residential development.	Indicate which spaces outside of the garage are for the residential development, and indicate how residents access the building entry/entries from those spaces.
9-5.1703.1	Off Street Parking Requirements by Use	According to Table 9-51703.1: Multi-family residential: 1.5 spaces per unit up to 2 bedrooms. One space to be covered. 2 spaces par unit=3 bedrooms, one space to be covered plus 1 space per 5 units for guest parking	Per narrative, proposed parking of 328 spaces for residents plus 42 spaces for guests for the residential development complies.	
9-5.1704	Parking Reductions			
		(A) Purpose		
		(B) Qualifying Projects . Reduced parking requirements may be considered for the following types of projects:	No reduction for the residential development proposed.	
		Qualifying project types not listed here.		
9-5.1705	Off-Site Parking Facilities			
		No Off-site parking proposed		

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
9-5.1705.1	Tandem Parking			
		Tandem parking may be permitted to satisfy the off-street parking requirement in accordance with the following requirements:		
		(A) No more than two vehicles shall be placed one behind the other.	Proposed tandem parking is two cars deep.	
		(B) Both spaces shall be assigned to a single dwelling unit or non-residential establishment.	Per the narrative, tandem parking will be assigned to three-bedroom unit types. This will be for 42 of the 52 required spaces for the three-bedroom units.	
		(C) Tandem parking to meet required parking for non-residential uses may be used for employee parking; the maximum number of tandem parking spaces shall not exceed 50% of the total number of spaces. When tandem parking is used to meet retired parking for non-residential uses the applicant shall provide valet parking or establish a system to facilitate retrieval of parked vehicles.	Not applicable to residential use	
		(D) Tandem parking to meet required parking for multi-unit development shall be located within an enclosed structure; the maximum number of tandem parking spaces shall not exceed 50% of the total number of spaces.	Tandem parking is within an enclosed structure and is less than 50% of the total parking.	
		(E) Tandem parking shall not be used to meet the guest parking requirement.	Tandem parking is not proposed for guests.	

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
9-5.1706	Parking Spaces for the Handicapped	All parking facilities shall comply with the requirements of the Cal. Admin. Code Title 24, Part 2, Chapter 2-71, and with the sign requirements of Cal. Veh. Code § 22507.8. (for 501-1000 parking spaces: 2% of total)		
9-5.1707	Bicycle Parking	No requirement for residential development		
9-5.1708	Shopping Cart Storage	Not applicable for residential development		
9-5.1709	Parking Space Dimensions	Minimum perpendicular parking in a garage is 10ft. X 20ft.	Stalls in the garage are dimensioned as 20ft. deep, and width appears to scale at 10ft.	
		Minimum uncovered space size is 9ft x 20ft.	Uncovered spaces are dimensioned at 18ft. deep and 9 ft. wide	Confirm that 2ft. overhang to allow for 20ft. deep stalls still allows for adequate walkways.
9-5.1711	Application of Dimensions	(A) All required residential spaces and guest spaces shall be standard spaces.		
		(B) Each parking space adjoining and parallel to a wall, column, or other obstruction higher than one-half foot shall be increased by three feet on the obstructed door side. For spaces adjoining and perpendicular to such an obstruction, an increase of four feet is required.	It appears that additional adequate space is provided adjacent to walls, but it isn't dimensioned. There are many columns at which this obstruction space would be required, but it appears the columns have been carefully located to not encroach at door-opening locations.	In final permit review, demonstrate conformance.
9-5.1712	Parking Access From Street			
		(A) All spaces in a parking facility shall be accessible without re-entering a public right-of-way	Complies	
		(B) For locations where parking does not abut a public street	Not applicable	
		(C) Parking lot entrance and exit locations and widths are subject to the approval of the City Engineer.		Subject to City Engineer review

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
9-5.1713	Driveway Widths and Clearances			
		(A) Driveways shall be paved with an approved surface and shall have the following minimum widths at the outside edge of curb, plus a minimum of one foot additional clearance on each side of a vertical obstruction exceeding 0.5 foot in height.		Subject to City Engineer review
		(1) Serving a residential use: 2 or fewer spaces- 10 ft.; 3 to 6 spaces- 12 ft.; 7 or more spaces- 12 ft. 1-way, or 20 ft. 2-way	Driveway widths are not dimensioned.	Subject to City Engineer review
9-5.1714	Parking Area Screening			
		A parking area for five or more cars shall be screened from an adjoining residential property or a ground-floor residential use by a solid decorative concrete or masonry wall six feet in height, however the height of a wall adjoining a required residential front yard shall be three feet unless a higher wall is required for noise attenuation.	There is an existing 6 foot high CMU screening the adjacent residential development.	
		Parking areas shall be screened from adjacent streets with a solid decorative concrete or masonry wall, berming and/or landscaping having a minimum height of three feet above the adjacent grade of the parking area.		Confirm that landscape screening of the surface parking on the north side is a minimum of three feet above the grade of the parking area.

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
9-5.1715	Lighting			
		Outdoor parking area lighting fixture heights shall be determined by their relationship to surrounding uses, and lighting shall not shine directly onto an adjacent street or property. Minimum illumination at ground level shall be two foot-candles but shall not exceed one-half foot-candles in a residential district.		Demonstrate compliance
9-5.1716	Parking Lot Landscaping; Design Standards			
		(A) Parking lots for non-residential uses shall have minimum interior perimeter planting areas of 10 feet width adjacent to a residential district and five feet adjacent to other districts.	No applicable to residential uses	
		(B) A parking lot in any district having parking adjoining a street shall have a frontage planting area reflecting the setback of the street.	Project complies	
		(C) All other landscaped areas shall be a minimum of five feet in width.	Project complies	
		(D) The end of each row of parking stalls shall be separated from driveways by a landscaped planter, sidewalk, or other means.	Project complies	
		(E) No more than 10 consecutive parking spaces should be allowed in any row of parking without a parking lot landscape island extending from a landscape strip.	Project complies	

Ref.	Item	Description	Comment	Recommendation
		(F) Where standard spaces are adjacent and perpendicular to landscaping, the required planting area shall be increased two feet in depth by decreasing the length of the parking stall by two feet. Where autos will overhang into both sides of an interior landscaped strip or well, the minimum curb-to-curb interior planter dimension shall be six feet. Compact spaces are not eligible for this provision.	Project complies with the landscaping requirement, but note other requirements for walkways and access.	
		(G) The design and location of parking lot landscape areas shall be consistent with the storm water control plan.	No storm water control plan has been provided.	Coordinate this item.
		(H) Parking lot landscape area shall be excavated to an adequate depth based on a soils analysis to ensure the health of the plant material, and to aid in achieving a mature parking lot tree canopy.	This information not provided in preliminary landscape plans.	These items will be required for building permit.
9-5.1717	Garage and Carport Design			
		(A) Residential garage design	Not applicable	
		(B) Carports design	Not applicable	
9-5.1718	Recreational Vehicle Access			
		Applicable to new subdivisions	Not applicable	
9-5.1719	Additional Design Standards			
		(A) Vehicle sales, renting leasing, storage, repairs, etc	Use restrictions	

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CITY OF ANTIOCH CODE OF ORDINANCES, TITLE 9: PLANNING AND ZONING, CHAPTER 5				
Ref.	**Item**	**Description**	**Comment**	**Recommendation**
		(B) Surface water shall be controlled in conformance with the storm water control plan prior to being discharged to natural or engineered off-site drainage facilities and may not drain off or across public or private sidewalks, pedestrian walkways, or areas not designed as drainage facilities.	No storm water control plan has been provided.	These items will be required for building permit.
		(C) Markings	Markings requirements not reviewed.	These items will be required for building permit. Subject to City Engineer review
		(1) Each standard parking space shall be marked with four inch wide double stripes 18 inches on center, as shown in subdivision (6) of this division.		
		(2)Each parking space and parking facility shall be identified by surface markings and shall be maintained in a manner so as to be readily visible and accessible at all times. Such markings shall be arranged to provide for orderly and safe loading, unloading, parking and storage of vehicles. Markings required to be maintained in a highly visible condition include striping, directional arrows, lettering on sign and in handicapped-designated areas, and field color.		

Ref.	Item	Description	Comment	Recommendation
		(3) One-way and two-way accesses into required parking facilities shall be identified by directional arrows. Any two-way access located at any angle other than 90° to a street shall be marked with a traffic separation stripe the length of the access, however this requirement does not extend to the parking aisles		
		(4) Compact spaces shall be clearly identified by the word "compact" painted on the paved surface of the space in white block letters.		
		(5) Where the exit may not be clearly recognizable, directional signage must be provided.		
		(6) Concrete wheel stops shall be provided where parking spaces are perpendicular to a walkway, so that vehicles to do not overhang such a walkway.		
		(D) All weather surfacing is required for all off-street parking, loading, storage, sales, rental or service areas for vehicles (e.g. service stations, used car lots). Parking areas open to public use must be paved, but may have alternate all-weather surfacing as permitted by the City Engineer.		
9-5.1720	Location and Design of Loading Spaces			
		Not applicable for residential development		

DELTA FAIR VILLAGE APARTMENTS				
Review date 7/2/2019				
CITY OF ANTIOCH CITYWIDE DESIGN GUIDELINES				
Ref	**Item**	**Description**	**Comment**	**Recommendation**
CHAPTER 6.2 Multi-Family Residential Design Guideline				
6.2.1	Introduction	Foster quality development; provide pleasant residential environment within the context of higher density	Design foster quality, pleasant residential environment within context of higher density.	
		Contribute to the sense of community by relating in scale and form to adjacent properties	Scale of project is taller that adjacent properties; The design does attempt to acknowledge this by stepping down the height of the buildings.	
		Street frontages that create architectural and landscape interest for pedestrians and neighbors	The project features landscaping at street frontages.	
		Includes attached dwelling units, townhouses and apartment complexes	The project is a multi-story apartment building	
6.2.2	Design Objectives	A. Distinctive design that supports high quality development	Design is distinctive	
		B. Attractive, functional and convenient site arrangements	Design is attractive and functional	
			Left turn exiting and entering access is limited by existing street medians	Show existing left turn land on Delta Fair Blvd., and how it aligns relative to proposed driveway entry.
		C. Landscape materials and design that enhance the appearance and contribute to overall quality	A fence is proposed abutting the sidewalk along the Delta Fair Blvd. frontage, and the landscaping is behind the fence line.	Set the fence back from the sidewalk to allow for a landscaped frontage abutting the sidewalk.
			A small setback of the fence at the corner provides space for planting on the corner of the site.	Consider reducing the height of the fence at the corner of the intersection, or setting it back further from the back of sidewalk.
			A landscaped frontage with street trees is proposed along the Buchanan Rd. frontage	
			Project features landscape at podium courtyard	
		D. Provide amenities appropriate to different age groups of multi-family developments	Pool, fitness center, clubhouse, outdoor seating areas, bbqs, and tot lot are provided.	

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CITY OF ANTIOCH CITYWIDE DESIGN GUIDELINES				
Ref	**Item**	**Description**	**Comment**	**Recommendation**
CHAPTER 6.2 Multi-Family Residential Design Guideline				
		E. Use crime prevention techniques such as-- avoid long dead end drive aisles, off street parking interior to the site and designed to minimize visual disruption over overall project, pathway lighting as a safety feature, light all pathways and open areas including those from the parking lot to the building entrance, no parking between a building and public street	The resident parking is in a secured garaged. There is exterior lighting around the perimeter of the building. Building and garage entry is by card readers. Visitors may call residents via a phone access system at entry points.	
6.2.3	Site Planning			
	A. Building Siting and Massing	1. Views of San Joaquin River and Mount Diablo, mature trees, and amenities unique to the site shall be preserved and incorporated.	Building height may provide views of Mount Diablo and the San Joaquin River from the upper residences	
		2. Clustering of multi-family units shall be a consistent site planning element. Large projects shall be broken into groups of structures.	The ground floor parking garage is one larger structure. On the podium above the garage, the project is broken down into 5 buildings	
		3. Buildings shall be generally oriented to the street with varying setbacks to provide visual interest and shadow	The building is oriented to the street. The ground floor parking garage doesn't have variations in setback, but has some 4ft. Deep "pop-outs" with material changes, and roof element at the garage entry. The buildings above the podium have variations in setback.	Provide architectural fenestration and canopies at pedestrian and stairway doors at garage level.
		4. Developments relate directly to adjacent street and present and attractive and interesting façade to passerbys.	Façades relate to the street. The street-level façade at pedestrian level has minimal interest.	Provide architectural fenestration and canopies at pedestrian and stairway doors at garage level.
		5. Buildings oriented to promote privacy	Recessed balconies provide some privacy from adjacent units. Interior courtyard creates a communal space that is private from the street	
		5. Buildings shall respect existing development in immediate area	Existing development in the area is primarily commercial and multifamily residential	
	B. Circulation	1. Principally vehicular access through entry drive.	Vehicular Access through entry drive is provided	

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		2. Site entrance visible from street and well lit.	Site entrance is visible from the street. at the Delta Fair Blvd driveway entry there is a monument sign and a pole light approximately 54 ft. back from the street curb. At the Buchanan Road entrance there is one pole light approximately 37ft. back from the curb.	Provide photometrics to demonstrate that the site entrances are effectively lit.
		3. Main site entry design shall incorporate patterned or colored concrete	Main entry has patterned concrete	
		4. Special accent features shall be used at entries such as monument, public art, ornamental features, decoration, special textured paving, flowering accents, walls, shrubs, and the use of specimen trees shall be used to generate visual interest at entries.	Monument sign with accent planting and special paving is provided at the Delta Fair Blvd. entry. Architectural and landscape plans do not match or adequately show features	
		5. Entry drives shall have sidewalks on both sides	Entry drives do not have sidewalks on both sides	Provide drives on both sides of drives
		6. All entry drive locations shall be coordinated with existing or planned medians		Show existing left turn land on Delta Fair Blvd., and how it aligns relative to proposed driveway entry.
		7. Where possible, incorporate pedestrian connections to adjacent properties	Existing crosswalks and sidewalks provide pedestrian connections to adjacent properties	
		8. Cross circulation between vehicles and pedestrians shall be minimized. A continuous, clearly marked walkway from parking to entrances of all buildings shall be provided.	No walkway is provided from adjacent out-of-garage parking stalls to the main office. Access is through the parking lot which doubles as the main entryway for the site.	Provide pedestrian route from parking on the north side, to the main entry/office. Clarify if the main visitor entry point is the office. Provide a pedestrian route from the office and/or main visitor entry point to stairs and an elevator without crossing a driveway or walking through the drive aisles of the garage.
		9. Walkways shall be located to minimize the impact of pedestrians on privacy of nearby residents or private open space. Avoid walkways next to buildings.	No walkways are located next to residential buildings	

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	C. Parking	1. Parking areas shall be divided into a series of connected smaller parking courts.	Parking for the apartments is concentrated in the garage.	
		2. Parking shall be in development's interior, not along street frontage, carports and tuck under parking shall not be visible from the public street.	New residential parking garage is screened from the public street.	
		3. Adverse visual impacts of parking areas and garages shall be minimized.	New landscaped areas are provided on 3/4 sides of new Residential Parking Garage and at parking areas along Delta Fair Blvd.	
		4. Carports and garages shall be an integral part of the architecture of the project, with similar in color, material and detail. Prefabricated metal carports are prohibited.	New residential parking garage is under units and utilizes the same materials palette as the building.	
		5. Parking courts shall be treated as an important public space whose character is clearly and coherently delineated by landscaping, lighting, building massing and pedestrian/vehicular circulation	Parking is in a garage.	
		6. Garage doors shall not be flush with exterior walls.	Parking garage doors or gates appear to be in 4ft deep recesses	
6.2.4	Architecture			
	A. Character Defining Elements	1. Regional styles encourages: craftsman, Spanish colonial revival, mission revival, Victorian. Primary focus: high quality residential environment. The primary focus shall be on construction a high-quality residential environment.	Suggested regional architectural styles are provided, although they are an eclectic mix	
		2. Elements such as bays, bay windows, recessed or projecting balconies verandas, porches etc. encouraged	Suggested architectural elements are provided	

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	B. Building Height, Scale and Articulation	1. The maximum number of attached units per building shall be 8	328 units a proposed in one podium style building. On the podium, there are 210 units in 5 buildings.	The project exceeds the maximum allowed unit per building as described in the Residential Design Guidelines
		Buildings with 3, 4, 5, and 6 units per structure shall be mixed throughout the project.		The project exceeds the maximum allowed unit per building as described in the Residential Design Guidelines
		2. Building heights shall be varied to give the appearance of a collection of smaller structures.	Building heights are varied in the buildings on the podium	
		3. In some cases, upper stories shall be stepped back to reduce the scale of the facades that face the street, common space and adjacent residential structures.	Upper floors are stepped back	
		4. Buildings with 3 or more attached dwellings in a row shall do **one** of the following:		
		a. Each dwelling unit shall have at least one architectural projection not less than 2 feet from the wall plane and not less than 8' wide	The building complies with this provision	
		b. projections shall extend the full height of single story buildings at least 1/2 the height of 2 story buildings and 2/3 the height of 3 story buildings	Projections extend the full height	
		c. a change in wall plane of at least 3 feet for at least 12 feet for each two units.	The design complies	
		5. The perceived height and bulk of multi-story buildings shall be reduced by dividing mass into smaller components and adding details such as projecting eaves, dormers, and balconies. The use of awnings, moldings, pilasters and comparable architectural embellishments are encouraged.	Eaves, dormers, awnings, and balconies are included	

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		6. All building elevations shall be considered in the evaluation. Side or rear views shall not be minimized because they face away from the public right of way.	All elevations provided	
		7. Arcades and overhangs shall be used to provide scale to the interface between façade and sidewalk.	none provided	Provide arcades or overhangs at the interface between the façade and the sidewalk
		8. Enclosed stairwells shall use residential type windows. Elevator shafts shall use architectural treatments.	Windows are provided at stairwells. Stairwells and elevators create an architectural element of the end of each building, above the podium level	
		9. Mechanical equipment shall be suitably screened or placed in locations not viewed from residences, common areas or street.	Per plans on sheet A8 AC units appear to be on the balconies of the units and not screened from the users. From the street they'll be visible through the open railings.	Provide screening for mechanical units from the residences and the street.
	C. Entryways	1. Courtyard doors or gates shall be attractively designed as an architectural feature.	There is one common courtyard on the elevated deck.	
		2. Strongly delineate the separation between public and private space with paving, building materials, grade separations, or physical barriers	Public and private space is strongly delineated because the residential building is on plinth. Other ground floor residential areas are behind fencing and gates.	
		3. Each dwelling unit entry shall be emphasized with porches, stoops, roof canopies and detailing. Opportunities for residents to personalize their entry shall be provided with space or ledges.	Units are accessed from an interior double loaded corridor. The corridors are continuous and uninterrupted with doors flush to the corridor.	Consider providing alcoves or areas for personalization at unit entries within the corridor system.
	D. Stairways	1. Not more than (4) second floor dwelling units shall be served by a single flight of exterior stairs.	There are no exterior stairs in the residential building	
		2. Stairways shall be constructed of durable material.	This requirement isn't applicable to the exterior architectural features of the interior stairwells proposed.	
	E. Building Materials	1. Structures shall be unified by a consistent use of building materials, textures and colors	Structures are unifies by consistent use of materials	

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		2. Materials shall be durable, low maintenance, relate quality and permanence. Frequent material changes shall be avoided.	Proposed materials are durable and low maintenance including concrete tile roofs, cement plaster, split-face CMU, stone veneer	
		3. Inappropriate exterior materials include:	Narrative says balconies will have "solar privacy screens"	Provide information describing the materials, location, and configuration of the solar privacy screens.
		a. plastics and plastic laminates	none	
		b. asphalt shingles	none	
		c. corrugated fiberglass, metal or plastic.	none	
		d. rock veneers or poor imitation rock	project uses Coronado Stone Veneer, Country Castle, Chablis Stone	Provide sample and/or product information for stone veneer
		e. plywood or similar	none	
		f. highly reflective materials	none	
		g. unfinished concrete	none	
		h. unfinished metal, aluminum or sim	none	
	F. Roofs	1. Rooflines shall be segmented and varied. Varying heights are encouraged.	Rooflines are varied on the residential and commercial buildings	
		2. Combos of 1, 1 1/2, and 2 story units are encouraged	A combination of 3 and 4 story units are provided	
		3. Vertical elements such as towers may be used to accent and add interest.	Raised elements with pitched roofs are provided on the building	
		4. Full hipped or gabled roofs covering building are preferred over mansard roofs and segments of pitched roofs applied at the building's edge.	Roofs are fully hipped or gabled with no mansards. Selected areas of flat roofs provided interest and variation.	
		5. Roofs shall reflect a residential appearance.	Roofs reflect a residential appearance	
		6. Roof pitch for a porch may be slightly lower than that of the main buildings	There are no porches	

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		7. Carport roofs visible from buildings or streets shall incorporate roof slope and materials to match adjacent buildings. Flat carport roofs are prohibited.	There are no carports	
	G. Colors	1. The predominant color of the building and structures shall be muted and non-garish.	muted colors have been chosen	
		2. Color shall be used as an important accent and more than one predominant paint color is encouraged.	more than one predominant paint color has been chosen and there is an accent plaster color	
		3. Bright or intense colors should be used sparingly.	none used	
		4. Materials such as brick and stone shall be left in their natural colors.	stone is in natural color	
6.2.6	Landscaping			
	A. Introduction	Landscape can be used to define and accent specific areas and provide transitions between neighboring properties and screen storage areas. Landscaping shall be a unifying element	Landscaping is used to transition between public and private spaces	Landscaping is appropriately used, except per comments in item 6.2.2.C
		1. plantings shall use a 3 tier system: grasses and groundcover, shrubs and vines and trees	Trees, shrubs, and groundcovers are used	
		2. new shall complement existing	All proposed landscaping is new	
		3. encouraged planting concepts include:		
		a. specimen trees 48" box or more in informal groupings or rows	"large" and "medium" trees are noted on landscape plans	Please provide estimated tree sizes
		b. planting to create shadow at walls	yes	
		c. planting to soften building lines	yes	
		d. flowering vines on walls, arbors, or trellis	yes	
		e. trees for canopy shade especially in parking and open space	yes	

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		f. Berms, plantings, walls to screen parking, trash and storage	yes	
		4. Landscaping at building perimeter is encouraged.	yes	
		5. Landscape shall be protected by curbs and raised planting from vehicle and pedestrian traffic. Provide concrete steps in planters adjacent to parking spaces.	yes	
		6. Vines and climbing plants on trellises and walls encouraged.	none	
		7. Gravel, bark and astroturf is not allowed as a substitute for planting materials.	not included	
		8. Emphasize use of water efficient planting.	included in site concept narrative	
	B. Landscaping at Site Entries and Entry Statements	The area between the public street and the project's internal circulation zone is considered the vehicular entry zone.		
		1. This zone shall be treated with special landscape elements giving identity to the project: paving, flowers, specimen trees, graphic signage, lighting	accent planting and a monument sign are provided at entry	
		2. Textured paving, stamped concrete or rough textured concrete may be used.	Accent paving provided at entry	
	C. Landscaped Area Spacing and Size	1. Plantings shall not interfere with lighting or emergency apparatus. Large trees shall not be planted under overhead lines. Trees and large shrubs shall be placed as follows:		Provide information to demonstrate that plantings will not interfere with lighting, emergency apparatus, or overhead lines
		a. Min 8 ft. between center of tree and edge of driveway, min 6 ft. from a water meter, gas meter and sewer laterals.	Minimums met at driveways, see note above for conflicts with utilities.	Provide information to demonstrate clearances to meters and sewer laterals

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		b. Min 25 ft. between center of trees and beginning of curb returns at intersections.	New trees at the landscaped area at the intersection of Buchanan Rd and Delta Fair Blvd appear to be 20-24' from curb returns	Scaling drawings, it appears that there will be 25 ft. between tress and the beginning of curb returns at intersections. Confirm.
		c. Min 15 feet between the center of trees and large shrubs to utility poles and street lights.		Provide information to demonstrate clearances
		d. Min 8 feet between center of trees and fire hydrants, fire dept. sprinkler and standpipes.		Provide information to demonstrate clearances
	D. Plant Maintenance and Irrigation	1. All young trees shall be staked. Provide root barriers for trees planted within 10 ft. of pavement.	no landscaping details have been provided with this submittal	Provide details for staking and root barriers
		2. Automatic sprinklers controllers, backflow preventers and anti siphon valves shall be used.	no landscaping details have been provided with this submittal	Provide details for irrigation systems
		3. Sprinklers heads and risers shall be protected from car bumpers. Pop up heads shall be used. Overspray and run off shall be prevented.	no landscaping details have been provided with this submittal	Provide details for irrigation systems
		4. All irrigation shall be designed to reduce vandalism	no landscaping details have been provided with this submittal	Provide details for irrigation systems
6.2.6	Lighting	A. Street lighting shall be installed inside the project on both sides of the street using min 70 watt HPSV	Street lighting is provided on both side of the streets on the west end of the north lot and on both sides of the street on the east side, in the form of pole lights on one side of the street and of building-mounted lights on the other side of the street. On the east end of the north lot, only building-mounted lighting is provided.	Provide street lighting on the north side of the east end of the north lot.
		B. All lighting in parking areas shall be arranged to provide safety and security, but prevent glare into units.	Lighting levels are not provided. Fixture direction is also not provided. Unclear if lighting in parking lot on north side of residential building would cause glare into the building	Provided detail and section to verify conformance with this provision. Submit photometric plan for whole site.

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		C. Pedestrian scaled lighting shall be located on pedestrian routes of travel within the property.	12 ft pole lights are provided along with wall pack lights mounted on the buildings at 10' high	If additional pedestrian walkways are added per 6.2.3.B.8, provide lighting for those walkways
6.2.7	Walls and Fences			
		A. wall and fence material shall be consistent with the overall design. Color shall be compatible.		
		B. Visually penetrable materials shall be used in areas of high activity such as pools and playgrounds and areas adjacent to street frontage.	A black wrought iron fence is provided at the street frontage, the pool on the podium has an fence per the elevation drawing, and the playground appears to be unfenced	
		C. Design and materials shall consider maintenance, graffiti removal, water damage. Decorative capstones on stucco walls are required.	Existing perimeter wall at east end of multifamily building at property line incorporates vines and plantings. No other perimeter walls are used.	
		D. Perimeter walls shall incorporate textures, setbacks, variations in height in conjunction with landscaping. Chain link not permitted.	Perimeter wall to adjacent property is existing	
		E. Screen walls, sound walls, and retaining walls height shall be determined by site features and proximity to noise generators and privacy issues	Retaining walls and steps/stairs along Buchanan Rd are shown on the landscape plan but not shown on elevations	Indicate materials for retaining walls and steps/stairs
		F. Walls adjacent to homes shall be consistent with the building design.	Retaining wall material is not clear from the drawings	Provide details/materials for retaining walls and steps/stairs
		G. Long continuous perimeter walls are discouraged. Max unbroken length shall be 100 ft.	None	
		H. Design shall complement the buildings. Fencing where screening is not required shall be of decorative iron or similar.	Fencing along the Delta Fair Blvd frontage and at the intersection is not required, but is proposed.	Consider decorative intermediate columns to match the building materials, offsets, setbacks or other features. See also comment for item 6.2.2.C
6.2.8	Multi Family Storage			

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		A. Adequate private storage shall be provided for all multi-family units		
		B. Min 250 Cu Ft of lockable enclosed storage spaces shall be located in a garage, carport, storage building or an enclosed storage space accessed from the rear of the unit, Exterior closets on balconies may also be used if not visible from the public right of way.	The narrative describes that 250sf of storage space is provided for each unit, some in enlarged balconies, in corridors adjacent to stairs, and in the garage.	Provide information indicating how the quantities of required lockable storage space are provided.
		C. Multi family storage must be in addition to designated utility area.		
6.2.9	Trash and Storage Facilities	Locate in nonconspicuous areas, well screened with landscaping and fortified to protect adjacent areas from noise and odors.	Trash chutes drop into bins in five separate trash rooms in the garage. Rooms appear to have full height walls and be fully screened and enclosed.	
		A. accessible for trash collection, but not block circulation. Located inside parking courts or at the end of parking bays.	Trash rooms have exterior metal doors, some directly to the exterior, and some through an access corridor.	Explain how trash will be removed from the trash rooms through corridors, through exterior doors, and along walkways
		B. screening elements shall be constructed of the same materials and finishes as the primary building. Gates shall be solid metal painted to match adjacent building design	Trash rooms are screened, as they are in the parking garage	
		C. Adequately screened on 3 sides with landscaping	Trash rooms are screened, as they are in the parking garage	
		D. All trash enclosures shall be covered.	Trash rooms are within the parking garage	
		E. Sized to accommodate both trash and recycling	Each of the five trash rooms graphically appears to have room for three bins, which could be intended for trash and recycling	

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		F. Pad designed to drain to a pervious surface through indirect soil infiltration in accordance with Contra Costa Clean Water Program C.3 Guidebook	Wash-down, drainage and ventilation is not indicated	
6.2.10	Community Facilities and Open Space	A. Residents shall have access to community facilities and open space.	Residents have access to a podium courtyard, playscape, raised planters for community garden, and outdoor seating areas	
		B. All support buildings shall be compatible with architectural design	The project is contained in one podium building.	
		C. Open space shall be sheltered from noise and traffic.	The elevated podium courtyard is sheltered from noise and traffic. The grade-level community garden is screened from the street with an evergreen hedge along a fence.	
		D. Buildings shall be oriented to create courtyards and open space areas. Plazas, water features, community gardens shall be included whenever possible.	Included with the design	
		E. Spaces shall be conveniently located for the majority of units.	The majority of units can reach or have visual access to spaces	
		F. Open spaces will take advantage of prevailing breezes and direction of the sun	No wind or sun diagrams have been provided.	Provide information to illustrate compliance with this requirement.
		G. Open spaces shall be contiguous to the units they serve and be screened from the public.	Open spaces are contiguous and screened	
		H. Children's play areas shall be visible from as many units as possible.	Children's space is visible from many units	
		I. In large developments, separate play areas shall be provided for different age groups for safety reasons.	Separate play areas are provided	

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		J. Seating areas shall be provided in areas where adults can supervise children's play and where school aged children can sit. Consider comfort- sun, shade, wind.	Seating surrounds playspace nicely	
		K. Mailboxes shall be located in highly visible heavy use areas for convenience, social interaction and to promote safety	Mail is distributed in the parking garage at the elevator to each building.	This may not be a highly visible or social area. Consider alternate locations.
		L. A trash and recycling receptacle shall be located adjacent to the mailboxes.	Not indicated	Provide trash and recycling receptacles at mailboxes.

ATTACHMENT F
COMMENTS AND RESPONSES ON THE IS/MND

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THOMAS A. ENSLOW
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June 1, 2020

Via E-Mail and U.S. Mail

Alexis Morris
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Re: Delta Fair Village Mixed-Use Project IS/MEND Comments

Dear Ms. Morris:

We are writing on behalf of Antioch Residents for Responsible Development to provide comments on the May 2020 Initial Study/Mitigated Negative Declaration ("IS/MND") prepared for the Delta Fair Village Mixed-Use Project proposed by Chiu Family LLC. The Project involves the demolition of 73,546 square feet of the 147,081 square feet Delta Fair Village Shopping Center to develop the site with approximately 210 multi-family residential units, which would be located in five four-story buildings above a single-story parking garage. Additionally, a new 4,174-sqare feet retail building would be constructed on the western portion of the site. The new development would total 411,511 square feet. The Project is located at 3000 Delta Fair Boulevard in the City of Antioch, northeast of the intersection of Buchanan Road and Delta Fair Boulevard.

According to the IS/MND, the Project will require the following approvals from the City of Antioch ("City"): (1) MND Certification pursuant to the California Environmental Quality Act ("CEQA"); (2) a General Plan Amendment to redesignate the site from Regional Commercial to Mixed Use (3) Rezone of the site from C-3 to Planned Development (P-D); and (4) Use Permit and Design Review for

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the development of a new retail building and a multifamily residential development at a density of 35 du/ac within a P-D zoning district.

As explained in these comments, the IS/MND does not comply with the requirements of CEQA in several respects:

First, the IS/MND fails to properly analyze and mitigate impacts from air quality and their associated health risks. Specifically, the City failed to properly analyze construction and operational air emissions by underestimating and failing to support their emission projections. As a result, the City failed to disclose, analyze and mitigate a potentially significant health risk that is evident when the IS/MND's errors are corrected.

Second, the MND fails to properly disclose, analyze, and mitigate Greenhouse Gas ("GHG") emissions. The MND's analysis uses an inapplicable threshold of significance in violation of CEQA and relies on several erroneous and unsupported assumptions which underestimate the Project's actual GHG impacts and ultimately result in a potentially significant impact.

Third, the MND fails to properly disclose, analyze, and mitigate potential hazardous impacts from the Project. The City failed to prepare a Phase I Environmental Site Assessment to provide a proper basis for determining impacts from Hazards and Hazardous Materials.

For each of these reasons, the City may not rely upon an IS/MND to satisfy its CEQA analysis, instead the City must prepare an Environmental Impact Report to disclose and analyze these potentially significant impact and circulate that environmental document for public review and comment.

These comments were prepared with the assistance of air quality, GHG, and hazardous materials experts from Soil Water Air Protection Enterprise ("SWAPE") Matt Hagemann, P.G, C.Hg. and Paul E. Rosenfeld, PhD.[1] SWAPE's comments and curriculum vitae are attached hereto as Exhibit A and are fully incorporated herein and submitted to the City herewith. Therefore, the City must separately respond to the technical comments from SWAPE, in addition to our comments.

[1] **Exhibit A**: A letter from Matt Hagemann, P.G, C.Hg. and Paul E. Rosenfeld, PhD to Aaron Messing Re: Comments on the Delta Fair Village Project (SCH 2020050040), June 1, 2020 ("**SWAPE comments"**).

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I. Statement of Interest

Antioch Residents for Responsible Development is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential environmental impacts of the Project. The association includes Antioch residents Nathan Deleon, Sunshine Kinder, and Anthony Lundberg-Palacios and the International Brotherhood of Electrical Workers Local 302, Plumbers & Steamfitters Local 159, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483 and their members and those members' families and other individuals that live, recreate, work and raise their families in the City of Antioch (collectively "Antioch Residents").

Antioch Residents supports the development of mixed-use projects where properly analyzed and carefully planned to minimize impacts on public health and the environment. Mixed-use projects should avoid impacts to air quality, public health, water resources and traffic, and should take all feasible steps to ensure unavoidable impacts are mitigated to the maximum extent feasible. Only by maintaining the highest standards can mixed-use development truly be sustainable.

Individual members of Antioch Residents and the members of the affiliated labor organizations live, work, recreate and raise their families in the City of Antioch. These members would be directly affected by the Project's environmental and health and safety impacts. Members of Antioch Residents may also work on the Project itself. Accordingly, these individuals will be first in line to be exposed to any health and safety hazards created by the Project. They each have a personal interest in protecting the Project area from unnecessary, adverse environmental and public health impacts.

The organizational members of Antioch Residents and their members also have an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for businesses to expand in the region, and by making it less desirable for businesses to locate and people to live there. Continued degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduces future employment opportunities.

Finally, the organizational members of Antioch Residents are concerned with projects that can result in serious environmental harm without providing

countervailing economic benefits. CEQA provides a balancing process whereby economic benefits are weighed against significant impacts to the environment.[2] It is in this spirit we offer these comments.

II. The IS/MND Lacks Substantial Evidence to Support Its Conclusions on Significant Impacts and Substantial Evidence Supports a Fair Argument that Project Operation and Construction May Result in Potentially Significant Air Quality, Greenhouse Gas, and Hazardous Material Impacts that the IS/MND Fails to Disclose and Mitigate

CEQA is intended to provide the fullest possible protection to the environment. CEQA requires that a lead agency prepare and certify an EIR for any discretionary project that may have a significant adverse effect on the environment and requires analysis of the "whole of an action," including the "direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment."[3]

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project.[4] "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR "protects not only the environment but also informed self-government."[5] The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return."[6]

Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures.[7] The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and

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[2] Pub. Resources Code § 21081(a)(3); *Citizens for Sensible Development of Bishop Area v. County of Inyo* (1985) 172 Cal.App.3d 151, 171.
[3] Pub. Res. Code §§ 21002.1(a), 21100(a), 21065, 21151(a); 14 C.C.R. §§ 15064(a)(1), (f)(1), 15367, 15378(a).
[4] 14 CCR § 15002(a)(1).
[5] *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564.
[6] *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs*. (2001) 91 Cal. App. 4th 1344, 1354 ("*Berkeley Jets*"); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[7] 14 CCR§ 15002(a)(2) and (3); *see also Berkeley Jets*, 91 Cal.App.4th at 1354; *Citizens of Goleta Valley*, 52 Cal.3d at 564.

to "identify ways that environmental damage can be avoided or significantly reduced."[8] If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns."[9]

"At the heart of CEQA is the requirement that public agencies prepare an EIR for any project that may have a significant effect on the environment."[10] A negative declaration is improper, and an EIR must be prepared, whenever it can be fairly argued on the basis of substantial evidence that the project may have a significant environmental impact.[11] "[S]ignificant effect on the environment" is defined as "a substantial, or potentially substantial, adverse change in the environment."[12] An effect on the environment need not be "momentous" to meet the CEQA test for significance—it is enough that the impacts are "not trivial."[13] Substantial evidence, for purposes of the fair argument standard, includes "fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact."[14]

An agency's decision to rely on an MND under CEQA is reviewed by a court for abuse of discretion under the fair argument standard.[15] To determine if there has been an abuse of discretion, a court reviews the agency's factual conclusions de novo.[16]

Under the fair argument standard, a reviewing court may not uphold an agency's decision to not prepare an EIR because of substantial evidence that the project would not have a significant environmental impact.[17] The reviewing court's

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[8] 14 CCR §15002(a)(2).
[9] PRC § 21081; 14 CCR § 15092(b)(2)(A) & (B).
[10] *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal.5th 937, 944 (internal citations and quotations omitted).
[11] *Id.* at 957.
[12] Pub. Res. Code § 21068; 14 C.C.R. § 15382; *County Sanitation Dist. No. 2 v. County of Kern* (2005) 127 Cal.App.4th 1544, 1581.
[13] *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 83 fn. 16.
[14] Pub. Res. Code § 21080(e)(1) (emphasis added); *Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal.App.4th 327, 331 ("*CREED*").
[15] *Save the Agoura Cornell Knoll v. City of Agoura Hills* (2020) Nos. B292246, B295112, 2020 WL 1270355, *4 ("*STACK*").
[16] *Id.*
[17] *Id.*

function is to determine whether substantial evidence supports the agency's conclusion as to whether the prescribed fair argument could be made.[18] If there is substantial evidence that the proposed project might have a significant impact, evidence to the contrary is not sufficient to support a decision to dispense with preparation of an EIR and adopt a negative declaration.[19] Neither the lead agency nor a court may "weigh" conflicting substantial evidence to determine whether an EIR must be prepared in the first instance.[20] "The fair argument standard thus creates a low threshold for requiring an EIR, reflecting the legislative preference for resolving doubts in favor of environmental review."[21]

Where experts have presented conflicting evidence on the extent of the environmental effects of a project, the agency must consider the effects to be significant and prepare an EIR.[22] In short, when "expert opinions clash, an EIR should be done."[23] "It is the function of an EIR, not a negative declaration, to resolve conflicting claims, based on substantial evidence, as to the environmental effects of a project."[24] Where substantial evidence is presented, "evidence to the contrary is not sufficient to support a decision to dispense with preparation of an EIR and adopt a negative declaration, because it could be 'fairly argued' that the project might have a significant environmental impact."[25]

The fair argument test requires the preparation of an EIR whenever "there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial."[26] As described below substantial evidence is present here that the Project may cause a significant effect on the environment.

In particular, these comments show that the Project may result in significant impacts from emissions of air pollutants and their associated health risks, GHG

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[18] *Id.*
[19] *Id.*
[20] *Id.* at *13.
[21] *Id.* at *4.
[22] *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 935; *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1317–1318; CEQA Guidelines § 15064(f)(5).
[23] *Pocket Protectors*, 124 Cal.App.4th at 928; *Sierra Club*, 6 Cal.App.4th at 1317–1318.
[24] *Pocket Protectors*, 124 Cal.App.4th at 935.
[25] *Sundstrom*, 202 Cal.App.3d at 310 (citation omitted).
[26] 14 C.C.R. § 15063(b)(1) (emphasis added).
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emissions exacerbating climate change, and impacts from hazardous materials on the Project site. Thus, the City is required under CEQA to take a closer look at the potentially significant environmental impacts of the Project in a legally adequate EIR.

A. The IS/MND fails to identify, analyze, and mitigate the Project's potentially significant air quality impacts and associated health risks

Under CEQA, lead agencies must consider a project's impacts on air quality, including whether the project will "expose sensitive receptors to substantial pollutant concentrations."[27] The IS/MND's air quality analysis relies on emissions calculated with the California Emission Estimator Model ("CalEEMod") 2016.3.2. The model uses site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type to calculate a project's construction and operational emissions.

After reviewing the IS/MND, SWAPE concluded that "several of the values inputted into the model were not consistent with information disclosed in the IS/MND" and that the IS/MND incorrectly evaluates diesel particulate matter emissions.[28] As a result, the IS/MND completely fails to identify and mitigate against a potentially significant health risk impact resulting from Project emissions. The City must remedy this failure by preparing an EIR with the potentially significant impact disclosed, analyzed, and mitigated.

1. The IS/MND underestimates air quality impacts

In their review, SWAPE determined that at least seven inputs from the IS/MND's CalEEMod analysis were underestimated and did not reflect disclosed information about the Project from the IS/MND. They also determined that certain mitigation measures outlined by the IS/MND are unverified and therefore may underestimate the Project's construction and operational emissions. If adjusted, the revised CalEEMod conclusions result in the finding of a potentially significant health risk impact, explained in section II(A)(3). Thus, there is substantial evidence

[27] CEQA Guidelines, Appendix G, Section III: Air Quality.
[28] SWAPE Comments, p. 2.

to support a fair argument that the Project will result in a significant impact, triggering the requirement for the preparation of an EIR.[29]

a) Multiple CalEEMod inputs contradict Project estimations from the IS/MND

SWAPE notes that while the current use of the site includes three commercial buildings totaling 147,081 square feet, the IS/MND's CalEEMod inputs model an existing site of 161,000 square feet of retail buildings, an overestimation of 13,919 square feet.[30] SWAPE also found that this overestimation was included in the IS/MND's traffic report, which leads to the overestimation of the amount of existing trips and underestimates the amount of net new trips for the Project.[31] Thus, through both of these overestimations, the IS/MND underestimates the Project's construction and operational emissions, which leads to an inadequate analysis of health impacts.

Additionally, SWAPE indicates that the IS/MND's CalEEMod's output files contain an approximately 60% reduction in the CO_2 intensity factor, despite the IS/MND only claiming a 60% reduction by 2030.[32] The 60% reduction will therefore only likely occur at least 6 to 8 years *after* the Project would be completed. As SWAPE notes, "[t]his overestimates the reduction as stated in the IS/MND," and causes the MND to underestimate Project emissions.[33] Moreover, the MND's justification for this reduction is based solely on the California Renewable Portfolio Standard and the IS/MND contains no other means for verifying that this reduction will be accomplished. An IS/MND may not completely defer analysis of potential environmental impacts to an outside regulatory scheme.[34] Revised modeling and verification of emission reductions must be provided in an EIR.

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[29] *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 935; *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1317–1318; CEQA Guidelines § 15064(f)(5).
[30] SWAPE Comments, p. 5.
[31] SWAPE Comments, p. 3.
[32] SWAPE Comments, p. 6.
[33] SWAPE Comments, p. 6.
[34] *See Californians for Alternatives to Toxics v. Dep't of Food & Agric.* (2005) 38 Cal. Rptr. 3d 638, 648; *Oro Fino Gold Mining Corp. v. County of El Dorado* (1990) 225 Cal.App.3d 872, 881–882 (court rejected assertion that noise level under proposed project would be insignificant simply by virtue of being consistent with general plan standards for zone in question).
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The IS/MND also incorrectly models the Project's land use type and size and the material export from construction. The IS/MND's land use type and size modeling underestimates the size of the Project and also models some of the Project's land use as "Day-Care Center," which SWAPE shows "is not considered a Retail land use, but rather an Educational land use."[35] The IS/MND also mistakenly reverses the material export and import numbers from construction in its modeling.[36] Both of these errors in modelling may "may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance."[37]

SWAPE also notes that multiple additional modeling inputs are unsubstantiated and will likely lead to underestimation of Project emissions. The IS/MND's modeling extends the Project's construction phases, without providing a construction schedule to verify the extension, which potentially "results in an underestimation of the maximum daily emissions associated with construction."[38] The modeling also modifies the number of hauling trips required for construction, without justifying or explaining the change, which may impact the IS/MND's analysis of both the exhaust emissions associated with on-road vehicle use and fugitive dust emissions.[39]

Finally, SWAPE determined that the pass-by trips expected to occur throughout the Project's operation were double counted by the IS/MND's analysis, and therefore, the Project's operational emissions were underestimated.[40] According to Appendix A of the CalEEMod User's Guide, the primary trips utilize the complete trip lengths associated with each trip type category.[41] Diverted trips are assumed to take a slightly different path than a primary trip and are assumed to be 25% of the primary trip lengths. Pass-by trips are assumed to be 0.1 miles in length and are a result of no diversion from the primary route.[42] Here, the IS/MND counts the pass-by trips both in its CalEEMod analysis *and* in its Traffic Report instead of only

[35] SWAPE Comments, p. 7.
[36] SWAPE Comments, p. 7-8.
[37] SWAPE Comments, p. 7-8.
[38] SWAPE Comments, p. 6-7.
[39] SWAPE Comments, p. 8.
[40] SWAPE Comments, p. 8.
[41] "CalEEMod User's Guide, Appendix A: Calculation Details for CalEEMod." *SCAQMD*, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixa.pdf?sfvrsn=2, p. 20
[42] "CalEEMod User's Guide, Appendix A: Calculation Details for CalEEMod." *SCAQMD*, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixa.pdf?sfvrsn=2, p. 20

dividing the trip purpose between primary and diverted trips in the CalEEMod model.[43] And as a result, "the model underestimates the emissions associated with these trips and should not be relied upon to determine Project significance."[44]

b) Multiple mitigation measures are unverified and may result in underestimated emissions

Next, SWAPE identified at least three mitigation measures that are inadequately verified in the CalEEMod inputs, which may result in the IS/MND underestimating the Project's air emissions. The Project's CalEEMod output files demonstrate that the model included two mobile-related operational mitigation measures that relied on consistency with CAPCOA's Quantifying Greenhouse Gas Mitigation Measures.[45] However, after analysis of the CAPCOA mitigation measures and the IS/MND's consistency with those measures, SWAPE argues that "the IS/MND fails to justify the mobile-related operational mitigation measures included in the Project's CalEEMod model."[46] Further, the IS/MND includes an area-related mitigation measure that is neither justified in the CalEEMod User's Guide nor even mentioned in the IS/MND.[47] For all these mitigation measures, SWAPE therefore concludes that "the inclusion of these measures in the model are unsubstantiated and the model should not be relied upon to determine Project significance."[48]

2. <u>The Health Risk Assessment relied upon by the IS/MND cannot constitute substantial evidence</u>

SWAPE's analysis indicates that the IS/MND's construction health risk assessment ("HRA") is incomplete, that the IS/MND was in error in not completing an operational HRA, and both assessments must be disclosed and analyzed in an EIR in order to be relied upon by the City.

The IS/MND concludes that:

[43] SWAPE Comments, p. 9.
[44] SWAPE Comments, p. 9.
[45] SWAPE Comments, p. 10.
[46] SWAPE Comments, p. 11.
[47] SWAPE Comments, p. 9-10.
[48] SWAPE Comments, p. 11.

> [W]ith implementation of the [Mitigation Measure III-1], the proposed project would not have the potential to expose sensitive receptors to substantial pollutant concentrations and a less-than-significant impact would occur."[49]

However, this conclusion relies on a faulty analysis, shown above, that the CalEEMod model incorrectly underestimates construction emissions. The City must revise the air analysis before it can reliably compute the health risks associated with the Project's construction.

Additionally, in drawing its conclusion, the IS/MND claims that no operational HRA was needed because:

> The proposed project would not involve any land uses or operations that would be considered major sources of TACs, including DPM. As such, the proposed project would not generate any substantial pollutant concentrations during operations.[50]

However, SWAPE explains that this explanation "does not justify the omission of an operational HRA."[51] The IS/MND's analysis here stands in contrast with the "recommendations set forth by the Office of Environmental Health and Hazard Assessment's (OEHHA) most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, which was formally adopted in March of 2015, as referenced by the IS/MND."[52] OEHHA recommends that exposure from projects lasting more than 6 months should be evaluated for the duration of the project and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident (MEIR).[53] There is a multi-family apartment complex located only approximately 2 meters from the Project, which constitutes an existing sensitive receptor. Failing to prepare an operational HRA to calculate health risk impacts to this sensitive receptor is inconsistent with the OEHHA guidance and thus, the IS/MND has failed to provide substantial evidence that no health risk is associated with the Project.[54]

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[49] Delta Fair Village IS/MND, p. 29-30.
[50] IS/MND, p. 27.
[51] SWAPE Comments, p. 13.
[52] SWAPE Comments, p. 13.
[53] SWAPE Comments, p. 13.
[54] *See* SWAPE Comments, p. 13.

SWAPE's also found that the IS/MND failed "to sum the excess cancer risk calculated for each age group for both Project construction and operation."[55] Although the health risk was conducted to nearby, existing third trimester, infant, child, and adult receptors for construction-related emissions, the HRA fails to evaluate the cumulative lifetime cancer risk to nearby, existing receptors as a result of Project construction *and* operation together.[56] Failure to analyze this health risk is against the guidance cited in the IS/MND and must be disclosed and analyzed before certification of the Project can be made.

Finally, SWAPE concludes that without conducting a quantified HRA for nearby, existing sensitive receptors as a result of Project construction and operation, the IS/MND fails to compare the excess health risk to the BAAQMD's specific numeric threshold of ten in one million.[57] Without correction, the IS/MND fails to comply with OEHHA guidance and its analysis fails to constitute substantial evidence that no significant health risk will result from the Project.

3. A screening-level HRA correcting for the errors in the IS/MND's CalEEMod inputs indicates a potentially significant health risk impact

In contrast to the IS/MND's HRA, SWAPE prepared a screening level HRA using corrected inputs for diesel particulate matter and assumptions "[c]onsistent with recommendations set forth by the 2015 OEHHA guidance."[58] With this data, shown below, SWAPE projects that over the course of Project construction and operation, the excess cancer risks posed to adults, children, infants, and during the third trimester of pregnancy "are approximately 12, 79, 76, and 2.8 in one million. The excess cancer risk over the course of a residential lifetime (30 years), utilizing age sensitivity factors, is approximately 170 in one million. The infant, child, adult, and lifetime cancer risks all exceed the BAAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the IS/MND."[59]

[55] SWAPE Comments, p. 13.
[56] SWAPE Comments, p. 13.
[57] SWAPE Comments, p. 13.
[58] SWAPE Comments, p. 17.
[59] SWAPE Comments, p. 17.

The Maximally Exposed Individual at an Existing Residential Receptor

Activity	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	ASF	Cancer Risk with ASFs*
Construction	0.25	0.2427	361	10	2.8E-06
3rd Trimester Duration	***0.25***			***3rd Trimester Exposure***	***2.8E-06***
Construction	0.97	0.2427	1090	10	3.3E-05
Operation	1.03	0.3027	1090	10	4.4E-05
Infant Exposure Duration	***2.00***			***Infant Exposure***	***7.6E-05***
Operation	14.00	0.3027	572	3	7.9E-05
Child Exposure Duration	***14.00***			***Child Exposure***	***7.9E-05***
Operation	14.00	0.3027	261	1	1.2E-05
Adult Exposure Duration	***14.00***			***Adult Exposure***	***1.2E-05***
Lifetime Exposure Duration	**30.00**			**Lifetime Exposure**	**1.70E-04**

Under the fair argument legal standard, an EIR is required whenever "there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial."[60] Thus, the City must include this potentially significant impact in its analysis of air quality impacts in an EIR. Without doing so, the Project's environmental analysis violates CEQA's mandate to disclose and mitigate the Project's potentially significant impacts.

B. The MND fails to disclose, analyze, and mitigate the Project's Greenhouse Gas impacts

Bay Area Air Quality Management District ("BAAQMD") guidance on greenhouse gas ("GHG") analysis, which the IS/MND purports to follow, states that a proposed construction project should be found to cause a significant impact where the project would (1) generate greenhouse gas emissions that exceed the applicable

[60] 14 C.C.R. § 15063(b)(1) (emphasis added).

significance threshold or (2) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.[61]

We reviewed the IS/MND's GHG analysis with the assistance of SWAPE. As described below, our review found that the IS/MND's GHG analysis violates the law and is not supported by substantial evidence for three main reasons. First, the IS/MND fails to use a threshold which is applicable to the Project's built-out year, in violation of CEQA. Second, the IS/MND's GHG analyses rely on several incorrect assumptions that result in a substantial underestimation of Project-related GHGs and if corrected, the GHGs from the Project exceed the applicable GHG significance threshold. Third, the IS/MND fails to demonstrate consistency with the Antioch CAP, which the IS/MND considers an "applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases."

1. The GHG analysis relies on an inapplicable threshold in violation of CEQA

Under the CEQA Guidelines, which have been recently updated, a lead agency must analyze a project's impacts on GHG emissions.[62] The Guidelines allow for several approaches to this analysis, both qualitative and quantitative. The Guidelines explicitly mandate, however, that the "analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes."[63] Moreover, California Courts have acknowledged that "over time, consistency with year 2020 goals will become a less definitive guide, especially for long-term projects that will not begin operations for several years [after 2020]."[64] "'Consistency with the State's long-term climate stabilization objectives . . . will often be appropriate . . . under CEQA,' provided the analysis is '*tailored . . . specifically to a particular project*.'"[65]

The IS/MND's analysis relies on the tiered approach developed by the BAAQMD for assessing the impacts of land use development projects. If a project is

[61] BAAQMD CEQA Air Quality Guidelines, May 2017 at p. 2-2, available at https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.
[62] 14 CCR §15064.4.
[63] 14 CCR §15064.4(b)
[64] *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th at 223.
[65] *Id*. (emphasis added).
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within the jurisdiction of an agency that has a "qualified" GHG reduction strategy, the project can assess consistency of its GHG emissions impacts with the reduction strategy. BAAQMD has adopted screening criteria and significance criteria for development projects that would be applicable for the proposed project. If a project exceeds the BAAQMD Guidelines' GHG screening-level sizes, the proposed project would be required to conduct a GHG emissions analysis using the BAAQMD significance criteria of 1,100 million metric tons of carbon dioxide equivalent per year per year (MTCO2e per year) or 4.6 MTCO2e/yr per service population (residential population + employees). Here, the MND determined that "BAAQMD's established thresholds are appropriate for analysis of the proposed project," analyzed the Project's annual emissions, and found GHG emissions per year per service population were below the "bright-line" threshold.[66]

BAAQMD's significance threshold, however, is not applicable to the Project, and relying on it violates CEQA. BAAQMD's thresholds, included in the district's 2017 CEQA Guidelines, were developed to comply with the state reduction target as it is embodied in AB 32,[67] which mandates that statewide greenhouse gas emissions be reduced to 1990 levels by the target year 2020.[68] In 2016, the state passed SB 32,[69] which codified a new statewide 2030 GHG emissions reduction target of 40% below 1990 levels. Following the new legislation, the California Air Resources Board ("CARB") adopted in December 2017 a new scoping plan to outline the strategy needed to achieve SB 32 GHG targets. These are the binding "state regulatory scheme" that the CEQA Guidelines require agencies to account for.

The BAAQMD Guidelines do not account for or include any numeric threshold for compliance with SB 32 or the scoping plan and are therefore not applicable to projects that will be built and operated beyond the AB 32 target year.[70] Because the Project's first fully operational year would be 2021, and it would continue to operate many years beyond that, the City must analyze the Project for

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[66] MND, p. 47, 49.
[67] *See* California Environmental Quality Act Air Quality Guidelines, Bay Area Air Quality Management District, May 2017, at p. D-27.
[68] California Air Resources Board, Assembly Bill 32 Overview; available at: https://www.arb.ca.gov/cc/ab32/ab32.htm.
[69] https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32
[70] *See also Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497.

its compatibility with the state's mandated goals for, at the very least, the year 2030.[71]

BAAQMD *itself* advises lead agencies not to rely on its numeric significance thresholds and instead advises they make significance determinations based on the most recent state greenhouse gas reduction targets. For example, in recent comment letters to lead agencies, BAAQMD stated as follows:

> The Air District encourages the City to make a significance determination for greenhouse gas impacts based on the most recent State greenhouse gas targets and CEQA guidance. The Air District's 2010 CEQA guidelines are based on the State's 2020 greenhouse gas targets. These targets have been superseded by the State's 2030 and 2050 climate stabilization goals and by the most recent draft of the AB 32 Scoping Plan written by the California Air Resources Board.[72]

> The GHG impact analysis should include an evaluation of the Plan's consistency with the California Air Resources Board 2017 Scoping Plan and State and Air District climate stabilization goals for 2030 and 2050. Please be advised that the Air District is in the process of updating the CEQA guidelines/thresholds and current thresholds for GHGs should not be used for this plan.[73]

BAAQMD is in the process of updating its current CEQA Guidelines and thresholds of significance.[74] The IS/MND must be revised to analyze the Project's compatibility with the reduction targets set in SB 32, which go beyond those set in AB 32. As it is now, the IS/MND's analysis violates both CEQA and the Supreme Court rulings on GHG analysis and cannot constitute substantial evidence.

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[71] SWAPE Comments, p. 21.
[72] Greg Nudd, BAAQMD, Letter to Joshua McMurray, Oakley, CA, Oakley Logistics Center Project, March 21, 2019; available at: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa-letters/2019/2019_03_21_city_of_oakley_oakley_logistics_center_nop-pdf.pdf?la=en.
[73] Greg Nudd, BAAQMD, Letter to Alicia Parker, City of Oakland, RE: Downtown Oakland Specific Plan - Notice of Preparation of a Draft Environmental Impact Report, February 15, 2019; available at: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa-letters/2019/downtown_oakland_specific_plan_eir_notice_of_preparation_021519-pdf.pdf?la=en
[74] BAAQMD, CEQA Guidelines Update Underway; available at: http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines.
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2. The IS/MND significantly underestimates GHG emissions from the Project

a) The IS/MND's GHG analysis relies upon an incorrect and unsubstantiated air model, unsubstantiated assumptions, and unsubstantiated mitigation measures that underestimate GHGs associated with the Project

Similar to the conclusion reached in section II(A) of these comments, the IS/MND's analysis of GHGs relies on underestimated inputs, unsubstantiated assumptions about the Project's retail components, and unsupported mitigation measures that significantly underestimate the GHG emissions associated with the Project. The City must correct for these underestimations in an EIR to adequately analyzed the GHG impacts from the Project.

b) A revised analysis of GHG emissions shows the Project exceeds applicable GHG thresholds

The IS/MND finds that GHG emissions from the Project will total 2,227.2 MT CO2e/year or, after dividing by the IS/MND's proposed service population, comes to 3.31 MT CO2e/year/service population. Based on BAAQMD's outdated 2020 GHG significance threshold, the IS/MND concludes that the Project will not have a significant impact from GHG emissions. As we have indicated above, there are two problems with this analysis: first, the BAAQMD threshold cannot apply to the project, and second, the total GHG emissions is underestimated.

In its letter, SWAPE recommends the use of a "widely-accepted 2030 'substantial progress'" service population efficiency threshold of 2.6 MT CO2e/year/service population.[75] Using this substantial progress threshold alone, the IS/MND's own 3.31 MT CO2e/year/service population GHG emissions calculation would exceed the significance threshold.

SWAPE also provides its own updated modeling analysis of the Project's GHG emissions, taking into consideration the underestimated or unsupported inputs described above. This modeling shows GHG emissions of 2,907.2 MT CO_2e/year and approximately 4.3 MT CO2e/year/service population,[76] which would

[75] SWAPE Comments, p. 19.
[76] SWAPE Comments, p. 23.

far exceed the 2.6 MT CO2e/year/service population threshold. This significant impact was not disclosed nor mitigated for in the IS/MND.

An MND is improper, and an EIR must be prepared, when a fair argument can provide substantial evidence that the project may have a significant environmental impact.[77] Thus, the City must prepare an EIR to fully analyze and disclose the potentially significant impact for the Project's greenhouse gas emissions.

3. The Antioch CAP Measures are Not Properly Incorporated in The Project

The IS/MND claims "the proposed project would comply with several emissions reductions strategies included in the City's Community Climate Action Plans," and that, "projects that are in compliance with the Climate Action Plans would be considered compliant with the GHG reduction goals required by AB 32.[78] This claim was relied upon, in part, for the City's conclusion that "the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs."[79]

CEQA states that for an IS/MND to rely on a Climate Action Plan ("CAP") in its analysis, it must identify which requirements apply to the Project and make those requirements binding and enforceable to the Project by listing them as mitigation measures, if they are not already binding and enforceable in the City's CAP:

> An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable

[77] *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal.5th 937, 944.
[78] IS/MND, p. 49.
[79] IS/MND, p. 50.

> notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.[80]

Here, the IS/MND fails to demonstrate consistency with the City's CAP as required by CEQA. Although the IS/MND mentions certain steps taken in coordination with the CAP's city-wide measures, it fails to incorporate any project-level measures or include any of the CAP's measures as binding mitigation in the IS/MND, as required by CEQA Guidelines §§ 15064.4(b)(3) and 15183.5(b)(1).[81] SWAPE also indicates that the IS/MND fails to demonstrate consistency with those city-wide measures it does analyze[82] and omits analysis of consistency with dozens of the City CAP's strategies.[83] Without more, the IS/MND has not provided substantial evidence of consistency with the City's CAP.

C. The MND Fails to Disclose, Analyze, and Mitigate Against Potential Hazards and Hazardous Materials at the Project Site

CEQA requires lead agencies to consider whether a project would "create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials."[84] Likewise, CEQA requires lead agencies to determine whether projects create "a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment."[85]

The IS/MND states that there are no significant impacts due to the possible release of hazardous materials at the Project site. However, the only information the IS/MND relies upon to make this determination is that: "The project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.14."[86] This is insufficient. SWAPE notes that, "consistent with professional due diligence procedures commonly used in CEQA matters, a Phase I ESA, completed by a licensed environmental professional is necessary for inclusion in an MND to identify recognized environmental

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[80] 14 CCR § 15183.5 (emphasis added).
[81] SWAPE Comments, p. 20.
[82] SWAPE Comments, p. 20-22.
[83] SWAPE Comments, p. 22.
[84] CEQA Guidelines Appendix G Section IX: Hazards and Hazardous Materials.
[85] CEQA Guidelines Appendix G Section IX: Hazards and Hazardous Materials.
[86] MND, p. 52.

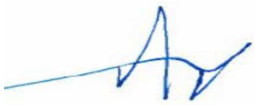
conditions, if any, at the proposed Project site."[87] This is particularly relevant given that "aerial photographs obtained in the review of the Project show evidence of ground disturbance in the following years: 1937, 1949, 1965, and 1971."[88] Thus, without preparing a Phase I ESA, there is a fair argument that the IS/MND has not fully analyzed or disclosed the potential impacts from hazards or hazardous materials.

III. Conclusion

The IS/MND is inadequate as an environmental document because the City fails to properly disclose, analyze and mitigate the Project's significant impacts on air quality, public health, GHGs, and hazardous materials. Further, substantial evidence supports a fair argument that potentially significant impacts will result from the Project's air quality and greenhouse gas emissions. The City cannot approve the Project until it prepares and circulates an EIR that resolves these issues and complies with CEQA's requirements.

Thank you for your consideration of these comments.

Sincerely,



Aaron M. Messing

AMM:acp
Attachments

[87] SWAPE Comments, p. 2.
[88] SWAPE Comments, p. 2.

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May 27, 2020

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Subject: **Comments on** the **Delta Fair Village Project (SCH No. 2020050040)**

Dear Mr. Messing,

We have reviewed the May 2020 Initial Study/Mitigated Negative Declaration ("IS/MND") for the Delta Fair Village Project ("Project") located in the City of Antioch ("City"). The Project proposes the demolition of 73,546-SF of the existing shopping center and the construction of 210 multi-family dwelling units, a 4,174-SF retail building, and 370 parking spaces on the 13.4-acre Project site.

Our review concludes that the IS/MND fails to adequately evaluate the Project's hazards and hazardous materials, air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An EIR should be prepared to adequately assess and mitigate the potential hazards and hazardous materials, air quality, health risk, and greenhouse gas impacts that the project may have on the surrounding environment.

Hazards and Hazardous Materials

The IS/MND made the following determination in the issue area of Hazards and Hazardous Materials (p. 52):

> The project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.14 Therefore, the project would not create a significant hazard to the public or the environment associated with such, and no impact would occur.

This determination was made based only on a review of the "California Department of Toxic Substances Control, Hazardous Waste and Substances Site List, Accessed October 23, 2019. Available at: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/" (p. 52).

An updated CEQA analysis should be prepared to include a Phase I Environmental Site Assessment (ESA) to provide a proper basis for determining impacts from Hazards and Hazardous Materials. A Phase I ESA is essential for disclosure and evaluation of impacts at the Project site because aerial photographs obtained in the review of the Project (attached) show evidence of ground disturbance in the following years: 1937, 1949, 1965, and 1971. (Please note that the outline depicted on the photos of the Project site is not entirely accurate, but it suffices for determination of ground disturbance.)

The preparation of a Phase I ESA is a common practice in CEQA proceedings. Phase I ESAs are routinely included in CEQA documentation to identify hazardous waste issues that may pose a risk to the public, workers, or the environment, and which may require further investigation, including environmental sampling and cleanup.

Standards for performing a Phase I ESA have been established by the US EPA and the American Society for Testing and Materials Standards (ASTM).[1] Phase I ESAs are conducted to identify conditions indicative of releases of hazardous substances and include:

- a review of all known sites in the vicinity of the subject property that are on regulatory agency databases undergoing assessment or cleanup activities;
- an inspection;
- interviews with people knowledgeable about the property;
- review of historical aerial photos; and
- recommendations for further actions to address potential hazards.

Phase I ESAs conclude with the identification of any "recognized environmental conditions" (RECs) and recommendations to address such conditions. A REC is the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. If RECs are identified, then a Phase II ESA generally follows, which includes the collection of soil, soil vapor and groundwater samples, as necessary, to identify the extent of contamination and the need for cleanup to reduce exposure potential to the public.

Consistent with professional due diligence procedures commonly used in CEQA matters, a Phase I ESA, completed by a licensed environmental professional is necessary for inclusion in an EIR to identify recognized environmental conditions, if any, at the proposed Project site. Past land uses as shown in the attached aerial photos should be identified along with any potential hazardous materials that may have been associated with past use. A Phase II ESA should be conducted if the Phase I indicates a recognized environmental condition. Any contamination that is identified above regulatory screening levels,

[1] http://www.astm.org/Standards/E1527.htm

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including California Office of Environmental Health Hazard Assessment's Soil Screening Numbers[2], should be further evaluated and cleaned up, if necessary, in coordination with the Department of Toxics Substances Control and the San Diego County Department of Environmental Health.

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Trip Generation

The IS/MND's air quality analysis relies upon trip generation estimates calculated in the Traffic Report ("TR"), provided as Appendix C to the IS/MND. The TR calculates the anticipated trip generation values for the proposed Project based on information, such as land use type and size, as well as fleet mix. When reviewing the Project's TR, we found that several calculation inputs were not consistent with information disclosed in the IS/MND. As a result, the IS/MND underestimates trip generation and emissions associated with Project activities. An updated CEQA evaluation should be prepared to include in an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

Incorrect Land Use Size

According to the IS/MND, "[t]he site is currently developed with three commercial buildings totaling 147,081 square feet" (p. 1). Thus, the TR should have calculated the number of daily trips associated with the existing land use based on 147,081-SF of shopping center. However, review of the TR demonstrates that the number of existing trips was calculated based on a 161,000-SF of shopping center (see excerpt below) (Appendix C, p. 18, Table 4).

Use	Size	Weekday						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Project Trips – Existing Shopping Center to be Removed								
Shopping Center[6]	161,000 Sq. Ft. GLA	-2,375	-39	-26	-65	-109	-124	-233

As you can see in the excerpt above, the TR overestimates the size of the existing shopping center by 13,919-SF. This presents an issue, as the land use type and size are used in the TR to calculate the number of existing trips to be subtracted from the anticipated trips for the proposed Project. By overestimating the size of the shopping center land use, the TR overestimates the amount of existing trips and thus, underestimates the amount of net new trips for the Project. As a result, the TR underestimates the number of new trips to occur, and IS/MND may underestimate the net increase in emissions resulting from the proposed Project.

Incorrect ITE Land Use Code

According to the IS/MND, the Project proposes to construct a retail building (p. 2). The IS/MND fails to specify the future tenants of this land use. However, review of the TR demonstrates that the calculations

[2] http://oehha.ca.gov/risk/chhsltable.html

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utilize the "Day Care Center" ITE land use category to calculate the daily trips associated with the proposed retail land use (see excerpt below) (Appendix C, p. 18, Table 4).

Use	Size	Weekday						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Day Care Center[2]	4,000 Sq. Ft. GLA	199	24	22	46	22	25	47

As you can see in the excerpt above, the TR incorrectly utilizes the "Day Care Center" land use type instead of the "Shopping Center" land use type for the retail land use. Review of the ITE *Trip Generation Manual* reveals that the "Day Care Center" land use type (Code 565) falls under the "Institutional" land use category, including other uses such as Military Base (Code 501), Mosque (Code 562), Cemetery (Code 566), and Prison (Code 571). Instead, the TR should have used the "Shopping Center" land use type (Code 820), which falls under the "Retail" land use category, including other uses such as Variety Store (Code 814), Specialty Retail Center (Code 826), and several other retail land uses. As such, the TR should have utilized the land use category for "Shopping Center," as this most closely matches the retail land use described in the IS/MND and reiterated in the CalEEMod model. By failing to utilize the correct ITE land use code, the TR may underestimate the number of trips associated with the proposed Project and should not be relied upon to determine Project significance.

Unsubstantiated Input Parameters Used to Estimate Project Emissions

The IS/MND's air quality analysis relies on emissions calculated with CalEEMod.2016.3.2.[3] CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act (CEQA) requires that such changes be justified by substantial evidence.[4] Once all of the values are inputted into the model, the Project's construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters were utilized in calculating the Project's air pollutant emissions and make known which default values were changed as well as provide justification for the values selected.[5]

Review of the Project's air modeling demonstrates that the IS/MND underestimates emissions associated with Project activities. As previously stated, the IS/MND's air quality analysis relies on air pollutant emissions calculated using CalEEMod. When reviewing the Project's CalEEMod output files, provided as Appendix A to the IS/MND, we found that several model inputs were not consistent with

[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.caleemod.com/.
[4] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:*, http://www.caleemod.com/, p. 1, 9.
[5] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:*, http://www.caleemod.com/, p. 11, 12 – 13; A key feature of the CalEEMod program is the "remarks" feature, where the user explains why a default setting was replaced by a "user defined" value. These remarks are included in the report.

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information disclosed in the IS/MND. As a result, the Project's construction and operational emissions are underestimated. An EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

Use of an Overestimated Existing Land Use Size

According to the IS/MND, "[t]he site is currently developed with three commercial buildings totaling 147,081 square feet" (p. 1). However, review of the Project's CalEEMod output files demonstrates that the model for the existing Project included 161,000-SF of "Regional Shopping Center" (see excerpt below) (Appendix A, pp. 3, 32, 56).

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	161.00	1000sqft	3.70	161,000.00	0

As you can see in the excerpt above, the existing shopping center land use was overestimated by 13,919-SF. This presents an issue, as the land use type and size features are used throughout CalEEMod to determine default variable and emission factors that go into the model's calculations.[6] The square footage of a land use is used for certain calculations such as determining the wall space to be painted (i.e., VOC emissions from architectural coatings) and volume that is heated or cooled (i.e., energy impacts). By overestimating the size of the existing shopping center, the model overestimates the existing operational emissions, resulting in an underestimation of the proposed Project's net increase in operational emissions. As a result, the model should not be relied upon to determine Project significance.

Unsubstantiated Reduction to CO2 Intensity Factor

Review of the Project's CalEEMod output files demonstrates that the default CO_2 intensity factor was reduced from the default by 371.85 pounds per megawatt hour ("lbs/MWhr") (see excerpt below) (Appendix A, pp. 4, 33, 57, 83, 132, 163).

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	641.35	269.5

As you can see in the excerpt above, the CO_2 intensity factor was changed from the default value of 641.35 lbs/MWhr to 269.5 lbs/MWhr. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[7] According to the "User Entered Comments & Non-Default Data" table, the justification provided for this change is: "PG&E RPS" (Appendix A, pp. 3, 32, 56, 82, 131, 162). Furthermore, the IS/MND states:

> "[E]lectricity supplied to the project by PG&E would comply with the State's Renewables Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and

[6] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 18.
[7] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9

community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030" (p. 42).

However, these are state RPS *goals* for 2020 and 2030, we cannot verify that they will actually be accomplished at the Project site. The IS/MND also fails to substantiate the model's use of the RPS goal for 2030, as the proposed Project is anticipated to become operational much prior to then. As such, we cannot verify these changes to the CO_2 intensity factor and the models should not be relied upon to determine Project significance.

Unsubstantiated Changes to Construction Schedule

Review of the Project's CalEEMod output files demonstrates that the model included several unsubstantiated changes to the Project's anticipated construction schedule, including increasing the architectural coating phase from the default 20 days to 327 days (see excerpt below) (Appendix A, pp. 82, 83, 131, 132, 162, 163).

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	327.00
tblConstructionPhase	NumDays	230.00	327.00
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	10.00	24.00
tblConstructionPhase	PhaseEndDate	5/21/2021	9/20/2021
tblConstructionPhase	PhaseEndDate	3/26/2021	9/6/2021
tblConstructionPhase	PhaseEndDate	3/27/2020	3/16/2020
tblConstructionPhase	PhaseEndDate	5/8/2020	5/20/2020
tblConstructionPhase	PhaseEndDate	4/23/2021	6/4/2020
tblConstructionPhase	PhaseEndDate	4/10/2020	4/17/2020
tblConstructionPhase	PhaseStartDate	4/24/2021	6/19/2020
tblConstructionPhase	PhaseStartDate	5/9/2020	6/5/2020
tblConstructionPhase	PhaseStartDate	4/11/2020	4/20/2020
tblConstructionPhase	PhaseStartDate	3/27/2021	5/21/2020
tblConstructionPhase	PhaseStartDate	3/28/2020	3/17/2020

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[8] According to the "User Entered Comments & Non-Default Data" table, the justification provided for this change is: "per applicant" (Appendix A, pp. 82, 131, 162). Furthermore, the IS/MND states: "Construction would occur over an approximately 18-month period" (p. 23). However, the IS/MND failed to provide a construction schedule to justify the significant changes in length to each construction phase included in the model. This presents an issue, as spreading out construction emissions over a longer period than is expected results in an underestimation of the maximum daily

[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9

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emissions associated with construction. As a result, the model may underestimate the Project's daily construction-related emissions and should not be relied upon to determine Project significance.

Use of an Incorrect Land Use Type and Size

According to the IS/MND, the Project proposes to construct a 4,174-Sf retail building (p. 2). However, review of the Project's CalEEMod output files demonstrates that the model only included 4,000-SF of "Day-Care Center" land use (see excerpt below) (Appendix A, pp. 81, 130, 161).

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	328.00	Space	0.00	141,440.00	0
Parking Lot	79.00	Space	0.90	31,600.00	0
Apartments Mid Rise	210.00	Dwelling Unit	3.00	210,000.00	601
Regional Shopping Center	73.54	1000sqft	1.69	73,535.00	0
Day-Care Center	4.00	1000sqft	0.09	4,000.00	0

Thus, the model fails to include the total amount of proposed retail land use, underestimating the land use size by approximately 174-SF. Furthermore, the model fails to include the correct land use type for the proposed retail land use, modeling the space as "Day-Care Center". According to the CalEEMod User's Guide, there are seven primary land use categories: Commercial, Educational, Industrial, Parking, Recreational, Residential, and Retail. Within these categories, CalEEMod provides 63 different land use types. However, review of the CalEEMod User's Guide reveals that "Day Care Center" is not considered a Retail land use, but rather an Educational land use.[9] This presents an issue, as the land use type and size features are used throughout CalEEMod to determine default variable and emission factors that go into the model's calculations.[10] The square footage of a land use is used for certain calculations such as determining the wall space to be painted (i.e., VOC emissions from architectural coatings) and volume that is heated or cooled (i.e., energy impacts). By underestimating the floor surface area and failing to model the proposed land use type as stated in the IS/MND, the model may underestimate the Project's construction and operational emissions and should not be relied upon to determine Project significance.

Incorrectly Modeled Material Export

According to the IS/MND, "[a] total of 50 cubic yards of material would be exported during site prep and 100 cubic yards would be exported during grading" (p. 23). Thus, the model should have included 50 cubic yards of export during site prep and 100 cubic yards of export during grading. However, review of the Project's CalEEMod output files demonstrates that the model included 50 cubic yards of import and 100 cubic yards of export (see excerpt below) (Appendix A, pp. 83, 132, 163).

Table Name	Column Name	Default Value	New Value
tblGrading	MaterialExported	0.00	50.00
tblGrading	MaterialImported	0.00	100.00

As you can see in the excerpt above, the model failed to include the correct amount of material export. This underestimation presents an issue, as the inclusion of the entire amount of material export within

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.caleemod.com/, p. 22-27.
[10] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.caleemod.com/, p. 18.

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the model is necessary to calculate emissions produced from material movement, including truck loading and unloading, and additional hauling truck trips.[11] As a result, the model may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance.

Unsubstantiated Change to Number of Hauling Trips

Review of the Project's CalEEMod output files demonstrates that the number of hauling trips required for construction was reduced from 13 to 12 (see excerpt below) (Appendix A, pp. 83, 132, 163).

Table Name	Column Name	Default Value	New Value
tblTripsAndVMT	HaulingTripNumber	13.00	12.00

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[12] According to the "User Entered Comments & Non-Default Data" table, the justification provided for this change is: "Proposed Project only from Traffic Report" (Appendix A, pp. 82, 131, 162). However, review of the TR demonstrates that the document fails to mention this change or hauling trips whatsoever. Thus, the change is unsubstantiated. This presents an issue, as the number of hauling trips and associated vehicle miles traveled ("VMT") are used by CalEEMod to determine both the exhaust emissions associated with on-road vehicle use and fugitive dust emissions.[13] As a result, the model may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance.

Use of Incorrect Trip Purpose Percentages

Review of the Project's CalEEMod output files demonstrates that the pass-by trip percentages utilized in the model are inconsistent with the pass-by trip percentages indicated by the TR, provided as Appendix C to the IS/MND. As a result, the model underestimates the Project's mobile-source operational emissions.

CalEEMod separates the operational trip purposes into three categories: primary, diverted, and pass-by trips. According to Appendix A of the CalEEMod User's Guide, the primary trips utilize the complete trip lengths associated with each trip type category. Diverted trips are assumed to take a slightly different path than a primary trip and are assumed to be 25% of the primary trip lengths. Pass-by trips are assumed to be 0.1 miles in length and are a result of no diversion from the primary route.[14] Review of the Project's CalEEMod output files demonstrates that the trip purpose percentage was divided amongst primary, diverted, and pass-by trips for the Project's shopping center and retail (daycare) land uses (see excerpt below) (Appendix A, pp. 106, 154, 185).

[11] CalEEMod User's Guide, *available at:* http://www.caleemod.com/, p. 3, 26.
[12] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9
[13] CalEEMod User Guide, Appendix A, p. 13, *available at:* http://www.caleemod.com/
[14] "CalEEMod User's Guide, Appendix A: Calculation Details for CalEEMod." *SCAQMD*, *available at:* http://www.caleemod.com/, p. 20

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14

As you can see in the excerpt above, 11% of the Regional Shopping Center and 14% of the Day-Care Center trips were assumed to be pass-by trips in the CalEEMod model. However, as demonstrated in the TR, pass-by trips for the shopping center and retail (daycare) land uses were already accounted for in the Project's Trip Generation calculations (see excerpt below) (Appendix C, p. 18, Table 4).

Table 4: Trip Generation Summary

Use	Size	Weekday						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Project Trips – Shopping Center								
Shopping Center[1]	73,535 Sq. Ft. GLA	4,877	117	72	189	208	225	433
Day Care Center[2]	4,000 Sq. Ft. GLA	199	24	22	46	22	25	47
Less Pass-by Trips[3]		-1,460	-27	-30	-57	-62	-68	-130
Less Internal Trips Between Land Uses[4]		-54	-7	-4	-11	-12	-12	-24
Net-New		3,362	107	60	167	156	170	326

Therefore, the CalEEMod model should have divided the trip purpose between primary and diverted trips for the shopping center and retail/daycare land uses. By spreading the trip purpose percentages amongst the three categories, the model is accounting for pass-by trips that have already been accounted for in the TR. By incorrectly allocating the Project's operational trips to the various categories of trip purposes, the model underestimates the emissions associated with these trips and should not be relied upon to determine Project significance.

Unsubstantiated Application of Area-Related Operational Mitigation Measure

Review of the Project's CalEEMod output files demonstrates that the model included the following area-related mitigation measure: "No Hearths Installed" (see excerpt below) (Appendix A, pp. 111, 157, 188).

6.1 Mitigation Measures Area

No Hearths Installed

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As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[15] However, no justification was provided in the "User Entered Comments & Non-Default Data" table. Furthermore, review of the IS/MND reveals that the document failed to mention hearths or the inclusion of this mitigation measure. Thus, the inclusion of this measure in the model is unsubstantiated. This presents an issue, as CalEEMod calculates the GHG emissions resulting from the combustion of wood or biomass associated with hearths.[16] By incorrectly including the "No Hearths Installed" mitigation measure, the model may underestimate the Project's area-related GHG emissions and should not be relied upon to determine Project significance.

Unsubstantiated Application of Mobile-Related Operational Mitigation Measures

Review of the Project's CalEEMod output files demonstrates that the model included the following mobile-related mitigation measures: "Increase Transit Accessibility" and "Improve Pedestrian Network" (see excerpt below) (Appendix A, pp. 105, 153, 184).

The inclusion of the above-mentioned mobile-related operational mitigation measures is unsubstantiated. According to the CalEEMod User's Guide,

> "The mitigation measures included in CalEEMod are largely based on the CAPCOA Quantifying Greenhouse Gas Mitigation Measures (http://www.capcoa.org/wp-content/uploads/downloads/2010/09/CAPCOA-Quantification-Report-9-14-Final.pdf) document. The CAPCOA measure numbers are provided next to the mitigation measures in CalEEMod to assist the user in understanding each measure by referencing back to the CAPCOA document."[17]

However, the IS/MND fails to demonstrate consistency with several of the mitigation measures included in the model based on CAPCOA's Quantifying Greenhouse Gas Mitigation Measures document (see table below).

Measure	Consistency
CAPCOA's Quantifying Greenhouse Gas Mitigation Measures[18]	
Mobile Measures	
Measure LUT-5 Increase Transit Accessibility	Here, as previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[19] However, no justification

[15] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9
[16] "Appendix A Calculation Details for CalEEMod." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 32.
[17] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.caleemod.com/, p. 53.
[18] "Quantifying Greenhouse Gas Mitigation Measures." CAPCOA, August 2010, *available at:* http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.
[19] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9

"The use of transit results in a model shift and therefore reduced VMT…The project description should include, at a minimum, the following design features: • *A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or* ○ *A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)* • *Fast, frequent, and reliable transit service connecting a high percentage of regional destinations* • *Neighborhood designed for walking and cycling"* The following information needs to be provided by the Project Applicant: • Distance to transit station in project	was provided in the "User Entered Comments & Non-Default Data" table. According to the IS/MND, "the proposed project includes sidewalk connections to existing transit stops on the east and west side of Delta Fair Boulevard, and on the north and south side of Buchanan Road at the Delta Fair Boulevard intersection" (p. 90). However, the IS/MND fails to mention "fast, frequent, and reliable transit service connecting a high percentage of regional destinations" or a "neighborhood designed for walking and cycling," or provide the distance to the nearest transit station. Thus, the IS/MND fails to demonstrate consistency with this measure and, as a result, its inclusion in the model is unsubstantiated.
Measure SDT-1 Improve Pedestrian Network *"Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT. The project will provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The project will minimize barriers to pedestrian access and interconnectivity."*	Here, as previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[20] However, no justification was provided in the "User Entered Comments & Non-Default Data" table. According to the IS/MND, "[b]ecause the proposed project includes sidewalk connections to existing transit stops on the east and west side of Delta Fair Boulevard, and on the north and south side of Buchanan Road at the Delta Fair Boulevard intersection, the project would provide a continuous pedestrian path from the site to area transit stops" (p. 90). However, as detailed by CAPCOA, the IS/MND should have provided substantial evidence to prove that the proposed Project will internally link ***all*** uses and connect to

[20] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9

	all existing or planned external streets and pedestrian facilities contiguous with the Project site. As such, the IS/MND fails to demonstrate consistency with this measure, and as a result, its inclusion in the model is unsubstantiated.

As you can see in the table above, the IS/MND fails to justify the mobile-related operational mitigation measures included in the Project's CalEEMod model. As a result, the inclusion of these measures in the model are unsubstantiated and the model should not be relied upon to determine Project significance.

Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

The IS/MND concludes that the Project would have a less than significant impact, after the implementation of Mitigation Measure III-1, based on a construction health risk assessment ("HRA") (see excerpt below) (p. 29, 30).

Table 6
Maximum Mitigated Cancer Risk and Hazard Index Associated with Project Construction DPM

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Construction DPM Health Risks	9.64	0.00	0.01
Thresholds of Significance	10	1.0	1.0
Exceed Thresholds?	**NO**	**NO**	**NO**
Source: AERMOD and HARP 2 RAST, December 2019 (see Appendix A)			

However, the Project failed to evaluate the health risk posed to nearby, existing receptors as a result of the Project's operation, stating:

> "The proposed project would not involve any land uses or operations that would be considered major sources of TACs, including DPM. As such, the proposed project would not generate any substantial pollutant concentrations during operations" (p. 27).

However, this justification and less than significant impact conclusion is incorrect for four reasons:

First, as discussed above, the IS/MND's construction HRA relies upon an incorrect and unsubstantiated air model. The IS/MND indicates that the construction HRA is based on the exhaust $PM_{2.5}$ estimates from the annual CalEEMod model (p. 28). This is incorrect, as the IS/MND's air model underestimates emissions. As a result, the IS/MND's construction HRA and less than significant impact conclusion should not be relied upon.

Second, simply because the IS/MND claims that the proposed Project would "would not involve any land uses or operations that would be considered major sources of TACs," does not justify the omission of an operational HRA. Once construction is complete, the Project will operate for a long period of time. During operation, the Project will generate vehicle and truck trips, which will produce additional exhaust emissions, thus continuing to expose nearby sensitive receptors to emissions. By failing to prepare an operational HRA for existing sensitive receptors, the Project is inconsistent with recommendations set forth by the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization responsible for providing recommendations for health risk assessments in California. In February of 2015, OEHHA released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, which was formally adopted in March of 2015, as referenced by the IS/MND (p. 28).[21] This guidance document describes the types of projects that warrant the preparation of an HRA. The OEHHA document recommends that exposure from projects lasting more than six months should be evaluated for the duration of the project, and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident ("MEIR").[22] Even though the Project documents fail to provide the expected lifetime of the Project, we can reasonably assume that the Project will operate for at least 30 years, if not more. Therefore, we recommend that health risks from Project operation also be evaluated, as a 30-year exposure duration vastly exceeds the 2-month and 6-month requirements set forth by OEHHA, as referenced by the IS/MND. This guidance reflects the most recent health risk policy, and as such, we recommend that an updated assessment of health risks to nearby sensitive receptors from construction and operation be included in an air quality impact evaluation for the Project.

Third, the IS/MND fails to sum the cancer risk calculated for each age group for both Project construction and operation. This is incorrect and, as a result, the IS/MND's evaluation and significance conclusion should not be relied upon. According to the OEHHA guidance referenced by the IS/MND, "the excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk at the receptor location."[23] However, review of the IS/MND demonstrates that, while the health risk was conducted to nearby, existing third trimester, infant, child, and adult receptors for construction-related emissions, the HRA fails to evaluate the cumulative lifetime cancer risk to nearby, existing receptors as a result of Project construction *and* operation together. Therefore, the HRA should have quantified the Project's *entire* construction and operational health risk, as stated in the OEHHA guidance referenced by the IS/MND.

Fourth, by claiming a less than significant impact without conducting a quantified HRA for nearby, existing sensitive receptors as a result of Project construction and operation, the IS/MND fails to

[21] OEHHA (February 2015) Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments, https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.
[22] OEHHA (February 2015) Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments, https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 8-6, 8-15
[23] "Guidance Manual for preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 8-4

compare the excess health risk to the BAAQMD's specific numeric threshold of ten in one million.[24] Thus, the Project cannot conclude less than significant air quality impacts resulting from Project construction and operation without quantifying emissions to compare to the proper threshold.

Screening-Level Analysis Demonstrates Significant Impacts

In an effort to demonstrate the potential health risk posed by Project construction and operation to nearby, existing sensitive receptors utilizing a site-specific emissions estimates, we prepared a simple screening-level HRA. The results of our assessment, as described below, demonstrate that the proposed Project may result in a significant impact not previously identified or addressed in the IS/MND.

In order to conduct our screening-level risk assessment we relied upon AERSCREEN, which is a screening level air quality dispersion model.[25] The model replaced SCREEN3, and AERSCREEN is included in the OEHHA[26] and the California Air Pollution Control Officers Associated ("CAPCOA")[27] guidance as the appropriate air dispersion model for Level 2 health risk screening assessments ("HRSAs"). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

We prepared a preliminary HRA of the Project's construction and operational health-related impact to residential sensitive receptors using the annual $PM_{2.5}$ exhaust estimates from the SWAPE CalEEMod output files. Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. SWAPE's CalEEMod model indicates that construction activities will generate approximately 260 pounds of DPM over the 445-day construction period. The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{260.2\ lbs}{445\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00307\ g/s}$$

Using this equation, we estimated a construction emission rate of 0.00307 grams per second ("g/s"). Subtracting the 445-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project's operational DPM for an additional 28.78 years, approximately. The Project's operational CalEEMod emissions, calculated by subtracting the existing emissions from the proposed Project, indicate that operational

[24] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en
[25] U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf
[26] Supra, fn 20.
[27] CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.

activities will generate approximately 266 pounds of DPM per year throughout operation. Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{266.2\ lbs}{365\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.003829\ g/s}$$

Using this equation, we estimated an operational emission rate of 0.003872 g/s. Construction and operational activity was simulated as a 13.4-acre rectangular area source in AERSCREEN with dimensions of 337 by 161 meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.[28] Using Google Earth, we found that the closest receptor is located approximately 2 meters east of the Project site. However, review of the AERSCREEN output files demonstrates that the *maximally* exposed receptor is located approximately 175 meters from the Project site. The single-hour concentration estimated by AERSCREEN for Project construction is approximately 2.427 µg/m^3 DPM at approximately 175 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.2427 µg/m^3 for Project construction at the MEIR. For Project operation, the single-hour concentration estimated by AERSCREEN is 3.027µg/m^3 DPM at approximately 175 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.3027 µg/m^3 for Project operation at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the default CalEEMod construction schedule, the annualized average concentration for construction was used for the entire third trimester of pregnancy (0.25 years) and the first 0.97 years of the infantile stage of life (0 – 2 years). The annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes up the remainder of the infantile stage of life, and the entire child and adult stages of life (2 – 16 years) and (16 – 30 years), respectively.

Consistent with OEHHA[29], as recommended by SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors ("ASF") to account for the heightened susceptibility of young children to the

[28] "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." EPA, 1992, *available at*: http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf; *see also* "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 4-36.

[29] "The Office of Environmental Health Hazards Assessment issued updated guidance for the preparation of health risk assessments in March 2015 (OEHHA 2015)" (p. 5.2-29).

carcinogenic toxicity of air pollution.[30, 31, 32, 33] According to this guidance, as recommended by the IS/MND, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant) as well as multiplied by a factor of three during the child stage of life (2 – 16 years) (p. 28). Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95th percentile breathing rates for infants.[34] Finally, according to BAAQMD guidance, we used a Fraction of Time At Home ("FAH") value of 0.85 for the 3rd trimester and infant receptors, 0.72 for child receptors, and 0.73 for the adult receptors.[35] We used a cancer potency factor of 1.1 (mg/kg-day)$^{-1}$ and an averaging time of 25,550 days. The results of our calculations are shown below.

The Maximally Exposed Individual at an Existing Residential Receptor

Activity	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	ASF	Cancer Risk with ASFs*
Construction	0.25	0.2427	361	10	2.8E-06
3rd Trimester Duration	***0.25***			***3rd Trimester Exposure***	***2.8E-06***
Construction	0.97	0.2427	1090	10	3.3E-05
Operation	1.03	0.3027	1090	10	4.4E-05
Infant Exposure Duration	***2.00***			***Infant Exposure***	***7.6E-05***
Operation	14.00	0.3027	572	3	7.9E-05

[30] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.

[31] "Draft Environmental Impact Report (DEIR) for the Proposed The Exchange (SCH No. 2018071058)." SCAQMD, March 2019, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/march/RVC190115-03.pdf?sfvrsn=8, p. 4.

[32] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 56; see also "Recommended Methods for Screening and Modeling Local Risks and Hazards." BAAQMD, May 2011, *available at:* http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx, p. 65, 86.

[33] "Update to District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document." SJVAPCD, May 2015, *available at:* https://www.valleyair.org/busind/pto/staff-report-5-28-15.pdf, p. 8, 20, 24.

[34] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," June 5, 2015, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588-risk-assessment-guidelines.pdf?sfvrsn=6, p. 19.
"Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

[35] "Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines." BAAQMD, January 2016, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/rules-and-regs/workshops/2016/reg-2-5/hra-guidelines_clean_jan_2016-pdf.pdf?la=en

Child Exposure Duration	***14.00***			***Child Exposure***	***7.9E-05***
Operation	14.00	0.3027	261	1	1.2E-05
Adult Exposure Duration	***14.00***			***Adult Exposure***	***1.2E-05***
Lifetime Exposure Duration	**30.00**			**Lifetime Exposure**	**1.70E-04**

As demonstrated in the table above, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 175 meters away, over the course of Project construction and operation, are approximately 12, 79, 76, and 2.8 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), utilizing age sensitivity factors, is approximately 170 in one million. The infant, child, adult, and lifetime cancer risks all exceed the BAAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the IS/MND.

An agency must include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to be conservative and tends to err on the side of health protection. [36] The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Therefore, since our screening-level HRA indicates a potentially significant impact, the City should prepare an EIR with an HRA which makes a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. Thus, the City should prepare an updated, quantified air pollution model as well as an updated, quantified refined HRA which adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The IS/MND estimates that the proposed Project would generate net annual greenhouse gas ("GHG") emissions of 2,227.2 metric tons of CO_2 equivalents per year ("MT CO_2e/year"), or 3.31 metric tons of CO_2 equivalents per service population per year ("MT CO_2e/SP/year"). As a result, the IS/MND concluded that the Project's GHG emissions would exceed the BAAQMD bright line threshold of 1,100 MT CO2e/year, but not the 4.6 MT CO_2e/SP/year service population efficiency threshold (p. 49). Furthermore, the IS/MND concludes that the proposed Project would be consistent with the City's Community Climate Action Plans ("CCAPs") (p. 49). As a result, the IS/MND concludes that the Project's GHG impact would be less than significant. However, this conclusion is incorrect for three reasons:

[36] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 1-5

(1) The IS/MND's incorrect and unsubstantiated analysis demonstrates a potentially significant GHG impact;
(2) The City's Community Climate Action Plan cannot be relied upon to determine Project significance; and
(3) Updated analysis indicates a potentially significant GHG impact.

1) Incorrect and Unsubstantiated GHG Analysis Demonstrates Significant Impact

As discussed above, the IS/MND estimates the Project's annual and service population GHG emissions, then compares them to the BAAQMD's bright line and per service population screening thresholds of 1,100 MT CO_2e/year and 4.6 MT CO_2e/SP/year (p. 49). Based on this evaluation, the IS/MND concludes that the Project's net GHG emissions would exceed the bright line threshold, but not the per service population threshold. Thus, the IS/MND concludes that "the proposed project would not be expected to have a significant impact related to GHG emissions" (p. 49) (see excerpt below) (p. 49, Table 8).

Table 8
Unmitigated Operational GHG Emissions Year ($MTCO_2e$/yr)

Emission Source	Proposed Project Annual GHG Emissions	Existing Delta Fair Center Annual GHG Emissions	Net New Annual GHG Emissions
Area	2.62	0.00	2.62
Energy	421.0	268.6	152.4
Mobile	3,163.6	1,686.4	1,477.2
Solid Waste	90.0	85.0	5.0
Water	44.5	27.3	17.1
Amortized Construction Emissions	572.9	-	572.9
Total Annual GHG Emissions	**4,294.6**	**2,067.3**	**2,227.2**
Total Annual GHG Emissions Per Service Population	--	--	**3.31**
BAAQMD Threshold			4.6
Exceeds Threshold?			**NO**

Source: CalEEMod, November 2019 (Appendix A).

As the excerpt above demonstrates, the IS/MND compared the proposed Project's quantified GHG emissions from CalEEMod to the BAAQMD's bright line screening threshold of 1,100 MT CO_2e/year and per service population screening threshold of 4.6 MT CO_2e/SP/year. However, the IS/MND's GHG analysis is incorrect for two reasons.

First, the IS/MND utilizes an incorrect and underestimated CalEEMod model to estimate the proposed Project's anticipated GHG emissions. However, as previously discussed, the IS/MND's CalEEMod model relies upon incorrect input parameters to estimate the Project's criteria air pollutant and GHG emissions, resulting in an underestimation of emissions. As a result, we find the IS/MND's quantitative GHG analysis to be incorrect and unreliable. An updated CEQA analysis should be prepared, using correct, project-specific modeling to adequately assess and mitigate the Project's GHG impact.

Second, the IS/MND's use of the BAAQMD's 1,100 MT CO_2e/year and 4.6 MT CO_2e/SP/year screening thresholds is incorrect. These thresholds were developed for the air district's planned reductions for

2020, based on AB 32, and thus, only apply to projects that will be operational by 2020.[37] Considering that the proposed Project has yet to be approved, and it is almost June of 2020, these thresholds are outdated and do not apply to the proposed Project. As such, we recommend that the Project utilize the widely used 2030 "Substantial Progress" service population efficiency threshold of 2.6 MT CO_2e/SP/year, which is based on the goals laid out in EO B-30-15.

When comparing the underestimated GHG emissions from the IS/MND to the 2030 "Substantial Progress" service population efficiency threshold, we find a potentially significant impact that was not previously identified in the IS/MND (see table below) (data from p. 49, Table 8).

IS/MND Annual Greenhouse Gas Emissions	
Project Phase	**Proposed Project (MT CO_2e/year)**
Construction (amortized over 30 years)	572.9
Area	2.62
Energy	152.4
Mobile	1,477.2
Waste	5.0
Water	17.1
Total	**2,227.2**
Service Population	672
Service Population Efficiency	**3.31**
Threshold	2.6
Exceed?	***Yes***

As you can see in the table above, the Project's per service population efficiency value of 3.31 CO_2e/SP/year exceeds the 2030 "Substantial Progress" efficiency threshold of 2.6 MT CO_2e/SP/year. Thus, we find a significant GHG impact not previously identified or addressed by the IS/MND.

Thus, the results of the above analysis provide substantial evidence that the proposed Project's GHG emissions may still be cumulatively considerable notwithstanding its purported compliance with the City's CCAP (as challenged herein). Therefore, an updated CEQA analysis should be prepared for the Project, and mitigation should be implemented where necessary, per CEQA Guidelines.

2) Incorrect Reliance on the City's Community Climate Action Plan

As discussed above, the IS/MND relies upon the City's CCAP to determine the significance of the proposed Project's GHG impact (p. 49). Specifically, the IS/MND states:

[37] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. D-20 – D-22.

> "The proposed project would comply with several emissions reductions strategies included in the City's Community Climate Action Plans. For instance, the proposed project would include renovation of the existing structures within the project site. Such renovations are anticipated to improve the energy efficiency of the existing facilities in compliance with Strategy E3 and E14 of the Community Climate Action Plan. Furthermore, the proposed project would include planting of low-maintenance landscaping, including trees throughout the project site, which would be generally consistent with policy E4 and L5 of the Community Climate Action Plan" (p. 49).

However, this is incorrect for several reasons.

First, the CCAP is a City-level plan and fails to contain Project-level measures or reduction goals (see excerpt below).[38]

Antioch's CCAP:

- Provides background on the science and impacts of climate change.
- Presents Antioch's baseline GHG emissions inventory and emissions reduction target.
- Outlines the policies and measures that Antioch may implement and/or is already implementing to achieve its target.
- Presents next steps required to implement the plan.

As you can see in the excerpt above, the CCAP only provides quantified emissions inventory and reduction targets at the City-level. Similarly, the CCAP also only provides "policies and measures that **Antioch may implement and/or is already implementing**" to achieve the specified reduction targets (emphasis added). As such, the CCAP fails to contain Project-level emissions inventory, reduction targets, and policies/measures. As such, this plan fails to be considered a qualified GHG reduction plan, as detailed in CEQA Guidelines §§ 15064.4(b)(3) and 15183.5(b)(1). Thus, the IS/MND's GHG analysis regarding the City's CCAP should not be relied upon to determine Project significance.

Second, as previously stated, the IS/MND claims that the proposed Project is consistent with strategies E3, E4, E14, and L5 of the CCAP. However, review of the CCAP reveals that the proposed Project is inconsistent with these measures, including but not limited to the analysis below:

[38] "Antioch Community Climate Action Plan." City of Antioch, 2011, *available at:* https://www.antiochca.gov/fc/environment/climate/Antioch%20CCAP%20Final.pdf, p. 5.

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Antioch Community Climate Action Plan[39]	
E3. Energy Efficient Retrofits of Existing Facilities *Antioch or Contra Costa County could facilitate retrofits of existing facilities by providing technical assistance to building owners and contractors. Municipalities can also encourage efficiency improvements by offering low or zero interest loans to building owners for improvements.* *Implementation: This strategy assumes 1,500,000 square feet of community space would be retrofitted with energy efficiency technology. Reduction Potential: 1,095 MT CO_2e*	Here, while the IS/MND claims that "the proposed project would include renovation of the existing structures within the project site. Such renovations are anticipated to improve the energy efficiency of the existing facilities," the IS/MND fails to include any additional information on the specifics of the Project's anticipated renovations (p. 49). As such, we do not know what specific renovations will take place, or how the existing structures will become more energy efficient. Furthermore, as discussed in the CCAP, this measure is recommended at the City-level, rather than Project-level. As such, the proposed Project is inconsistent with the measure as detailed in the CCAP, and we cannot verify that 1,500,000 square feet of community space will be retrofitted with energy efficiency technology, as stated in the measure.
E4. Plant Shade Trees to Shade Buildings *Trees properly planted with energy savings in mind can reduce the amount of energy (electricity, natural gas, or other fuel) used to cool and heat buildings. This reduces associated emissions and saves money. The shade from a single well-placed mature tree reduces annual air conditioning use two to eight percent (in the range of 40-300 kWh), and peak cooling demand two to ten percent (as much as 0.15-0.5 kW).* *Implementation: This strategy estimates 5,000 trees planted to shade buildings.* *Reduction Potential: 350 MT CO_2e*	Here, while the IS/MND states that "the proposed project would include planting of low-maintenance landscaping, including trees throughout the project site," the IS/MND fails to specify the species of trees, their age (whether or not they will be planted as mature or juvenile), and the cooling potential based on planting location (p. 49). The IS/MND also fails to state the number of trees to be planted. As such, we cannot verify that a sufficient number of trees will be planted in a proper manner to ensure a reduction in project energy demand. Furthermore, as discussed in the CCAP, this measure is recommended at the City-level, rather than Project-level. Finally, we are unable to verify that 5,000 trees will be planted to shade buildings, or that the reduction potential will be achieved.
E14. Energy Efficient Lighting Retrofits *Lighting is typically the largest electricity user in commercial buildings. Most commercial buildings use fluorescent lighting, which is relatively efficient, but many buildings still have older fixtures with magnetic ballasts and T-12 size fluorescent tubes. New electronic ballasts with T-8 size tubes use 30%*	Here, while the IS/MND claims that "the proposed project would include renovation of the existing structures within the project site. Such renovations are anticipated to improve the energy efficiency of the existing facilities," the IS/MND fails to include any additional information on the specifics of the Project's anticipated renovations, specifically regarding lighting (p. 49). While the IS/MND states

[39] "Antioch Community Climate Action Plan." City of Antioch, 2011, *available at:* https://www.antiochca.gov/fc/environment/climate/Antioch%20CCAP%20Final.pdf, pp. .

less energy and can provide better light quality without flicker. *Implementation: This strategy assumes 1,000,000 square feet lit by energy efficient lighting.* *Reduction Potential: 704 MT CO_2e*	that City-wide design guidelines "state that any exterior night lighting installed shall be of a low intensity, low-glare design," the IS/MND fails to state that this will be implemented through the Project's renovations specifically (p. 20). The IS/MND also fails to address the square footage lit by energy efficient lighting, how much less energy will be used (as a percentage) or the reduction potential, as stated in the CCAP. As such, we do not know what specific renovations will take place or how the existing buildings will include energy efficient lighting retrofits. Furthermore, as discussed in the CCAP, this measure is recommended at the City-level, rather than Project-level. Thus, the proposed Project is inconsistent with the measure as detailed in the CCAP, and we cannot verify that 1,000,000 square feet will be lit by energy efficiency lighting, as stated in the measure.
L5. Low-Maintenance Landscaping *Low-maintenance landscaping strategies can reduce the carbon footprint of our yards. Methods include using native plants, reduced pesticide and chemical use, grass alternatives, and human-powered lawn care equipment.* *Implementation: This strategy assumes 2,000 residences using low-maintenance landscaping.*	Here, while the IS/MND states that "the proposed project would include planting of low-maintenance landscaping, including trees throughout the project site," the IS/MND fails to specify the species of plants to be included in the landscaping, whether these plants will be native, whether there will be pesticide and chemical use on-site, whether grass will be included (and if so, consideration of alternatives), and any information about lawn care equipment (p. 11, 49). As such, we are unable to verify that low-maintenance landscaping will be implemented on the Project-site as the CCAP requires. Furthermore, as discussed in the CCAP, this measure is recommended at the City-level, rather than Project-level. Thus, the proposed Project is inconsistent with the measure as detailed in the CCAP, and we cannot verify that 2,000 residences will use low-maintenance landscaping, as stated in the measure.

Third, besides the four measures discussed above, the IS/MND fails to address or demonstrate consistency with the other measures included in the CCAP. As the CCAP contains four other unaddressed land use strategies (L1 – L4), sixteen other unaddressed energy strategies (E1, E2, E5 – E13, E15 – E19), as well as 11 unaddressed transportation strategies, 10 unaddressed green building strategies, and 11 education and behavior strategies, the IS/MND fails to demonstrate consistency with this plan. As such, the IS/MND's consistency claim and less than significant impact conclusion regarding the CCAP should not be relied upon to determine Project significance.

Fourth, according to the City of Antioch, the 2011 Community Climate Action Plan has since been updated and replaced by the 2020 Climate Action Resilience Plan ("CARP").[40] As such, the proposed Project should have demonstrated consistency with the 2020 CARP, and the IS/MND's analysis based on the outdated CCAP from 2011 should not be relied upon to determine Project significance.

3) Updated Analysis Indicates a Potentially Significant GHG Impact

Applicable thresholds and updated modeling demonstrate that the proposed Project may result in a potentially significant GHG impact not previously identified or addressed by the IS/MND. The CalEEMod output files, modeled by SWAPE utilizing Project-specific information as disclosed in the IS/MND, disclose the Project's construction-related GHG emissions of approximately 777.64 MT CO_2e/year (sum of 2020 and 2021 emissions) and operational GHG emissions of approximately 998 MT CO_2e/year (sum of area, energy, mobile, waste, and water-related emissions). According to the IS/MND, the Project would have a service population of 672, including residents and employees (p. 48). When dividing the Project's GHG emissions by a service population value of 672, we find that the Project would emit approximately 4.3 MT CO_2e/SP/year.[41] When comparing the Project's GHG emissions to the 2030 "Substantial Progress" service population efficiency threshold, we find a potentially significant impact that was not previously identified in the IS/MND (see table below).

SWAPE Service Population Efficiency Analysis	
Project Phase	**Proposed Project (MT CO_2e/year)**
Annual GHG Emissions	**2,907.2**
Service Population	672
Service Population Efficiency	**4.3**
Threshold	2.6
Exceed?	***Yes***

As the table above demonstrates, when the Project's emissions are modeled correctly, the Project's total GHG emissions exceed the "Substantial Progress" efficiency threshold for 2030 of 2.6 MT CO_2e/SP/year. Thus, the Project may result in a significant GHG impact not previously assessed or identified in the IS/MND. As a result, an updated GHG analysis should be prepared in an updated Project-specific EIR and additional mitigation should be incorporated into the Project.

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing

[40] "Climate Action Resilience Plan." City of Antioch, *available at*: https://www.antiochca.gov/environmental-resources/climate-change/climate-action-resilience-plan/

[41] Calculated: (2,907.2 MT CO_2e/year) / (672 service population) = (4.3 MT CO_2e/SP/year).

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results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

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Making Conservation a California Way of Life.

May 29, 2020

SCH #2020050040
GTS #04-CC-2019-00444
GTS ID: 15465
Co/Rt/Pm: CC/4/26.06

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

Delta Fair Village- Mitigated Negative Declaration (MND)

Dear Alexis Morris:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for The Ranch Residential Development. 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 May 2020 MND.

Project Understanding

The proposed project site consists of three commercial buildings and associated parking. The proposed project includes demolition of 73,546 square feet (sf) of the 147,081 sf Delta Fair Village Shopping Center to develop the site with approximately 210 multi-family residential units, which would be located in five four-story buildings above a single-story parking garage. The apartment complex would include a courtyard with a clubhouse, pool, and playground. Additionally, a new 4,174-sf retail building would be constructed on the western portion of the site. The new development would total 411,511 sf. Regional access is located 0.37 miles north of the State Route (SR)-4 and Somersville Road Exchange.

Transportation Impact Fees

The Lead Agency should identify project-generated travel demand and estimate the costs of regional transit and active transportation improvements

necessitated by the proposed project; viable funding sources such as the City's existing development and/or transportation impact fee programs should also be identified. We encourage a sufficient allocation of fair share contributions toward multimodal 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. Caltrans welcomes the opportunity to work with the City and local partners to secure the funding for needed mitigation.

Construction-Related Impacts
Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to SR-4.

Thank you again for including Caltrans in the environmental 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

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse

RESPONSES TO COMMENTS

INTRODUCTION

This Responses to Comments document contains specific comments received during the public review period of the Delta Fair Village Project Initial Study/Mitigated Negative Declaration (IS/MND).

According to CEQA Guidelines Sections 15073 and 15074, the lead agency must consider the comments received during consultation and review periods together with the IS/MND. However, unlike with an Environmental Impact Report (EIR), comments received on an IS/MND are not required to be attached to the negative declaration, nor must the lead agency make specific written responses to public agencies. Nonetheless, the lead agency has chosen to provide responses to those specific public comments that are related to the environmental analysis contained in the IS/MND. Any non-environmental comments have been considered by the City as part of the staff report.

BACKGROUND

The City of Antioch used the following methods to solicit public input on the IS/MND: a Notice of Completion of the IS/MND was posted with the State Clearinghouse on May 1, 2020. The IS/MND was distributed to applicable public agencies, responsible agencies, and interested individuals. In addition, electronic copies were available on the City's website, https://www.antiochca.gov/community-development-department/planning-division/environmental-documents/. The public review period ended June 1, 2020.

RESPONSES TO COMMENTS

The Responses to Comments below address the comments provided by Adams Broadwell Joseph Cardazo on behalf of the Antioch Residents for Responsible Development. Where revisions to the IS/MND text were made, new text is double underlined and deleted text is ~~struck through~~.

All such revisions to the IS/MND are relatively minor, and do not affect the adequacy of the conclusions presented therein. CEQA Guidelines Section 15073.5 states the following regarding recirculation requirements for negative declarations:

> (c) Recirculation is not required under the following circumstances:
>
> (1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
>
> (2) New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed negative declaration which are not new avoidable significant effects.
>
> (3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.

(4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

Based on the above, pursuant to CEQA Guidelines Section 15073.5, recirculation of the IS/MND is not warranted.

ADAMS BROADWELL JOSEPH & CARDAZO ON BEHALF OF THE ANTIOCH RESIDENTS FOR RESPONSIBLE DEVELOPMENT

The comments submitted by Adams Broadwell Joseph & Cardazo on behalf of the Antioch Residents for Responsible Development are primarily based on a memorandum prepared by Soil Water Air Protection Enterprise (SWAPE). Although the comments provided by Adams Broadwell Joseph & Cardazo are not limited to those issues raised by SWAPE, the SWAPE analysis provides the technical basis for the comments submitted by Adams Broadwell Joseph & Cardazo. Thus, to avoid duplication of responses, the following responses will first provide responses to the technical concerns raised by SWAPE, before providing responses to the comments of Adams Broadwell Joseph & Cardazo that have not already been addressed through the response to the SWAPE analysis. In so doing, this response to comments document will respond to all factual concerns raised by the commenter.

Hazards and Hazardous Materials

The analysis of Hazards and Hazardous Materials was in part based on information derived from the California Environmental Protection Agency's (CalEPA's) Cortese List. The Cortese List is a legislatively defined list of sites known to contain, or be contaminated by, hazardous materials or substances, and is included as Section 69562.5 of the Government Code. The Cortese List is updated annually by various state agencies including the Department of Toxic Substances Control, the State Department of Health Services, the State Water Resources Control Board, and the California Integrated Waste Management Board (now CalRecycle). The information provided by the foregoing state agencies is compiled by the Secretary for Environmental Protection.[1] Due to the compilation of information from a variety of sources, the Cortese List provides a critical resource in determining whether a site is affected by hazardous material contamination. In fact, CEQA Guidelines Section 21092.6 require that lead agencies consult lists compiled pursuant to Section 65962.5 of the Government Code during the drafting and notification process for a negative declaration or a draft environmental impact report.

To ensure that new data had not been added to the Cortese List since publication of the IS/MND prepared for the project, the Cortese List was again consulted, as well as the California Office of Environmental Health Hazard Assessment's (OEHHA's) CalEnviroScreen 3.0. According to the CalEnvironScreen and the Cortese List, the project site does not contain any known hazardous materials sites, and the closest cleanup site is located at least 0.6 miles southwest of the project site, at the Los Medanos Tank Farm.[2] Consequently, the conclusion presented within the IS/MND is supported by existing resources related to the existing hazardous materials in the project region.

Pages 51 through 53 of the IS/MND present consideration and analysis of various potential sources of hazardous materials in addition to the use of the Cortese List. Because the project site is currently developed and overlain with impervious surfaces, testing of the site for contaminated

[1] California Environmental Protection Agency. *Cortese List: Background and History*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/Background/. Accessed July 2020.

[2] California Office of Environmental Health Hazard Assessment. *CalEnviroScreen 3.0*. Available at: https://oehha.ca.gov/calenviroscreen/indicator/cleanup-sites. Accessed July 13, 2020.

soils would be onerous, and would only be necessary should evidence be provided that the soil underlying the project site was previously contaminated. As noted in the SWAPE analysis, the project may have been disturbed at various points in history; however, the mere fact that a site was disturbed does not mean that the site has been contaminated. Moreover, the commenter has not included the historic imagery purported to show such disturbance; thus, the veracity of the commenter's assertion that the site was previously disturbed can not be verified at this time. Nevertheless, site contamination would only arise from specific activities that involve the use or disposal of hazardous materials. The commenter has not provided evidence that hazardous materials were either used or disposed of within the property. According to the resources consulted during preparation of the IS/MND and this response to comments, the project site does not contain any known sources of hazardous wastes, from either prior or existing uses. Based on the analysis provided in the IS/MND, the updated research performed during preparation of this response to comments, and the lack of evidence provided by SWAPE indicating the likelihood of contamination, preparation of a Phase I ESA is not deemed necessary, and the conclusions of the IS/MND are adequate for the purposes of environmental analysis under CEQA.

Air Quality

The following sections discuss the adequacy of the air quality analysis presented in the IS/MND, and, where needed, provide minor revisions to the text of the IS/MND to clarify or amplify the conclusions reached in the document.

Project Trip Generation Input Parameters

The comment is introductory. The specific concerns expressed by the commenter are responded to in-depth below.

Determination of Land Use Size

As shown in the portion of the Transportation Assessment (TA) prepared for the project by Fehr and Peers replicated by the commenter, note 6 of the Trip Generation Summary in the traffic report provides information related to the trip generation estimate produced for the existing shopping center. Note 6 of Table 4, Trip Generation, of the TA states the following, "[e]xisting shopping center trip generation taken from enter and exits from the peak hour turning movement counts."[3] Thus, the trip rates used in project analysis were based on real-world observed trip generation from the existing shopping center. Consequently, the trip generation attributed to the existing development is accurate, as is the analysis presented within the IS/MND, which is dependent on the observed trip rate.

In addition, use of project site wide square footage of 161,000 square feet (sf) is correct for the purposes of air quality modeling. The difference in square footage between 147,081 and 161,000 is due to a recently submitted application for operation of a church and preschool/daycare within the project site. The proposed application is included as project 8 in Table 6 of the TA, and includes operation of a 4,700-sf church as well as a 9,300-sf preschool/daycare for a total operational square footage of 14,000 sf. In order to avoid double-counting potential impacts from the church and preschool/daycare, the 14,000-sf operational area was excluded from much of the analysis presented in the IS/MND and treated as a pending future project. For instance, as discussed above, the trip generation rates in the TA were based on actual traffic counts from the project site, and, because the church and preschool/daycare were not operational at the time of analysis, existing traffic counts do not include trips related to the proposed church and preschool/daycare.

[3] Fehr and Peers. *Transportation Assessment: Delta Fair Village* [pg. 18]. December 2019.

Although the church and preschool/daycare were excluded from much of the analysis in the IS/MND, inclusion of the full 161,000 sf of building space within the air quality and GHG emissions analysis portion of the IS/MND is justified for several reasons. Principally, the proposed church and preschool/daycare would be housed in existing building space within the project site. That is, the building area proposed for use as a church and preschool/daycare already exists within the site. Maintenance and upkeep of structures, even when non-tenanted, still results in emissions related to landscaping, building maintenance including painting, and the consumption of electricity for building security lighting. Moreover, to ensure that only emissions from the building itself were considered, the trip rate for the existing structures were updated in CalEEMod to reflect the trip rates from the existing site presented within the TA. The result of the method used to calculate emissions from the full 161,000 sf of existing development is not an overestimation of emissions as suggested by the commenter, but an accurate representation of the emissions that currently result from on-site activities.

Selection of ITE Land Use Code

The future tenant of the proposed 4,000 sf stand-alone structure is not currently known. As noted on page 16 of the TA prepared for the project "For a conservative approach on the trip generation, the 4,000 square foot new facility was assumed to be daycare rather than retail." Although the future use of the 4,000-sf structure is speculative, Fehr and Peers chose a land use deemed conservative for the analysis of potential traffic related impacts.[4] In order to maintain consistency across the technical reports prepared for the project, the air quality analysis relied on the expertise of Fehr and Peers and used the trip generation rates presented in the TA. For perspective, according to the 10th edition of the Institute of Traffic Engineers *Trip Generation Manual* a daycare land use typically results a daily trip rate of 47.62 trips per 1,000 sf. A shopping center land use typically results in a comparatively lower trip rate of 37.75 trips per day per 1,000 sf. Because day cares are anticipated to result in a higher daily trip rate as compared to a shopping center, in contrast to the commenter's assertion, assuming a day care would be operated at the 4,000 sf structure is both reasonable and conservative, in that the day care use would result in a higher estimated daily trip rate, and higher daily emissions, as compared to a shopping center land use.

Emissions Modeling Input Parameters

Pages 23 as well as 47-48 of the IS/MND provide information related to the project-specific modeling assumptions applied to the proposed land uses. Additional information is provided in the CalEEMod outputs themselves. In general, the information used to model emissions was based on project-specific information provided in the site plans, anticipated construction details provided by the project applicant, information provided in the TA, and publicly available information related to the application of statewide legislation, such as PG&E's compliance with the Renewable Portfolio Standards (RPS).

Existing Land Use Size

Please refer to the section above titled "Determination of Land Use Size." As discussed therein, an existing square footage of 161,000 was used precisely for the purpose of capturing building related emissions that are currently occurring within the project site. Thus, the modeled emissions are sound and provide a credible base for the analysis of project-related emissions.

Electricity Emissions Factors

The State's RPS is a legislative requirement mandating that public utilities source a certain percentage of their retail electricity from renewable sources. Producing electricity from renewable

[4] Fehr and Peers. *Transportation Assessment: Delta Fair Village* [pg. 16]. December 2019.

sources reduces the GHG emissions intensity of electricity, thus reducing the amount of GHG emissions released per unit of energy consumed. The default values for the emissions intensity of PG&E electricity in CalEEMod are based on values from the year 2008.[5] Since that time, PG&E has increased the proportion of electricity produced by renewable sources from 14 percent[6] to 39 percent by the year 2018,[7] which is the most recent year for which data is currently available. PG&E will be required to continue increasing the renewable content of their electricity in-line with the RPS eventually reaching 60 percent renewable energy content by the year 2030. However, based on RPS requirements, in the year 2022, which was assumed to be the first year of project operations, PG&E would only be required to provide 38.4 percent of grid electricity through renewable sources. Although PG&E currently exceeds the RPS standard for 2022, in order to provide a conservative estimate of project-related emissions, the energy intensity factor in CalEEMod was adjusted under the assumption that PG&E would operate with a renewable content of 38.4 percent in the year 2022. Because PG&E has already exceeded this level of renewable energy content, the assumption relied upon in emissions modeling prepared for the project are reasonable and conservative.

Changes to Construction Schedule

The construction schedule applied for the proposed project was based on applicant provided information. As noted in the CalEEMod User's Guide, "if the user has more detailed site-specific equipment and phase information, the user should override the default values."[8] The proposed project involves construction of several types of land uses in both a free-standing and mixed-use structure, which is generally a more complex type of project than a standard single-use type development. Given the complexity of the proposed development as well as the applicant provided construction schedule, the CalEEMod default construction schedule was adjusted to reflect an 18-month construction period, as discussed on page 23 of the IS/MND. Adjustment of the default construction schedule is supported by the CalEEMod user guide and reflects the best available information for the proposed project; therefore, the analysis presented within the IS/MND is adequate.

Proposed Project Land Use Type and Size

Based on the most recent site plans submitted to the City, the technical analyses prepared for the proposed project correctly assume that the standalone structure noted by the commenter would be 4,000 sf. Although the technical analyses prepared for the project referenced a correct square footage, the IS/MND incorrectly states that the new standalone structure would be 4,174 sf. Therefore, several revisions to the text of the IS/MND are required as follows.

Page 2 of the IS/MND is hereby revised as follows:

> 12. Project Description Summary:
>
> The proposed project would include demolition of 73,546 sf of the 147,081 sf Delta Fair Village Shopping Center to develop the site with approximately 210 multi-family residential units, which would be located in five four-story buildings above a single-story parking

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5 California Air Pollution Control Officers Association. *California Emission Estimator Model Use Guide: Appendix D*. October 2017.

6 PG&E. *Planning for California's Clean Energy Future*. Available at: http://www.pgecorp.com/corp_responsibility/reports/2008/our_environment/future_planning.html. Accessed July 14, 2020.

7 PG&E. *Power Content Label*. October 10, 2019.

8 California Air Pollution Control Officers Association. *California Emission Estimator Model Use Guide* [pg. 31]. November 2017.

garage. The apartment complex would include a courtyard with a clubhouse, pool, and playground. Additionally, a new ~~4,174~~-4,000 sf retail building would be constructed on the western portion of the site. The new development would total ~~411,511~~411,092 sf.

Similarly, page 8 of the IS/MND is hereby revised as follows:

Project Components

The proposed project would include demolition of approximately 73,546 sf of the existing Delta Fair Shopping Center. The area of demolition would be developed with a 210-unit multi-family apartment complex and a new ~~4,174~~4,000-sf retail building (see Figure 3). The apartment complex would consist of five buildings all located above a ground-level parking structure. The five buildings would be cohesively centered around a common courtyard area. The new retail building would be constructed north of the proposed apartment structure. The square footage of the proposed project would total ~~411,511~~411,092 sf. In addition, the project would include renovation of the remaining existing 73,535 sf of retail space. The proposed project would include new drive aisles and associated improvements, such as landscaping, utility connections, and parking development. The sections below describe the following project components in further detail: apartment buildings; circulation and parking; landscaping, common area and fencing; utilities; Rezone; Use Permit and Design Review; and Discretionary Actions.

Because the technical analyses prepared for the proposed project relied on the correct square footage, the foregoing changes do not affect the adequacy of the IS/MND.

With regard to the use of the "Day-Care Center" land use type in CalEEMod, the distinction between retail uses and educational uses, specifically daycares, noted by the commenter is not reflected in the City's General Plan Land Use and zoning designations. In fact, daycares are an allowable use within lands designated and zoned Regional Commercial. As discussed above, in the section titled Selection of ITE Land Use Code, the daycare land use was chosen to provide a conservative approach to the analysis of traffic-related impacts. Because daycares are an allowable use under the City's existing land use designations for the site and provides a conservative approach to analysis from a trip generation perspective, use of a daycare land use type is appropriate for the analysis presented within the IS/MND.

Material Import and Export

The amounts and timing of material import and export applied in the CalEEMod emissions modeling are correct per applicant provided information regarding project construction. However, the IS/MND erroneously states that 100 cubic yards of material would be exported from the site during project grading; instead, the IS/MND should state that 100 cubic yards of material would be imported to the site during grading. Consequently, page 23 of the IS/MND is hereby revised as follows:

- Land uses include Apartments Mid-Rise and Retail;
- Construction would occur over an approximately 18-month period;
- A total of 73,546 sf of existing building would be demolished;
- Four acres would be disturbed during grading;
- A total of 50 cubic yards of material would be exported during site prep and 100 cubic yards would be ~~exported~~imported during grading;
- Average daily trip rates of 5.44 trips per residential unit and 43.78 trips per thousand sf (ksf) of retail, were assumed based on the Transportation Impact Assessment (TIA) prepared for the proposed project by Fehr & Peers;
- The nearest transit station is located 0.01-mile away; and
- Pedestrian connection is provided on-site.

The method of calculating emissions related to material import/export is not dependent upon whether the material is entering or leaving the site. Rather, CalEEMod calculates emissions from import and export of material based on the total volume of material being moved and the number of haul trucks used to transport the material. Because CalEEMod calculates emissions based on the volume of material moved, even if emissions modeling had assumed that material was exported rather than imported during grading, such an error would not have an effect on the estimated emissions, and would not impact the analysis presented in the IS/MND.

Based on the above, only minor text changes are required to the IS/MND, and the analysis presented within the IS/MND remains valid.

Hauling Trips

When a particular amount of soil material import or export is input into CalEEMod, the CalEEMod software generates an anticipated number of haul trucks required to transport the specified amount of material. Unless specific information is available regarding the number of trucks required to transport the material, CalEEMod defaults should be used. In the case of the project-modeling, the change to project modeling appears to be erroneous. Based on the comment, the construction modeling for the project has been updated to return the number of haul trucks to the default value. The updated modeling results are included as an appendix to this response to comments document. Based on the updated modeling, Table 3 on page 24 of the IS/MND is hereby revised as follows:

Table 3
Maximum Unmitigated Construction Emissions (lbs/day)

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	~~24.39~~15.45	54	**NO**
NO_X	~~50.40~~42.54	54	**NO**
PM_{10} (exhaust)	2.20	82	**NO**
PM_{10} (fugitive)	18.22	None	**N/A**
$PM_{2.5}$ (exhaust)	2.02	54	**NO**
$PM_{2.5}$ (fugitive)	9.97	None	**N/A**

Source: CalEEMod, ~~October 2019~~July 2020 (see Appendix A).

It should be noted that the revisions to Table 3 also incorporate a staff-initiated change to address an error found in the emissions presented in Table 3. Specifically, the emissions of ROG and NO_X presented in Table 3 of the IS/MND were retained from an earlier iteration of the project modeling, rather than the final project modeling contained in Appendix A of the IS/MND. However, the emissions presented in Table 3 of the IS/MND are conservative and the actual emissions, as included in the outputs contained in Appendix A of the IS/MND, would be lower.

As shown in the table above, construction-related emissions would remain below the BAAQMD's thresholds significance, despite the aforementioned change in modeling and staff-initiated change.

Trip Purpose and Percentages

The commenter notes that CalEEMod assigns differing trip lengths through a system of "Trip Purposes." There are three types of trips in CalEEMod, primary trips, diverted trips, and pass-by trips, each of which is assigned a different trip length. CalEEMod automatically splits the total trips between the three categories based on the type of land use (e.g., commercial, residential, educational). In order to maintain consistency with the TA, the CalEEMod emissions modeling

prepared for the project applied the trip generation rates used within the TA. However, as noted by the commenter, the trip generation estimates presented within the TA prepared for the project also considered the potential for a portion of project trips to be comprised of pass-by trips. Thus, pass-by trips were inadvertently double-counted, with some pass-by trips accounted for in the TA and additional pass-by trips accounted for within the CalEEMod software through the default Trip Purpose assignments.

In response to the comment, updated emissions estimates have been prepared for the proposed project. To avoid double-counting pass-by trips in the estimation of project-related trips, the Trip Purpose in CalEEMod has been divided solely between primary and diverted trips, as suggested by the commenter. The updated modeling results are included as an appendix to this response to comments document. It should be noted that changes to the modeling prepared for the existing operations at the site have not been applied and are not needed. Based on the above, Table 4, on page 25 of the IS/MND is hereby revised as follows:

Table 4
Unmitigated Maximum Operational Emissions

Pollutant	Proposed Project Emissions		Existing Delta Fair Shopping Center		Net New Emissions	
	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr
ROG	~~14.5~~14.68	~~2.43~~2.46	7.35	1.25	~~**7.15**~~**7.33**	~~**1.81**~~**1.21**
NO_X	~~27.9~~28.97	~~4.99~~5.18	14.2	2.55	~~**13.7**~~**14.77**	~~**2.44**~~**2.63**
PM_{10} (exhaust)	~~0.31~~0.33	0.05	0.10	0.02	~~**0.21**~~**0.23**	**0.03**
PM_{10} (fugitive)	~~16.5~~17.95	~~2.90~~3.14	8.85	1.55	~~**7.65**~~**9.1**	~~**1.35**~~**1.59**
$PM_{2.5}$ (exhaust)	~~0.30~~0.31	0.05	0.10	0.02	~~**0.20**~~**0.21**	**0.03**
$PM_{2.5}$ (fugitive)	~~4.41~~4.80	~~0.78~~0.84	2.37	0.42	~~**22.0**~~**4.43**	~~**0.36**~~**0.42**
				Exceeds Thresholds?	**NO**	**NO**

Source: CalEEMod, ~~November 2019~~July 2020 (see Appendix A).

As demonstrated in the table above, adjusting the Trip Purpose as suggested by the commenter would not result in net emissions, or gross project emissions alone, exceeding the BAAQMD's thresholds of significance for maximum pounds per day or tons per year. Consequently, the conclusions reached within the IS/MND remain valid.

Area-Related Operational Mitigation Measures

According to applicant provided information, the proposed residences would not include the installation of hearths, either natural gas or wood-fired. Thus, inclusion of the measure is warranted. Nevertheless, in response to the comment, page 23 of the IS/MND is hereby revised as follows:

- Land uses include Apartments Mid-Rise and Retail;
- Construction would occur over an approximately 18-month period;
- A total of 73,546 sf of existing building would be demolished;
- Four acres would be disturbed during grading;
- A total of 50 cubic yards of material would be exported during site prep and 100 cubic yards would be ~~exported~~imported during grading;
- Average daily trip rates of 5.44 trips per residential unit and 43.78 trips per thousand sf (ksf) of retail, were assumed based on the Transportation Impact Assessment (TIA) prepared for the proposed project by Fehr & Peers;
- The proposed residences would not include natural gas or wood-fired hearths;

- The nearest transit station is located 0.01-mile away; and
- Pedestrian connection is provided on-site.

Based on the above, only minor text changes are required to the IS/MND, and the analysis presented within the IS/MND remains valid.

Mobile-Related Operational Mitigation Measures

Existing pedestrian facilities connect the project site to other commercial and residential areas within the project vicinity. As noted on page 11 of the TA prepared for the project, "[t]hree routes operate in the vicinity of the Project site with Routes 380, 390, and 394 stopping at Delta Fair Boulevard and Buchanan Road, adjacent to the Project site." Route 380 provides service to Bay Point, Pittsburg, and Antioch, including two BART stations. Route 390 connects the Pittsburg BART with the Antioch BART station, and route 394 provides weekend service between Bay Point and the Antioch BART. All three routes connect various destinations including schools, public libraries, senior centers, city halls, BART stations, and commercial areas. Thus, the existing transit service within the vicinity of the project site is robust. The proposed project would include provision of internal pedestrian networks that would connect the proposed residences and non-residential uses with other on- and off-site uses, and would place more residents in close proximity to existing transit services. Consequently, inclusion of mobile-related mitigation measures is warranted for this project. The project plans included in the IS/MND for instance Figure 3 on page 8, depict the connection of all proposed uses with all existing on- and off-site uses.

The inclusion of inherent site features (such as existing transit and pedestrian facilities) is noted on page 23 of the IS/MND. Nevertheless, in order to provide greater clarity, page 23 of the IS/MND is hereby revised as follows:

- Land uses include Apartments Mid-Rise and Retail;
- Construction would occur over an approximately 18-month period;
- A total of 73,546 sf of existing building would be demolished;
- Four acres would be disturbed during grading;
- A total of 50 cubic yards of material would be exported during site prep and 100 cubic yards would be ~~exported~~imported during grading;
- Average daily trip rates of 5.44 trips per residential unit and 43.78 trips per thousand sf (ksf) of retail, were assumed based on the Transportation Impact Assessment (TIA) prepared for the proposed project by Fehr & Peers;
- The proposed residences would not include natural gas or wood-fired hearths;
- The nearest transit station is located 0.01-mile away on Delta Fair Boulevard, with additional transit stops on Buchanan Road; and
- Pedestrian connection is provided on-site and connects to existing off-site uses.

The foregoing revisions are for clarification only, and serve to amplify the information already presented in the IS/MND. Thus, the analysis presented within the IS/MND remains valid.

Diesel Particulate Matter Health Risks

As explained on pages 27 through 29, the only major source of diesel particulate matter (DPM) during project implementation would be construction activities. Because DPM would be a subset of the $PM_{2.5}$ emissions released by diesel-powered equipment, the estimated annual level of $PM_{2.5}$ emissions from project construction was used as the basis for the pollutant dispersion modeling prepared for the project. As shown in Appendix A of the IS/MND, total annual unmitigated construction emissions of $PM_{2.5}$ were anticipated to equal 0.1404 tons/yr during 2020 (the first year of project construction, and 0.0911 tons/yr in 2021. Based on the updated modeling

included as an appendix to this response to comments document, $PM_{2.5}$ emissions are anticipated to remain at 0.1404 tons/yr in 2020 and 0.0911 tons/yr in 2021. Consequently, the pollutant dispersion modeling prepared as part of the project health risk assessment does not underestimate construction-related emissions, and the conclusions presented within the IS/MND and based on the emissions modeling remain valid. Moreover, the use of total annual unmitigated construction emissions of $PM_{2.5}$ as a proxy for DPM emissions represents a conservative approach to analysis as the total annual emissions of $PM_{2.5}$ include emissions from both off-road diesel-powered equipment, as well as on-road diesel equipment. In practice, emissions from on-road vehicles would be dispersed throughout the roadway network of the region, and nearby receptors would only be exposed to a fraction of the total $PM_{2.5}$ emissions. Thus, actual health risks experienced by nearby receptors would likely be lower than the risks analyzed and presented in the IS/MND.

Health Risk Assessments (HRA) are only required where projects would involve substantial sources of toxic air contaminants (TACs). DPM is considered a TAC and would be emitted by construction-equipment, therefore, a construction HRA was prepared and presented in the IS/MND. Contrary to the commenter's assertion, operation of the project would not be considered to result in substantial emissions of TACs. As noted in the California Air Resources Board's (CARB's) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook), common sources of TACs include freeways and high traffic roads, distribution centers, rail yards, ports, petroleum refineries, chrome plating operations, dry cleaners using percloroethylene, and gasoline dispensing facilities. The project does not include any of the foregoing uses. According to the TA prepared for the project, the project would only increase vehicle traffic within the project vicinity by 2,168 trips per day. The increased daily trips would be dispersed throughout the existing transportation network outside of the project site, and would not be anticipated to result in any roadways adjacent to nearby receptors experiencing a vehicle per day rate in excess of 100,000 vehicles, which is the level at which the CARB considers an urban roadway to be a high traffic road and a substantial source of TACs. Moreover, the existing commercial development at the project site may involve delivery of goods by way of heavy-duty diesel vehicles; however, the proposed project would result in a net reduction in on-site commercial space. A net reduction in on-site commercial space would be anticipated to reduce the number of heavy-duty diesel vehicles accessing the site. Thus, operational emissions of DPM would likely decrease with implementation of the project.

An operational HRA need only be completed if a project would involve operations that have the potential to emit substantial amounts of TACs. The proposed project does not include any substantial sources of TACs, and may ultimately reduce the long-term release of DPM from the project site. In compliance with Office of Environmental Health Hazard Assessment's (OEHHA's) guidance for the analysis of health risks from short-term projects, the health risks from short term projects should be evaluated for the duration of the project. In this case, health risks associated with construction were analyzed for the duration of the construction period, as recommended by OEHHA.[9] Consequently, a need for an operational HRA does not exist, and the HRA presented within the IS/MND remains a valid representation of the health risks that would occur due to construction of the proposed project.

[9] Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines* [pg. 8-18]. February 2015.

As noted on page 28 of the IS/MND:

> "[t]he associated cancer risk and non-cancer hazard index were calculated using the CARB's Hotspot Analysis Reporting Program Version 2 (HARP 2) Risk Assessment Standalone Tool (RAST), which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments."

The HARP 2 RAST modeling was adjusted to present a worst-case health risk by assuming that a nearby receptor would be exposed to the maximum concentration of pollutants from project construction, during the period of life when receptors are most vulnerable, which is the third-trimester of pregnancy. Because the age sensitivity factor is highest for individuals beginning in the third-trimester of pregnancy, the health risks to individuals that are exposed to project-related emissions starting at an older age would be comparatively less than the risk levels presented in the IS/MND.

The HARP 2 RAST tool was designed by the CARB in compliance with the OEHHA's guidance, and presents the maximum health risks based on the pollutant concentrations input by the user. To analyze health risks, the HARP 2 RAST software allows the user to input a starting age of exposure for a receptor and the exact duration of exposure. Based on toxicity studies conducted or reviewed by OEHHA, young animals are more sensitive to exposure to carcinogens as compared to adult animals. Thus, OEHHA uses age sensitivity factors that are higher for younger age groups, and lower for older age groups. In particular, individuals in the third-trimester of age through two years of age are considered the most sensitive age group to air toxics.

For the proposed project, the exposure age was set to begin in the third-trimester of the maximally exposed receptor and last throughout the entirety of project construction. In so doing, the maximally exposed receptor was assumed to experience risk during the highest susceptibility times of the receptor's life, where the receptor would be exposed through the entirety of the third-trimester and into the 0-2-year age group. HARP 2 RAST inherently calculates the risk experienced during the approximately three-month period of the third-trimester of pregnancy, then sums that risk with the risk experienced during the remaining period of exposure, which would be within the 0-2-year age group, given the anticipated construction timeline for the project. Because HARP 2 RAST inherently provides a summation of health risks for the maximally exposed receptor during the exposure period, further post-processing summation of health risks would artificially inflate the risks posed by the project. For instance, BAAQMD's threshold of significance is based on the number of increased cases of cancer per million individuals. If the cancer risk to a receptor in the third trimester at the start of construction was summed with the health risks experienced by a different receptor in the 16-70-year age group, the resulting cancer risk would no longer represent the individual risk per million individuals. The approach of considering risks additively from every age group is better suited towards determining a population wide risk, which is considered in both the BAAQMD's and OEHHA's guidance for analyzing health risks from long-term or large-scale industrial projects with a widespread area of emissions influence. Thus, the health risks presented within the IS/MND are valid, and supported by the CARB's guidance.[10]

In conclusion, the HRA conducted for construction health risks presents an accurate representation of the potential for unmitigated project construction to result in health risks to nearby receptors. Because the project would not include operational sources of TACs, an

[10] California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool Version 2*. March 17, 2015.

operational HRA is not warranted. The IS/MND compares project-related health risks to BAAQMD's adopted threshold of significance. Accordingly, the analysis provided in the IS/MND is valid.

Considering the validity of the analysis provided in the IS/MND, the commenter's conclusions based on their own emissions modeling and health risk screening analysis are not considered in-depth, as the IS/MND provides a more detailed health risk analysis that is based on project-specific data.

GHG Emissions

The following sections discuss the adequacy of the GHG emissions analysis presented in the IS/MND, and, where needed, provide minor revisions to the text of the IS/MND to clarify or amplify the conclusions reached in the document.

Adequate Evaluation of GHG Impacts

The comment provides a summary of the commenter's concerns regarding the analysis of GHG emissions in the IS/MND. The following sections provide in-depth responses to the commenter's concerns.

Conclusions of the GHG Analysis

As discussed above, the majority of the commenter's concerns do not affect the emissions estimated for the project. Nevertheless, in response to the comments received on the IS/MND, updated emissions modeling was prepared for the proposed project as part of this response to comments. In particular, updated emissions modeling was prepared to address concerns regarding the import and export of construction material, including the number of haul trucks required for such material movement, and to address concerns related to the default assignment of Trip Purposes.

With regard to construction emissions, the changes to project modeling have resulted in a change in construction-related emissions in the year 2020 from a level of 590.08 metric tons of carbon dioxide equivalence per year ($MTCO_2e$/yr) to 590.11 $MTCO_2e$/yr. The estimated emissions in the year 2021 have not changed. The change in emissions of 0.03 $MTCO_2e$/yr would not change the amortized rate of annual construction emissions of 572.9, which is presented in Table 7 of the IS/MND. Because the amortized rate of construction is used in the analysis of project-related emissions, the changes to construction modeling are not considered substantial, and do not have the potential to affect the conclusions presented in the IS/MND. Nevertheless, Table 7 on page 48 of the IS/MND is hereby revised as follows:

Table 7
Unmitigated Annual Project Construction GHG Emissions

Year	Annual GHG Emissions ($MTCO_2e$/yr)
2020	590.0~~8~~11
2021	555.75
Total Construction Emissions	**1,145.~~8~~386**
Amortized Annual Construction Emissions	**572.9**
Source: CalEEMod, ~~November 2019~~ July 2020 (Appendix A).	

The foregoing revisions are minor and, as discussed above and in further depth below, do not result in changes to the significance of impacts identified in the IS/MND.

In terms of operational emissions, the changes to Trip Purpose discussed previously have resulted in a change to the estimated operational emissions. It should be noted that changes to the modeling prepared for the existing operations at the site have not been applied and are not needed. Therefore, the discussion of emissions of page 49 is hereby revised as follows:

> Based on the total annual GHG emissions shown in the table, including amortized annual construction emissions, and a total service population of 661 residents and 11 employees, the proposed project would result in annual per service population emissions of approximately ~~3.31~~3.69 $MTCO_2e$/yr (~~2,227.2~~2,477.7 $MTCO_2e$/yr / 672 residents and employees = ~~3.31~~3.69 $MTCO_2e$/yr-resident and employees). Thus, implementation of the proposed project would result in emissions below the applicable 4.6 $MTCO_2e$/yr per service population threshold of significance, and the proposed project would not be expected to have a significant impact related to GHG emissions.

In addition to the textual changes presented above, Table 8 on page 49 of the IS/MND is hereby revised as follows:

Table 8
Unmitigated Operational GHG Emissions Year ($MTCO_2e$/yr)

Emission Source	Proposed Project Annual GHG Emissions	Existing Delta Fair Center Annual GHG Emissions	Net New Annual GHG Emissions
Area	2.62	0.00	2.62
Energy	420.95	268.6	152.35
Mobile	~~3,163.6~~3,414.01	1,686.4	~~1,477.2~~1,727.61
Solid Waste	90.02	85.0	5.02
Water	44.51	27.3	17.21
Amortized Construction Emissions	572.9	-	572.9
Total Annual GHG Emissions	~~4,294.6~~4,545.02	**2,067.3**	**~~2,227.2~~2,477.7**
Total Annual GHG Emissions Per Service Population	**--**	**--**	**~~3.31~~3.69**
BAAQMD Threshold			4.6
Exceeds Threshold?			**NO**
Source: CalEEMod, November 2019 and July 2020 (see Appendix A).			

As shown in the table above, the updated GHG emissions would not exceed BAAQMD's adopted thresholds of significance. Compared to the level of emissions contemplated in the IS/MND the updated emissions analysis presents a total GHG emissions rate that has increased from the IS/MND anticipated level of 2,227.2 $MTCO_2e$/yr to 2,477.72 $MTCO_2e$/yr, which is an increase of 250.2 $MTCO_2e$/yr, and results in a per service population emission rate increase from 3.31 $MTCO_2e$/SP/yr to 3.69 $MTCO_2e$/SP/yr, an increase of 0.38 $MTCO_2e$/SP/yr. Because the emissions remain below the thresholds applied in the IS/MND, the revisions do not change the conclusions presented within the IS/MND.

As stated on page 47 of the IS/MND, the analysis presented in the IS/MND relies on BAAQMD's adopted thresholds of significance at the time that the environmental analysis of the project was prepared. In the absence of any other adopted thresholds or any formally adopted guidance from BAAQMD for the analysis of GHG emission beyond the year 2020, BAAQMD's adopted thresholds of significance for project-level operational GHG emissions of 1,100 $MTCO_2e$/yr or 4.6 $MTCO_2e$/yr per service population were deemed appropriate for use in the IS/MND.

In the absence of updated emissions thresholds adopted by BAAQMD, further consideration of substantial progress may be warranted to provide additional information regarding the project. Based on the comment, a service population threshold of 2.6 $MTCO_2e$/SP/yr may be required for projects that begin operations in the year 2030. However, according to the analysis presented within the IS/MND, the project was anticipated to begin operations in the year 2022. A more reasonable and accurate method of estimating a project's compliance with substantial progress towards statewide emissions goals would be to interpolate the BAAQMD's service population threshold of 4.6 $MTCO_2e$/SP/yr in the year 2020 to the year 2022. Assuming the commenter is correct that a service population threshold of 2.6 $MTCO_2e$/SP/yr would be needed to meet the substantial progress required for statewide emissions in the year 2030, then the BAAQMD's adopted service population threshold of 4.6 $MTCO_2e$/SP/yr would need to decline by 0.2 $MTCO_2e$/SP/yr per year between 2020 and 2030. Thus, in the year 2022, the first year of project operations anticipated in the IS/MND, the BAAQMD's efficiency threshold would be 4.2 $MTCO_2e$/SP/yr.

As shown in the table above, the updated emissions modeling prepared for the project demonstrates that in the year 2022, the project would result in an emissions rate of 3.69 $MTCO_2e$/SP/yr, which would be below the interpolated efficiency threshold of 4.2 $MTCO_2e$/SP/yr. Consequently, the proposed project would continue to comply with the BAAQMD's thresholds of significance. Because BAAQMD has not formally adopted guidance directing that environmental documents analyze project-related emissions in the year 2030, for the purposes of this response to comments document, demonstration that the project would comply with BAAQMD's interpolated thresholds in the first year of operations is considered sufficient to support the conclusion presented in the IS/MND that implementation of the proposed project would result in a less-than-significant impact. It should be noted that project-related emissions would be anticipated to continue to decline into the future as PG&E continues to comply with the RPS program, and on-road vehicles within the state become more fuel efficient and less emitting due to fleet turnover and other statewide programs such as the Low Carbon Fuel Standard.

Discussion of the City's Community Climate Action Plan

The commenter misinterprets the use of the City's Climate Action Plan in the analysis of GHG emissions presented within the IS/MND. The City's Climate Action Plan is not considered a qualified Climate Action Plan per section 15183.5 of the CEQA Guidelines. Consequently, the IS/MND did not rely on the project's compliance or conflict with the City's Climate Action Plan to determine the significance of the project's GHG emissions. Rather, the IS/MND relied on the quantitative analysis of GHG emissions presented in the IS/MND and verified in this response to comments document.

Because the City's Climate Action Plan was not relied upon to reach the significance conclusions in the IS/MND, but rather was presented for informational purposes, the analysis within the IS/MND remains adequate. To clarify the use of the City's Climate Action Plan in the IS/MND page 49 of the IS/MND is hereby revised as follows:

> It should be noted that the City's Climate Action Plans were established to ensure the City's compliance with the statewide GHG reduction goals required by AB 32. The City's Climate Action Plans is not considered a qualified Climate Action Plan under CEQA Guidelines Section 15183.5, and, thus, the following discussion of the City's Climate Action Plan is presented for informational purposes only. Although the Climate Action Plans do not include quantitative thresholds to assess a project's compliance, projects that are in compliance with the Climate Action Plans would be considered compliant with the GHG reduction goals required by AB 32. For instance, projects showing emissions reductions

> as required by the Climate Action Plans, or projects incorporating reduction strategies from the Climate Action Plans are understood to be in compliance with the Climate Action Plans' GHG emissions reductions goals, and, thus, in compliance with AB 32.

The foregoing revisions serve to clarify the informational nature of the discussion of the City's Climate Action Plan presented within the IS/MND, but do not serve to alter the significance conclusions presented in the IS/MND.

Considering that the City's Climate Action Plan was included in the IS/MND purely for informational purposes, a full consistency analysis of the project against all measures of the City's Climate Action Plan was not deemed necessary. Compliance with the City's Climate Action Plan would be of relevant concern during the planning process, not the CEQA process. Furthermore, some of the details requested by the commenter, such as the exact location of proposed trees, specifications regarding the renovation of existing structures, and the incorporation of low-maintenance landscaping, can more easily be determined during the planning process when landscaping plans and other specific improvement plans have been submitted to and approved by the City.

Finally, the IS/MND prepared for the project was released for public review on May 1, 2020, whereas the City's Climate Action Resilience Plan was adopted on May 12, 2020. Because the City's Climate Action Resilience Plan was not yet adopted at the time that the IS/MND was prepared and released for public review, an analysis of the project's compliance with the City's Climate Action Resilience Plan was not feasible or warranted.

Updated Analysis Continues to Indicate a Less-Than-Significant Environmental Impact

Although the commenter did not provide SWAPE's CalEEMod files for review, and thus the veracity of the commenter's modeling results can not be determined, the commenter's conclusions can be shown to be false without consulting the CalEEMod files.

The commenter asserts that the project would result in "construction-related GHG emissions of approximately 777.64 MT CO_2e/yr (sum of 2020 and 2021 emissions)." This statement is misleading as the units of emissions are incorrect. By using the units of MT CO_2e/yr, the commenter is claiming that the emissions of 777.64 MTCO_2e are occurring per year (/yr) during each year of project construction. However, the commenter's parenthetical note clarifies that the construction-related emissions estimate is, in reality, the sum of two years' worth of construction emissions. The annual rate of emissions and/or amortized emission rate would likely be much lower than the total emissions presented by the commenter. Furthermore, as discussed above, estimation of emissions prepared for the project correctly relied upon a project-specific construction schedule that was provided by the project applicant. Through the responses provided in this response to comments document, the construction analysis has been proven to be accurate, and the slight changes made to construction information have resulted in only minor changes to estimated emissions (a change of 0.03 MTCO_2e/yr during one year of project construction). Thus, the commenter's estimated emissions of 777.64 MTCO_2e/yr are not only presented in a misleading manner, but are also demonstrably false. Regardless of these issues with the commenter's estimation of construction-related emissions, if 777.64 MTCO_2e is indeed the sum of the estimated construction emissions, the commenter's analysis demonstrates that the estimation of construction-related emissions presented within the IS/MND is conservative. As demonstrated in Table 7 of the IS/MND, total project construction emissions were estimated to equal 1,145.83 MTCO_2e, which is a higher rate of emissions than assumed by the commenter, and proves that the analysis presented in the IS/MND is conservative.

The commenter states that the operational emissions from the project would equate to 998 $MTCO_2e$/yr. Again, without providing the CalEEMod outputs, the accuracy of this estimate cannot be conclusively determined. However, the analysis of project emissions presented within this response to comments document has been shown to be accurate and supported by substantial evidence. Based on the analysis presented within this response to comments document, net operational GHG emissions would equate to 1,904.82 $MTCO_2e$/yr prior to the consideration of amortized construction emissions. The rate of emissions presented in this response to comments document is higher than the operational emissions provided by the commenter, demonstrating that the commenter's approach to analysis is less conservative than the approach taken by the City in analyzing potential project impacts.

Although the commenter's methods are not clearly presented, the commenter's updated calculation of a service population efficiency seem to be misleading and inaccurate. The commenter calculates an updated service population emissions rate based on an assumed annual GHG emissions rate of 2,907.2 $MTCO_2e$/yr. Even if the commenter's total construction emissions of 777.64 $MTCO_2e$ are summed with the commenter's operational emissions of 998 $MTCO_2e$/yr, the sum of the two emissions equals only 1,775.64 $MTCO_2e$/yr. Yet, without explanation, the commenter claims that annual emissions of the project are 2,907.2 $MTCO_2e$/yr resulting in a service population emission rate of 4.32 $MTCO_2e$/SP/yr. If instead the actual sum of the construction and operational emissions presented by the commenter was used, that is a total emission rate of 1,775.64 $MTCO_2e$/yr, the service population emission rate would equal 2.64 $MTCO_2e$/SP/yr. This more accurately calculated service population emission rate is lower than the estimated service population emission rate presented in the IS/MND and revised within this response to comments document.

Considering the above, the emissions calculations presented by the commenter are misleading and inaccurate. The information presented by the commenter does not provide sufficient evidence to find that the conclusions of the IS/MND are incorrect or inadequate.

Adams Broadwell Joseph & Cardazo Comments

The commenter makes three claims that serve as the foundation of their assertion that the analysis presented within the IS/MND is inaccurate or insufficient.

First, the commenter claims that the analysis of air quality impacts including health risks from project construction and operations are inadequately analyzed. As demonstrated under the discussion of Air Quality above, the analysis presented within the IS/MND is adequate, and the slight modifications to emissions estimation presented as part of this response to comments document do not affect the conclusions reached in the IS/MND. Therefore, the commenter's assertion is not supported and the IS/MND remains adequate under this claim.

Second, contrary to the commenter's assertion, the GHG analysis presented in the IS/MND fully disclosed and analyzed potential impacts related to GHGs. The assumptions relied upon to in the IS/MND were provided within the IS/MND, and, in order to address the commenter's concerns, have been amplified or clarified through minor revisions presented in the GHG Emissions section of this response to comments document. Therefore, the commenter's assertion is not supported and the IS/MND remains adequate under this claim.

Third, as discussed in the Hazards and Hazardous Materials section of this response to comments document, a Phase I Environmental Site Assessment was not deemed necessary for the project, and the IS/MND presents a full analysis of potential hazards that could occur with

implementation of the project. Therefore, the commenter's assertion is not supported and the IS/MND remains adequate under this claim.

Taken together, the commenter's assertion that the City has failed to comply with the requirements of CEQA is not accurate.

As needed, the following sections will respond to specific issues raised by the commenter. Each of the following sections are numbered to indicate the section of the comment letter being responded to.

II

As discussed throughout this response to comments document, the conclusions presented within the IS/MND are supported by substantial evidence. Even in the case that revisions to the IS/MND have been made in response to the commenter's concerns, such revisions have served to clarify and reinforce the conclusions reached in the IS/MND. Indeed, the commenter has not presented any new information or analysis that has resulted in revision of the conclusions presented in the IS/MND. Because all of the commenter's concerns have been addressed through this response to comments document, substantial evidence does not exist that would support the commenter's assertion that the IS/MND fails to disclose potential environmental impacts. Furthermore, where the technical analysis presented by the commenter purports to demonstrate a previously undisclosed impact, such analyses have been proven to be either unsubstantiated or inaccurate. Considering the analysis presented above, a conflict between evidence and a fair argument against the conclusions of the IS/MND do not exist.

II(A)

An analysis of impacts related to air quality is presented on pages 22 through 31 of the IS/MND. As discussed in the IS/MND, and further discussed in the Air Quality section of this response to comments document, all project-related impacts can be mitigated to a less-than-significant level. The emissions modeling inputs were disclosed in the IS/MND and have been clarified or amplified through minor revisions to text. Moreover, the HRA for the project properly considered the only major health risk posed by the project on nearby receptors, which is DPM from construction. Because the conclusions of the IS/MND have not changed, and only minor revisions to text are required, preparation of an Environmental Impact Report for the project is not required.

II(A)(1)

Please refer to the Air Quality section of this response to comments document for an in-depth discussion of the input parameters for the project. As shown in the Air Quality section, even with minor updates to the emissions modeling prepared for the project, the analysis and conclusions of the IS/MND remain valid. The minor alterations do not result in any changes to the significance of conclusions related to health risks.

II(A)(1)(a)

Please refer to the sections of this response to comments document entitled Determination of Land Use Size, Selection of ITE Land Use Code, Emissions Modeling Input Parameters, Existing Land Use Size, and Electricity Emissions Factors for in-depth responses to the commenter's assertions.

In addition to the information provided in the aforementioned sections of this response to comments document, it should be noted that the IS/MND does not claim that the PG&E would reach a 60 percent renewable electricity content by the year 2022. As noted in the Electricity

Emissions Factors section of this response to comments document, the reduction in CO_2 emissions intensity factors for PG&E provided electricity is based off of publicly available data from PG&E as well as the RPS requirement for the year 2022. PG&E already produces electricity from renewable sources in excess of the amount mandated by the RPS program for the year 2022. Therefore, the assumptions relied upon in emissions modeling prepared for the project are reasonable and conservative. The RPS program includes mandated renewable energy production for all publicly owned utilities in California. Compliance with the RPS program is mandatory based on state legislation.

The modeling inputs applied were substantiated within the CalEEMod output files, the IS/MND, and the TA prepared for the project. As discussed previously, the construction schedule assumed for project modeling was provided in the IS/MND and is presented within the modeling outputs in Appendix A of the document.

This response to comments document provides clarifications and revisions to text as needed. All such information and revisions prove that the conclusions of the IS/MND remain valid. Through this process the City has fully addressed the commenter's concerns related to project emissions modeling.

II(A)(1)(b)

Please refer to the sections of this response to comments document titled Area-Related Operational Mitigation Measures and Mobile-Related Operational Mitigation Measures for an explanation of the justification provided in the IS/MND as well as revisions to the text of the IS/MND that clarify the CalEEMod inputs.

II(A)(2)

As discussed in the section of this response to comments document titled Diesel Particulate Matter Health Risks, the HRA prepared for the proposed project is based on substantial evidence, and accurately depicts the potential health risks that would result from implementation of the proposed project. Contrary to the commenter's assertion, the IS/MND presents a reasonable analysis against BAAQMD's specific numeric threshold for the health risks that would occur to nearby receptors as a result of project implementation. Based on the proposed operations, further analysis of project-related health risks is not required.

II(A)(3)

The comment does not provide the modeling outputs used to justify SWAPE's screening analysis, which prohibits verification of the accuracy of the claims made by the commenter. Nevertheless, because the HRA prepared for the project remains valid, SWAPE's conclusions need not be further considered.

II(B)

Please refer to the section of this response to comments document titled GHG Emissions for an in-depth discussion of the commenter's concerns regarding GHG emissions estimation and the continued validity of the conclusions presented within the IS/MND.

It should be noted that the project buildout year was anticipated to be 2022. However, the SWAPE analysis only presents analysis under a threshold for the year 2030. Although the threshold for the year 2030 has not been adopted by BAAQMD, and SWAPE has not presented the methodology used to determine the 2030 threshold, the commenter states "the IS/MND fails to use a threshold which is applicable to the Project's built-out year." By presenting a threshold for

the year 2030, the commenter has failed to meet their own standard because buildout of the project is anticipated by the year 2022. Furthermore, BAAQMD has not adopted any formal guidance referencing the thresholds used by SWAPE nor outlining a suitable methodology for such an analysis. Nevertheless, the section of this response to comments document title Conclusions of the GHG Analysis (as well as other sections in the GHG Emissions section of this response to comments document), provides further analysis of GHG emissions and demonstrates that the conclusions of the IS/MND remain valid.

II(B)(1)

Please refer to the additional analysis and response to comments provided in the Conclusions of the GHG Analysis section of this response to comments document. It should be noted that the quoted text from the BAAQMD comment letter on the Downtown Oakland Specific Plan states that "the CEQA guidelines/thresholds and current thresholds for GHGs should not be used for this plan." The quoted section of the letter makes it clear that BAAQMD was providing guidance specifically for the specific project under consideration by the City of Oakland. BAAQMD does not state that the guidance/thresholds should not be used for any project whatsoever. The City of Antioch did not receive a similar comment letter for this project during the public review period for the project. Furthermore, the comment letter was submitted on the Downtown Oakland Specific Plan not a specific development project. Environmental concerns regarding a Specific Plan are notably different than environmental concerns regarding a discrete development project. For instance, whereas a Specific Plan may not be fully implemented for decades after the adoption of the plan, an individual development project may be fully implemented within a few years following approval. Thus, for a Specific Plan that would continue to be implemented for decades, consideration of impacts for 10 or 30 years in the future may be warranted. However, for a development project that will be immediately implemented, it is warranted to assess the short-term potential impacts of a project. The analysis of the proposed project presented within the IS/MND, and amplified in this response to comments document, provides a reasonable scope given the nature of the project and the timeline of project implementation that was anticipated at the time of publication of the IS/MND. Critically, on February 25, 2020, which was after BAAQMD submitted the comment letter to the City of Oakland regarding the Downtown Oakland Specific Plan, BAAQMD again posted their thresholds of significance, which reiterates the thresholds of significance for GHG emissions included in the IS/MND.[11] Considering the above, BAAQMD continues to promulgate their GHG thresholds and the example comment letter cited by the commenter is not directly applicable to the project at hand.

II(B)(2)(a-b)

Please refer to the sections of his document titled Conclusions of the GHG Analysis and Updated Analysis Continues to Indicate a Less-Than-Significant Environmental Impact. As shown in the aforementioned sections, the analysis presented in the IS/MND remains valid, and the analysis presented by SWAPE contains fundamental inaccuracies that render the conclusions unusable and misleading. Considering the factual inaccuracies presented within SWAPE's analysis, a fair argument against the conclusions presented in the IS/MND has not been presented.

II(B)(3)

Please refer to the section of this response to comments document titled Discussion of the City's Community Climate Action Plan, and the revisions to texts offered within that section.

11

II(C)

Please refer to the section of this response to comments document titled Hazards and Hazardous Materials. All of the commenter's concerns have been addressed and the analysis presented within the IS/MND remains valid.

III

As discussed throughout this response to comments document, the commenter's concerns have been addressed. Where necessary revisions to text have been offered to address the concerns of the commenter. The revisions offered in response to the commenter's concerns have not changed the significance conclusions within the IS/MND, and, in most cases, serve to amplify the information already provided in the IS/MND. Consequently, the IS/MND is adequate, meets the requirements of CEQA, and a fair argument against the adequacy of the document has not been provided.

ATTACHMENT G

PDP STAFF REPORT AND PLANNING COMMISSION MINUTES

STAFF REPORT TO THE PLANNING COMMISSION
FOR CONSIDERATION AT THE MEETING OF FEBRUARY 7, 2018

Prepared by: Alexis Morris, Planning Manager

Date: February 2, 2018

Subject: **Preliminary Development Plan for the Delta Fair Village Project (PDP-16-02)**

RECOMMENDATION

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

REQUEST

Gabriel Chiu, Chiu Family LLC, requests Preliminary Development Plan review of a proposal to develop approximately 308 multi-family units, which would be located in two four story buildings located above two single story parking garages. The project would also include a clubhouse, pool and playground located between the two parking garages. The total square footage of the two new buildings would be approximately 534,734 s.f. The project would demolish a portion of the Delta Fair Village Shopping Center and would be constructed in its place. The project site is located on the northeast corner of Delta Fair Boulevard and Buchanan Road (APNs 076-440-029, -030, -031) (Attachment A). The applicant's project description is provided as Attachment B.

ENVIRONMENTAL

Preliminary Development Plan review is a non-entitlement action and does not require environmental review. The future project application review would require compliance with the California Environmental Quality Act (CEQA).

BACKGROUND

The proposed project is located on a six acre portion of the 13.5 acre Delta Fair Village Shopping Center located on Delta Fair Boulevard northeast of Buchanan Road. The shopping center was built in 1986. The anchor tenant for the shopping center, Food Maxx, has been vacant for approximately five years and the rest of the shopping center has multiple vacancies. The project site is surrounded by existing development including multi-family development to the east and commercial development to the north and west. Highway 4 is approximately ¼ mile to the north.

The application was submitted to the City in July 2016. Planning staff and representatives from the Police Department have met with the applicant and provided extensive comments encouraging the applicant to further refine the proposed project before Planning Commission review. Staff's comment letters are provided as Attachment C. The applicant has revised the project plans several times in response to several of staff's comments. These revisions included modifying parking space dimensions, improving fire lane access, increasing the size of the central plaza, and relocating the recreational amenities to the center of the project. The applicant has not however addressed staff's most significant concern which is the project's density. All these issues are discussed in more detail below.

The purpose of a Preliminary Development Plan is to gather feedback from the Planning Commission and others in order for the applicant to become aware of concerns and/or issues prior to final development plan and tentative map 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 submitting an application.

ANALYSIS

Issue #1: Project Overview

The applicant proposes to demolish the southern portion of the shopping center which includes the former Food Maxx space, smaller tenant spaces, and a free standing pad building at the corner of Delta Fair Boulevard and Buchanan Road. The retail space would be replaced with 308 multifamily residential units. The proposed unit mix includes studio apartments and 1, 2 and 3 bedroom units. The proposed apartment buildings would be located in four, four-story towers built above two ground floor level parking garages. Each residential tower is separated by a ground level plaza oriented north to south, and a 36 foot wide courtyard on the second level above the parking garage oriented east to west. The parking garages include two elevators each, stairs, trash and storage rooms, and bike storage. One manager's office is proposed. The proposed recreational amenities include a pool and clubhouse located on the ground floor level between the parking garages.

The proposed project would be built in two phases. The first phase would consist of the demolition of a 65,593 s.f. portion of the main shops building and the 7,953 s.f. pad building at the southwest of the project site and construction of one +/- 268,412 s.f. apartment building with 154 units. The facades of the remaining retail buildings would also be renovated in this phase. Phase two would consist of the construction of the second 154 unit apartment tower closest to the intersection of Delta Fair Boulevard and Buchanan Road.

Issue #2: Consistency with the General Plan and Zoning

The project site has a General Plan designation of Regional Commercial and is zoned Regional Commercial (C-3). Residential uses are not permitted in these land use designations; therefore, the future development application would require approval of a General Plan amendment and a rezone. The future project would also require approval of a use permit, design review, and lot merger.

It is evident from the vacancy rate in the Somersville Road/Delta Fair Boulevard/Buchanan Road commercial areas that there is a large excess of land zoned for retail uses in this part of the City. Therefore, staff is supportive of the concept of a General Plan amendment to allow mixed uses on the project site. However, staff has concerns with the proposed project's density, potential traffic impacts, recreational amenities, compatibility with adjacent uses, and the project's consistency with the City's General Plan, Municipal Code, and Citywide Design Guidelines. Attachment D provides a table listing the significant City policies and standards relevant to the project and a discussion of whether the project is consistent with the standard. A detailed discussion of the most significant issues is provided below.

Density

The highest residential density allowed in the General Plan and zoning ordinance is 35 units an acre; with density bonuses available for age-restricted or income-restricted projects. The Hillcrest Station Area Specific Plan allows up to 40 units an acre for mixed use projects within walking distance of the eBART station. The General Plan states that "Higher densities will be allowed where measurable community benefit is to be derived (i.e. provision of needed senior housing or low and moderate income housing units.) In all cases, infrastructure, services, and facilities must be available to serve the proposed density, and the proposed project must be compatible with surrounding land uses."

The project's proposed density is approximately 51 units an acre and the project is not age or income-restricted. The surrounding residential land uses are primarily two-story residential buildings with a density of about 20 units an acre. The only public transit near the project is the Tri Delta Transit bus system.

In order to build the project, the applicant would have to create a new General Plan designation that would accommodate the proposed density and building types because one does not currently exist. It would be difficult to make the findings to support a General Plan amendment that is such a departure from City standards because the higher density does not provide community benefits such as age or income restricted housing, the project is not located near public transit, and the density is incompatible with surrounding land uses. As discussed below, the proposed density also creates a design that is not compatible with Citywide Design Guidelines and creates potential significant traffic impacts.

Staff recommends that the project be revised to include a maximum density of 35 units an acre. That density could provide 175-210 units depending on parking, stormwater treatment areas, and the size of recreational amenities. For comparison purposes, the Wildflower Station mixed use project heard by the Planning Commission on January 17, 2018 proposed 98 units on seven acres, a density of 20 units an acre.

Zoning Standards

The project would require a rezone to either Planned Development (PD) district or R-35. The R-35 zoning standards allow a maximum lot coverage of 50% and a maximum height of 45 feet. The proposed lot coverage is approximately 62% and the proposed building height is 64 feet. The intent of the PD district is to allow some flexibility from zoning standards in order to better integrate a project into its setting, while maintaining consistency with the General Plan. Because of this flexibility and the unique infill nature of the project, the PD zoning designation would be most appropriate for this project.

The City Council adopted Multi-Family Residential Development Standards in 2014 (AMC §9-5.7) (Attachment E). The purpose of these standards "is to promote high-quality design and provide a pleasant residential environment within the context of higher-density development; ensure the provision of amenities for residents of multi-family developments; foster pedestrian access; and create visually attractive street frontages that offer architectural and landscape interest."

As stated above, the project is a much higher density than allowed in the Zoning Ordinance; therefore, it does not comply with the majority of standards related to site design, building form, and design contained in Section 9-5.7. The project does exceed the required amount of private open space, which is important for quality of life in high density projects.

Section 9-5.7 includes required findings for modification to the requirements of the section. These findings include that the project is consistent with the General Plan; the requested modification is in substantial compliance with the zoning district regulations; and the modification is necessary due to the physical characteristics of the property such as topography. The project does not include any unique features, such as being eligible for a density bonus or being located on a substandard lot, which would support making significant modifications to these requirements.

Recommendations

The following is a summary of staff's recommendations related to consistency with the General Plan Zoning:

- Reduce the number of units to a maximum of 35 units an acre to be consistent with Section 4.4.1.1 of the General Plan.
- Process a PD rezone for the future development application.

Issue # 3: Site Layout and Design

The City Council adopted Citywide Design Guidelines in 2009. Chapter 6 contains the Multi-Family Residential Design Guidelines (Attachment F) which are intended to "…foster quality developments and to provide a pleasant residential environment within the context of higher density. Multi-family buildings in Antioch shall contribute to the sense of community by carefully relating to the scale and form of adjacent properties, and by designing street frontages that create architectural and landscape interest for the pedestrian and neighboring residents." There are detailed guidelines relating to all aspects of multi-family projects including building siting, architectural style, parking, and landscaping. A list of the relevant guidelines and how the project complies with them is included as Attachment D, and a detailed discussion of the issues is provided below.

Building Siting and Massing

The Guidelines encourage large projects to be broken up into groups of buildings and for projects to be oriented to adjacent streets with varying setbacks to present an attractive façade to the right of way. The proposed project consists of four large tower structures with two ground floor parking garages setback 10 feet from Buchanan Road The first floor parking garages do not provide varied setbacks and create little visual interest from the street.

The Guidelines also encourage multi-family development to respect existing development in the immediate area. The proposed apartment buildings would be located approximately 80 feet from the adjacent residential development and would be three stories taller than the existing two story apartments, which is not consistent with the Guidelines. Breaking the project up into smaller buildings that are a maximum of three stories directly adjacent to existing residential would reduce the mass of the buildings, be more compatible with adjacent residential, and provide the opportunity to vary building setbacks and facades consistent with the Guidelines.

The apartment buildings are separated from the remaining retail building by a drive aisle and a row of parking; a distance of approximately 52 feet. The units on the north side of the building would overlook the roof of the shopping center. Staff recommends that the residential units that overlook the retail portion of the site should be reoriented as much as possible to provide more privacy and better views. The project would also benefit greatly from a new, landscaped central open space that connects the retail components with the apartments rather than the abrupt transition between commercial and residential on the current plan.

Recreational Amenities

The Guidelines encourage buildings to be oriented to create courtyards and open space areas and that community facilities and open spaces be conveniently located for the majority of units. The proposed clubhouse and small pool are located at the ground level in between the two parking garages with four story buildings on either side. These amenities are not directly accessible from the apartments or the 2nd floor courtyards, but residents instead would have to go through the parking garage to access them. These

amenities would be much more attractive and practical if they were located above the parking garage in a common courtyard accessible to all of the apartment buildings. Figure 6.2.26 on Page 6-34 of the Guidelines and Attachment G are good examples of what this type of central courtyard could look like. Attachment G is a photograph of the interior of the Vidrio project in downtown Pittsburg, which is a two to five story apartment building that covers an entire city block.

Interior Courtyards

Each of the four residential towers includes a small, central courtyard overlooked by six units per floor. These courtyards are 65 feet long and 36 feet deep. The courtyards would be landscaped, but it does not appear that they would be accessible to residents. Due to the project's density, the central courtyards are needed to provide light to the interior units. However, staff is concerned that these narrow courtyards would also increase noise and limit privacy. For example, the floor plans show that the windows and balconies of each unit would look directly into the opposite unit. Noises from activity on the balconies are likely to be amplified and disturb residents.

To be consistent with the multi-family design guidelines' goal to provide a high quality development and a pleasant residential environment, the project should be redesigned so that there are multiple smaller buildings built around larger common open space. Each unit should have its own exterior entrance or balcony that opens up to the common open space and units should be oriented to provide as much privacy as possible.

Landscaping and Fencing

The project includes a generous landscaped setback from Delta Fair Boulevard that can also be used for stormwater treatment purposes. The project also proposes keeping the existing 10' wide landscape setbacks from Buchanan Road. The R-35 zoning district requires a minimum of 15' landscaped setbacks. The landscaping in these setbacks and throughout the shopping center needs to be renovated. Staff recommends that the landscaping throughout the shopping center be updated with new drought-tolerant shrubs and ground cover.

The site plan shows a six-foot security fence, but no fencing details were provided by the applicant. Staff recommends that the residential portion of the site be fenced with a black wrought-iron look fence to provide security for residents and common areas. Staff also recommends that an enhanced landscape entry feature be provided at the new apartment driveway on Delta Fair Boulevard to distinguish the apartment entry from the shopping center entry.

Architecture

The proposed architecture is relatively simple with minor articulation in the façade and minor variations in the roof lines. As discussed above, the massing is not compatible with adjacent properties. The first floor elevations are parking garages that create little visual interest from the adjacent streets. The recommendations above for reorienting the buildings around a central plaza and reducing the number of units should provide an

opportunity to create architecture that better incorporates the Citywide Design Guidelines.

The applicant proposes renovating the façade of the remaining portion of the shopping center with Phase 1 of the project. The façade renovation should incorporate the colors and materials of the apartment buildings to create a cohesive look for the shopping center.

Recommendations

The following is a summary of staff's recommendations related to project design:

- The project should be redesigned to feature smaller buildings where all units have exterior access. Buildings should be oriented around a large interior courtyard that is accessible to residents and contains the recreational amenities for the project.
- Increase the setback between the residential uses and non-residential uses. Relocate of balconies to minimize views of the shopping center roof. Equip balconies with privacy screens.
- Create a central element/axis with a series of usable green spaces or grand central plaza where shoppers and residents can congregate. Include a focal element in the plaza such as art or a water feature.
- Provide shaded sitting areas.
- Include outdoor furnishings/public amenities such as trees, shrubs, trellises, seating areas, and permeable pavers
- Reduce the number of stories from five to three adjacent to existing residential properties.
- The architecture for all new buildings should incorporate varied massing and façade techniques. Include relief and variation in both vertical and horizontal planes with recessed and/or projected areas.
- Walls visible from the public right-of-way along Buchanan Road and Delta Fair Boulevard should be designed to maximize visual appeal by using vertical and horizontal wall plane breaks.
- Ensure that the architecture of the existing shopping center is updated to complement new development designs to provide a cohesive site design.
- Include a six-foot high wrought-iron perimeter fence around the apartment buildings including pedestrian access gates where appropriate.
- Include an enhanced landscape entry feature at the new apartment driveway on Delta Fair Boulevard to distinguish the apartment entry from the shopping center entry.
- Renovate, repair, and replace landscape areas throughout the shopping center with drought tolerant plants.

Issue #4: Traffic, Circulation and Parking

The project proposes three driveways on Buchanan Road to access the parking garages and the fire lane. The project would reconfigure the existing driveways on

Delta Fair Boulevard to provide an entrance to the north of the new apartment buildings. The parking lot to the north of the buildings would be restriped to incorporate landscape islands and crosswalks. The City's Multi-Family Residential Development Standards (Attachment F) include multiple standards for parking lot design and layout. If the project is redesigned according to the suggestions above, then the revised parking lot layout should be designed to comply with applicable City standards.

Parking

Based on the unit mix, the project would be required to provide 536 parking spaces; 474 spaces for residents and 62 spaces for guests. The project provides 380 parking spaces in the two parking garages and the rest of the 156 required spaces are located in the parking lot used by the retail stores. Staff does not object to some guest parking being shared with the retail stores, but the parking plan as proposed would likely lead to a shortage of parking for both residents and retailers on the weekends and evenings. Therefore, staff recommends that all of the required parking for residents be provided in a separate parking lot restricted to resident use only.

Traffic Impacts

The City of Antioch General Plan Growth Management Element sets the Level of Service (LOS) standards for roadways in the City of Antioch consistent with requirements of Measure C. The Growth Management Element sets the LOS for the City to "High D" for Routes of Regional Significance and LOS D for Basic Routes. Delta Fair Boulevard is a Basic Route, and therefore must maintain a LOS D. The current LOS conditions at Buchanan Road and Delta Fair Boulevard are LOS B during the AM. However, Somersville Road and Buchanan Road operate at a LOS F during the AM peak hour and LOS E during the PM peak hour. The Somersville Road and Buchanan Road intersection is currently operating at an unacceptable LOS.

The project could generate approximately 1,786 vehicle trips per day from the 308 new residential units. This would increase traffic on local area roadways in the project vicinity including to the Delta Fair Boulevard/Buchanan Road intersection and to the Somersville Road/Buchanan Road intersection. This could result in unacceptable traffic at the Somersville Road and Buchanan Road intersection that is already operating at an unacceptable LOS. Because this is an infill project and the surrounding street network is already developed, it is likely that there would be no feasible way to reduce these traffic impacts other than reducing the size of the project.

Recommendations

The following is a summary of staff's recommendations related to traffic, circulation, and parking:

- The number of units should be reduced to decrease the amount of traffic associated with the project.
- A Traffic Impact Analysis (TIA) that complies with Contra Costa Transportation Authority's guidelines should be prepared for the project.

- The developer should dedicate eight feet (8') of right-of-way along Buchanan Road to allow for a continuous bike lane and shall design and construct the improvements at no cost to the City.
- The curb along Buchanan Road shall be painted red per City standards.
- All of the required parking for residents be provided in a separate parking lot restricted to resident use only. Shared parking with the shopping center should be limited to a small number of guest parking spaces.

Issue # 5: Other Issues

Police Services

The Police Department has met with the applicant and provided extensive feedback on the project design. The Department was initially concerned with the safety of the interior hallways and corridors, the location of the clubhouse and pool, and the need for onsite management. The applicant subsequently modified the plans to relocate the pool and clubhouse, shorten the hallways, and provide an office for on-site management. Staff recommends that the applicant continue to coordinate with the Police Department on safety and security issues as they refine the project plans.

The project would be required to annex into the Police Services Community Finance District (CFD), which is currently $445 per unit annually.

Infrastructure and Off-site Improvements

Much of the utility infrastructure needed to serve the project is already in place. The project will be required to install new storm water treatment facilities to comply with Federal, State, and City regulations (AMC§6-9). The preliminary plans identify possible locations of the storm water treatment areas along with calculations of the amount of treatment area needed. These calculations appear to underestimate the amount of treatment required; therefore, there may need to be more area in the development set aside for storm water facilities. A detailed storm water control plan and report would be required with the future development application.

Trash Collection

The proposed plans show trash areas opening up to landscaping; therefore, it is not clear where this trash would be picked up. It also appears that trash areas may need to be resized to accommodate trash, recycling, and food waste recycling.

Storage

The proposed units meet the City's requirements for interior storage and additional storage is provided within the parking garages. Adequate interior storage should continue to be provided as the project plans evolve.

Public Comments

The City received comment letters from the City of Pittsburg and the Contra Costa County Fire Protection District. None of the comments requested substantive changes to the project. The letters are provided as Attachment H.

Recommendations

- The applicant should continue to coordinate with the Police Department on safety and security issues as they refine the project plans
- The applicant should consult with Republic Services, the City's waste collector, to finalize the size and locations of all trash receptacles.

CONCLUSION

As discussed above, staff is supportive of the concept of a re-use or renovation on the proposed Delta Fair Village project site. In general, staff would support a General Plan amendment and rezone for the project that is consistent with the City's goals and policies and supports development in terms of traffic impacts, parking, recreational amenities, public safety, and compatibility with adjacent uses. However, staff has a number of concerns with the proposed project's density and the project's consistency with the City's General Plan, Municipal Code, and Citywide Design Guidelines. The majority of these concerns could be addressed by reducing the project's density.

Staff recommends that the Planning Commission provide the applicant feedback concerning staff's recommendations above, as well as other areas of concern the Commission may have.

ATTACHMENTS

A: Aerial Photograph
B: Applicant's Project Description
C: City Correspondence with Applicant
D: City Standards Table
E: AMC §9-5.7 - Multi-Family Residential Development Standards
F: Multi-Family Residential Design Guidelines
G: Vidrio Photograph
H: Public Comment Letters

ATTACHMENT "A"

ATTACHMENT A

ATTACHMENT "B"

Pendley & Associates, Inc.

21 December 2017

Alexis Morris
Antioch Planning Dept.
P.O. Box 5007
Antioch, CA, 94531
(925) 779-6141

Re. Delta Fair Village planned development
3000 Delta Fair Blvd, Antioch, CA
APN = 76-44-29, 30 & 31 (Contra Costa county)

Alexis:

Delta Fair Shopping Center opened their doors to the community in 1986. The site is located south of the 4 Freeway & east of Summersville Rd. The 13.4-acre is zoned C1. The APN map shows five lots, but only has three numbers. We would like a lot-line adjustment to create a 7.4-acre retail site and a 6.0-acre residential site. The land is surrounded by residential properties to the east; retail to the north & west, and commercial to the south. The adjacent lot on the corner of Delta Fair & San Jose is not part of this project.

Recently the area has too much retail & not enough residential. When the anchor tenant [Food Max] moved out, the center started getting more vacancies. A new BART station at Hillcrest & 4 is planned to be opening in 2018. All of this has brought the owner to consider the following changes provided the city doesn't impose excessive conditions or fees.

Phase one will be the removal of the 65,593 sf anchor building + 7,953 sf southwest building as well as most of the parking on the south end of the site. This area will be replaced with a 200'x350' single story parking garage with 154 residential units in the four-floors above the garage. There will be a 70'x350' plaza with 2768 sf clubhouse, pool & playground between the two parking garages. Each tower will be separated by 36' and have a 36'x65' courtyard landscaped to create a relaxing atmosphere & provide natural light to the tenants. Every unit has their own balcony as well as a washer & dryer. The total area of new phase one buildings will be 268,412 sf. This phase will also provide a facelift to the remaining 87,535 sf retail buildings & create more parking on the north end of the site. The existing tile roofing will be replaced to match phase one. Parapets will be added & the roof line enhanced to create more curb appeal.

Phase two will provide a second 200'x350' single story parking garages with 154 residential units in the four-floors above the garage. This building will be west of the first parking garage & plaza. The area of new phase two buildings will be 266,322 sf & the total area of new buildings will be 534,734 sf.

The parking garage will be type IA construction with masonry walls & concrete slab floor & ceiling. This ceiling [podium] will be a 3-hour horizontal separation between the parking and the residential apartments above. The construction above the podium will be type IIIA. The entire building will have fire sprinklers. The four 200' x 157' towers will rise to a height 64'. Each tower will have two sets of stairs, an elevator, and a trash rooms [chutes to dumpsters in garage]. There will be an office on the ground floor. Visitors will call a tenant to be allowed in. On the ground floor the elevators will open to the garage, but the stairs will discharge to the exterior.

The 12 studio units require 18 parking spaces. The 144 one bedroom units require 216 parking spaces. The 128 two bedroom units require 192 parking spaces. The 24 three bedroom units require 48 parking spaces. For a total of 474 required spaces plus an additional 62 spaces for guest. They existing retail center had 4.7 parking spaces per 1000 sf of buildings. If we maintain the ratio, the remaining 87,535 sf will need 411 spaces for retail. Total required parking for the 13.4-acre site is 947 spaces.

There are 751 existing onsite parking spaces. We will remove some on the south lot & add some on the north lot so 442 space will remain on the north lot & we will add 380 inside the parking garages + 102 outside spaces on the south lot. We provided a total of 924 spaces on the 13.4-acre site. 54 guest parking will use some of the retail spaces. There are 8 tandem parking spaces in the garage that will be designated to some of the 3 bedroom units.

There is an existing 10' landscape planter along the streets that will remain. It is our understanding that it is not the current standard. We are requesting a variance since it is existing. The new south lot will have about 88,000 sf of landscape. The east property line has an existing 6' CMU fence. We will add a 6' security wire fence with gates to secure the residential area. The exposed sides of the parking garages will have security grates over the ventilation openings.

The proposed design will help bring much needed housing & contemporary curb appeal to the neighborhood. The exterior walls will be different color plaster at the apartments and split-face blocks at the parking garage. Stucco stone will highlight different areas. The gable roofs have concrete tile that compliments the other colors. The exterior doors on the west side will be accented with a low-profile metal canopy.

There are no associated projects with this and no hazardous materials involved. This project is consistent with the general plan and zoning. There are minor impacts on the environment; including traffic, noise, and utilities. And there is no threat to public health, safety and welfare. The center has been serving the needs of the community for years, and now wants to meet the current residential needs. We request the planned development be granted that we may proceed to the next step in the building process.

Sincerely,

Brian A. Pendley
Architect

ATTACHMENT "C"

January 20, 2017

Brian Pendley
Pendley & Associates Inc.
9008 Siegel Street
Valley Springs, CA 95252

Subject: Comment Letter for PDP-16-02: Delta Fair Village located at 2950-3040 Delta Fair Boulevard

Dear Mr. Pendley:

Thank you for your resubmittal of plans for the above-referenced application, received on September 26, 2016. In November and December 2016, the City of Antioch Planning Department, City of Antioch Police Department, and the Public Works Department met to review your proposal and its compliance with the Citywide Design Guidelines, the General Plan and the City of Antioch Municipal Code. Staff is very supportive of the concept of a re-use or renovation on the site, but does not support the intensity of development currently proposed. The intensity of development proposed is not consistent with the City's goals and policies as outlined in the General Plan, Municipal Code, and Citywide Design Guidelines.

The detailed review comments below are provided to help improve the design of the project and conform to the Citywide Design Guidelines, the General Plan and the City of Antioch Municipal Code. The comments below would result in substantial changes to the proposal. Therefore, we recommend that you revise the plans to reflect or address the comments prior to presenting the project to Planning Commission. We also recommend that you meet with Staff to review the comments prior to revising your proposal.

Comments were also received from the following outside agencies and jurisdictions and are attached for your reference: Contra Costa County Fire Protection District (Attachment A) and City of Pittsburg (Attachment B). Additional agency comments will be forwarded as they are received.

Review Comments - Mixed Use Development

1. Traffic and Circulation

   Recommendation: The existing intersection at Somersville Road and Buchanan Road is at its Level of Service (LOS) capacity and the addition of 331 units would likely result in unacceptable traffic impacts. The project size should be reduced to decrease the amount of traffic associated with the project.

   Discussion: The City of Antioch General Plan Growth Management Element sets the LOS standards for roadways in the City of Antioch consistent with requirements of Measure C. The Growth Management Element sets the LOS for the City to "High D" for Routes of Regional Significance and LOS D for Basic Routes. Delta Fair Drive is a Basic Route, and therefore must maintain a LOS D. The current LOS conditions at Buchanan Road and Delta

Fair Boulevard are LOS B during the AM. However, Somersville Road and Buchanan Road operate at a LOS F during the AM peak hour and LOS E during the PM peak hour. The Somersville Road and Buchanan Road intersection is currently operating at an unacceptable LOS. The 1,924 vehicles per day from the 331 new residential units would increase traffic on local area roadways in the project vicinity including to both the Delta Fair Drive/Buchanan Road intersection and to the Somersville Road/Buchanan Road intersection. This would result in unacceptable traffic at the Somersville Road and Buchanan Road intersection that is already operating at an unacceptable LOS. The project would introduce 1,924 daily residential trips that cannot be addressed as there is likely no feasible way to reduce these traffic impacts.

2. Density

Recommendation: Staff recommends reducing the number of dwelling units to a maximum of 270 units to be consistent with the Antioch General Plan.

Discussion: The FAR of the project is 0.9. To be consistent with the Antioch General Plan the Planned Development (PD) rezone must adopt a density and FAR similar to the most equivalent General Plan Designations. The General Plan designation for Mixed-Use allows a FAR of 0.5 and even High Density Residential only allows a FAR of 1.25 and up to 20 dwelling units per acre. A total of 20 dwelling units per acre would be 270 units for the project on 13.5 acres.

3. Site Design/Building Placement

Recommendation:

a. Place the proposed commercial uses closer to the street (i.e., minimize frontage setback).
b. Staff encourages the relocation of balconies, equipping balconies with private privacy screens, and providing a minimum 16-foot landscaped buffer between the residential towers and non-residential uses. Staff will consider the placement of balconies within this setback.
c. Relocate the parking stalls, proposed along San Jose Drive, Delta Fair Blvd., and Buchanan Road, internal to the site.

Discussion: Chapter 5 Mixed-Use Design Guidelines, Section 5.3, Site Planning, encourages buildings to be placed to integrate physically and functionally with the public realm in order to encourage pedestrian activity and strengthen the link between businesses and residences.

4. Street Orientation

Recommendation:

a. Re-orient the commercial buildings so that the primary commercial building entrance is located along the public sidewalk. Specifically, relocate the proposed new retail uses from the North Elevation to the West Elevation so that the retail fronts the public sidewalk along Delta Fair Boulevard. Note that secondary and residential entrances can be connected to interior courtyards and parking lots.
b. Relocate the private amenities, including the new club house, pool, gazebo, and playground, currently located at the corner of Delta Fair Boulevard and Buchanan Road, within the project site or on upper floors and not along the street.

c. Incorporate design elements that encourage pedestrian interaction with the proposed buildings.

Discussion: Chapter 5 Mixed-Use Design Guidelines, Subsection 5.3.2, Street Orientation, requires buildings to be sited and oriented so that the primary commercial building entry is located along the public sidewalk, which is the main pedestrian route. The most active ground floor uses, such as storefronts, lobbies, and restaurant dining areas (i.e., retail uses), shall front the public sidewalk. Additionally, private amenities, such as courtyards, that are not accessible to the public shall be located within the project site or on upper floors and not along the street. The towers, as shown on the West Elevation along Delta Fair Boulevard and South Elevation along Buchanan Road are currently not designed to provide a stimulating pedestrian experience. Additionally, the proposed new retail uses, as shown on the North Elevation, Sheet A1, are oriented internal to the site.

5. Parking Orientation.

Recommendation. The Site Plan, Sheet A1, shows proposed parking stalls along the Buchanan Road and Delta Fair Boulevard frontages. Staff strongly encourages the applicant to relocate these parking stalls internal to the site. See comment 3c, above.

Discussion: Chapter 5 Mixed-Use Design Guidelines, Subsection 5.3.3, Parking Orientation discourages on-site surface parking between the front property line and the building.

6. Pedestrian Safety

Recommendation: Provide details for pedestrian paths and crossings that include a circulation path on-site that is direct, continuous, and free of barriers (e.g., site equipment, signage, utility poles, etc.)

Discussion: Chapters 3 and 5 of the Design Guidelines require new commercial/mixed-use developments to provide a clear and direct route for pedestrians from on-site parking to the building entry and public sidewalk system.

7. Private Open Space

Recommendation:

a. Staff encourages the relocation of balconies, equipping balconies with privacy screens, and providing a setback between the residential towers (i.e., balconies) and adjacent non-residential uses (Refer to Recommendation 3 Site Design/Building Placement).
b. Incorporate additional open space courtyards and plazas into the Site Plan and redesign current layout of courtyards providing all residents with easy access to open space.

Discussion: Chapters 5 and 6 of the Design Guidelines require courtyards and plazas and private open space. As proposed, the residential units, along the north side of the East Tower, with exterior balconies would be located directly adjacent and face the existing retail space, which may result in privacy issues. Additionally, Section 5.3.5 of the Design Guidelines, Site Amenities, requires mixed-use projects to include 10 percent of private open space in the form of courtyards and plazas.

8. Public Space/Plazas

Recommendation:

a. Create a central element/axis with a series of usable green spaces or grand central plaza where shoppers and visitors can congregate. Include a focal element in the plaza such as art or a water feature.
b. Provide shaded sitting areas.
c. Include outdoor furnishings/public amenities such as trees, shrubs, trellises, seating areas, and permeable pavers.

Discussion: Section 5.3.5 of the Design Guidelines, Site Amenities, requires mixed-use project include a minimum 10% of public and private open space in the form of courtyards and plazas that can be used for play, recreation, and social or cultural activities. Focal elements such as sculptures, art, or water features should be incorporated into courtyard and plaza design. Site amenities should include furniture, shade trees, benches, permeable paving materials, and focal elements such as sculptures, art, or water features. The project would benefit greatly from a central open space that connects the retail components with the apartments.

9. Connectivity and Circulation on Project Site

Recommendation:

a. Remove and replace the handicap ramp, curb and gutter at the northeast corner of Buchanan Road/Delta Fair Boulevard with a new ADA ramp, curb and gutter, per City standards.
b. Remove and replace all cracked/broken or discontinued concrete curb, gutter and sidewalk, and/or driveways in public right-of-way with new monolithic City standard curb, gutter and sidewalk, and/or driveways.

Discussion: Chapter 3 of the Design Guidelines requires commercial sites to have angled parking to promote pedestrian safety. Also, Chapter 5 of the Design Guidelines requires buildings to be “oriented so that the primary commercial building entry is located along the public sidewalk, which is the main pedestrian route.” (p. 5-3).

10. Parking

Recommendation:

a. Include number of bicycle parking stalls in garage and retail area beyond location of bicycle parking areas shown on the Site Plans. At minimum there must be one bicycle parking space for every 25 parking spaces per Antioch Ordinance Code Section 9-5.1707.
b. Add 4 feet to the southerly ends of the parallel parking spaces on either side of the Fire Lane between the Twin Towers abutting a building, fence or other obstruction.
c. Compact spaces should be 8 x 16 feet, not 8 x 15 feet, as shown on the Site Plan
d. Parking spaces on the west side of the West Tower should be 9 x 20 feet, not 9 x 18 feet as shown on the Site Plan.
e. Driveways inside the Twin Towers should be redesigned to be 26 feet wide, minimum (not the 25 feet width shown on the Parking Garage Plan).

Discussion: Parking requirements are included in Chapters 5 and 6 of the Design Guidelines and Title 4 Chapter 5 Traffic and Title 10 Chapter 5 Zoning of the City Code of Ordinances.

11. Building Height

Recommendation:

a. Reduce the number of stories from five to three.
b. Reduce the building height from 69 feet to 45 feet.
c. Sheets A8 and A9 do not show elevations of tower floors. Ensure that first floor elevation is at least 14 feet.

Discussion: Section 5.43 of design guidelines provides requirements for building height for multi-use sites. Three-stories is the preferred height for mixed-use buildings and this is more compatible with surrounding buildings, which are currently three stories or under. Section 9-5.610 of the City Ordinance Code requires that the max building height for a Mixed Commercial/Residential District is 45 feet.

12. Utilities

Recommendation: Site Plan Sheet 1A should show the existing 8 inch sanitary sewer pipe (Attachment C) in the 10 foot public sanitary sewer easement and relocate the new East Tower (as necessary) outside of the easement.

Discussion: The plan for the East Tower overlaps with the public sanitary sewer easement.

13. Architecture

Recommendation:

a. The architecture for all new buildings should incorporate traditional massing and façade techniques. Include relief and variation in both vertical and horizontal planes with recessed and/or projected areas.
b. The signalized intersection of Buchanan Road and Delta Fair Boulevard should include pedestrian-oriented, community serving commercial uses, such as a bookstore, coffee shop, or local market.
c. Rear walls visible from the public right-of-way along Buchanan Road should be designed to maximize visual appeal by using vertical and horizontal wall plane breaks.
d. Sloped roofs and gable-end roofs are inconsistent with City mixed-use development. Provide an alternative roof design consistent with Section 5.4.4 of the Design Guidelines.
e. Ensure that architecture of the existing development is updated to complement new development designs to provide a cohesive site design.

Discussion: Chapter 5 of the Design Guidelines, Section 5.4.1 requires façade and architectural details to create visual interest at the street level (e.g., staggering the frontage of the building, recessing doors and windows, providing awnings and canopies for weather protection and scale, change in materials, lighting features etc.). Section 5.4.2, requires multi-use sites to have a compact and cohesive design, and utilize human scaled massing, varied articulation elements, and traditional facades.

14. Landscaping

Recommendation:

a. Provide a landscaping plan that accompanies the project Site Plan. Emphasis should be placed on California or Mediterranean style landscaping with low water demand.
b. Include courtyards and other open spaces in landscape plan.

Discussion: Chapters 5 and 6 of the Design Guidelines provide standards for landscaping.

15. Multi-family Storage

Recommendation: Storage should be a minimum of 150 cubic feet of useable space in addition to designated utility area.

Discussion: The Site Plan is not clear if any multi-family storage will be provided for residences. Please identify any multi-family storage areas per Section 6.1.3(F) of Design Guidelines.

16. Trash and Storage Facilities

Recommendation:

a. The width of lanes in the parking garage need to be able to accommodate solid waste hauling trucks accessing the garbage chutes/waste bins as well as tow trucks that may need to service vehicles.
b. The Site Plans should show any loading areas for the two towers.
c. Trash areas should be resized to accommodate trash, recycling and food waste. Staff recommends consulting with Republic Services, the City's waste collector.

Discussion: Chapters 5 and 6 of the Design Guidelines provide requirements for trash and storage.

a. Section 6.2.9 of the Design Guidelines requires trash encloses to be accessible for trash collectors. Trash chutes are designed to empty into the parking garage which does not have lanes large enough to accommodate hauling trucks.
b. The two towers require loading and service areas that are concealed from view within the building envelope or located at the rear of the site and designed for visual impact per Section 5.3.4(A) of the Design Guidelines.

17. Security for Multi-family Residential

Recommendation:

a. Please identify if continuous fences or walls will be provided. A security fence should also be continuous along the site perimeter for both pedestrians and automobiles within gates at driveways restricting access to the residential portion of the site. Fencing should allow visibility of the site from the street/sidewalk and should be at least 8 feet in height.
b. Shorten hallways to provide reasonable visibility distance for residents and police officers.
c. Design multiple points of ingress/egress to the buildings; interior hallways, common areas and residential units.
d. Provide residential access to all areas in the event of an evacuation.
e. Safety cameras and monitoring system is necessary in the hallways along with a web based program such that the Police Department may access the monitoring system in the event of an emergency.
f. Staff strongly recommends a site layout with multiple buildings as opposed to just two towers thus providing ample entrance/exit points and access to all areas by both residents and Police Department (if necessary).
g. While a Manager's office is proposed on the Site Plans, an onsite Apartment or Resident Manager should be onsite for safety and emergency situations.

h. Staff strongly encourages relocation of the clubhouse and pool away from the street and within the residential area.

Discussion: Chapter 5 of the Design Guidelines provides requirements for security in mixed-use areas and Chapter 6 of the Design Guidelines provides requirements for security for multi-family residences.

i. Chapter 5 of the Design Guidelines, Section 5.6, requires mixed-use projects to provide secure residential spaces via a gate code or other security mechanism. While the Site Plan shows a 6 foot security fence, it is not clear if the fence would be continuous along the perimeter of the site to provide security for the residential units. This is not clear from Sheets A1 and A2 if the fence would restrict access to the residential units.
j. Chapter 6, Section 6.2.2, of the Design Guidelines requires crime prevention techniques to enhance the safety and security in a multi-family residential development.
k. Location of the clubhouse and pool at the corner of the Buchanan Road/Delta Fair Boulevard intersection may result in safety hazards to users of the recreation facility and may result potential issues related theft, vandalism or trespassing.

18. Multi-Family Development

Recommendation: The project shall comply with the following multi-family development standards from the City of Antioch Municipal Code, not within the City's Design Guidelines.

a. Façade articulation. All street-facing facades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 25 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height (Section 9-5.704(B)).
b. Parking location and frontage. The maximum width of parking area within the required front setback, including driveways, open parking, carports, and garages, but excluding underground parking and parking located behind buildings, may not exceed 25% of the linear street frontage (Section 9-5.705(A)).
c. Useable open space. Private usable open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than ten feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet. Developments that include 15 or more units of at least one bedroom or more must include children's play areas and play structures (Section 9-5.706).

Discussion: The project shall be designed to comply with the development standards for multi-family residential development per Article 7: Multi-Family Residential Development Standards of the City's Municipal Code.

19. Stormwater

Recommendation: C.3 requirements must be incorporated into the site plan at this stage to ensure that drainage functions properly on the project site.

Discussion: Project shall be designed to show compliance with the California Regional Water Quality Control Boards for the San Francisco Bay Region and the Central Valley

Region added Provision “C.3” requirements. Including details for all C-3 basins, otherwise this might result is significant redesign later in the review process.

20. Community Finance District. In December 2016, the City Council initiated the process to form the Police Community Finance District (CFD), which, if approved, would apply to the project.

Review Comments - Residential Only Development Option

Another option that could address a number of the comments by City staff would be to remove the new retail component of the project in order to provide additional space for residential development and associated open space and site development requirements. Under this scenario, the project would be considered High Density Residential under the General Plan. The following design guidelines would apply to the Residential project, which differ from the mixed-use development standards discussed above. The mixed-use comments above relating to residential development (numbers 3, 7, 9, and 13) would be replaced by the review comments below.

1. Site Design/Building Placement

   Recommendation: Buildings should be generally oriented to the street with varying setbacks to provide visual interest and varying shadow patterns. Buildings shall be oriented to promote privacy to the greatest extent possible.

   Discussion: Chapter 6 Residential Design Guidelines, Section 6.2.3, Site Planning, encourages buildings to be placed strategically on the project site in order to allow for pedestrian access and promote privacy of residents.

2. Private Open Space

   Recommendation: Staff encourages relocation of balconies, equipping balconies with privacy screens, or providing at minimum a 16-foot landscaped buffer between balconies and adjacent retail space. Design open space areas to utilize natural lighting and prevailing breezes, oriented to shelter noise and traffic.

   Discussion: Chapter 6 of the Design Guidelines requires courtyards and plazas and private open space. The following recommendations are provided:
   a. Along the north side of the East Tower, the residential units with exterior balconies would be located directly adjacent and face the existing retail space, which may result in privacy issues.
   b. Section 6.2.10 of the Design Guidelines requires open space areas to take advantage of prevailing breezes and provide natural lighting while being oriented to shelter noise and traffic from adjacent streets.

3. Connectivity and Circulation on Project Site

   Recommendation:
   a. Minimization of cross circulation between vehicles and pedestrians.
   b. Principal vehicular access into multi-family project should be through an entry drive which should have sidewalks on both sides.
   c. Where possible the project should incorporate pedestrian connections to adjoining residential, commercial, and other compatible land use facilities

Discussion: Chapter 6 of the Design Guidelines addresses circulation for multi-family residential land uses.

4. Architecture

Recommendation:

a. Building heights shall be varied to give the appearance of a collection of smaller structures.
b. The perceived height and bulk of multi-family buildings shall be reduced by dividing the building mass into smaller-scale components and adding details such as projecting eves.
c. The separation between public and private space should be delineated with paving, building materials, grade separations, or physical barriers such as fencing.

Discussion: Section 6.2.4 of design guidelines provides requirements for building architecture for multi-family residential sites.

PDP Re-Submittal Requirements

The following Information was not provided on the revised project plans and is needed for project review. This information should be provided on all subsequent submittals to the City:

1. The Site Plan, Sheet A-1, should include the following (the revised site plans dated September 8, 2016 need to be revised accordingly):

a. Dimension the proposed property lines, and include bearings, radii and arc lengths, easements, and net and gross lot area for existing and proposed parcels.
b. Dimension of all existing and proposed structures extending 50 feet beyond the property. If adjacent to a street, show the entire width of street to the next property line, including driveways.
c. Location and purpose of all easements (i.e. water, sewer, access, etc.).
d. Dimensions for all adjacent streets (public and private); and location and dimensions for all proposed streets showing: both sides of streets, street names, street width, striping, centerlines, centerline radii of all curves, median and landscape strips, bike lanes, pedestrian ways, trails, bridges, curb, gutters, sidewalks, driveways, and edge of right-of-way including any proposed or required right-of-way dedication.
e. Dimension of all back-up, loading areas, and circulation patterns.
f. To ensure that there is adequate parking for the proposed development, please revise the parking dimensions to meet the requirements of Antioch Municipal Code Section§ 9-5.1709.
g. On the Vicinity map include the location and boundary of the project, major cross streets, and existing street pattern in the vicinity.

Entitlements

The general recommendations below will be made to the Planning Commission at the PDP hearing and should be incorporated into the future entitlement application's designs and submittals.

22. When the project is formally submitted, a Traffic Study that includes the information below will be required for this project.
    a. Stacking analysis during peak hours
    b. Street improvement for Delta Fair Boulevard and San Jose Drive
    c. Compliance with the Technical Procedure Manual of the Contra Costa Transportation Authority

23. Grading. The site is required to provide a minimum 2% AC and 0.75% PCC pavement slopes, except in or near areas where 2% maximum slope is required by ADA.

24. Lighting. Section 5.8 and Section 6.2.6 of the Design Guidelines requires mixed-use projects to make the pedestrian environment safe, secure, and enhance architectural features with adequate lighting design. Provide details for residential and commercial lighting that include the following:
    a. Pedestrian scaled lighting shall be located along all pedestrian routes of travel
    b. Wall mounted lights shall be used to the greatest extent possible to minimize the number of freestanding fixtures
    c. All lighting fixtures shall be compatible with the buildings

25. Utilities.
    a. Relocate the cracked/broken public storm drain inlet along the northwest side of project site outside of the new main entrance driveway, as approved by the City Engineer on either side.
    b. No above-ground utility cabinets can be installed along Delta Fair Boulevard and San Jose Drive. No flush utility boxes can be located within the sidewalk.

26. Architecture. Provide detailed information on rooftop design. Specifically if roof would include any utilities or communication equipment, which must be screened from view

27. Pedestrian Safety. Any paving pattern, color, and material used to articulate pathways and pedestrian areas shall continue when driveways intersect with these areas. Where pedestrian circulation paths cross vehicular circulation paths, a material change, contrasting color, or slightly raised crossing shall be used to clearly delineate the continuing pedestrian path.

If you have any questions please contact me at your convenience. I can be reached by phone at (916) 706-1374 or via email at mmaddox@rinconconsultants.com. You may also contact Alexis Morris at (925) 779-6141 or via email at amorris@ci.antoioch.ca.us.

Sincerely,

Matt Maddox
Contract Planner

Cc: Alexis Morris, Planning Manager
Captain T. Brooks, Antioch Police Department
Lynne Filson, RCE, RTE, RLS, Assistant City Engineer
Ken Warren, P.E., Associate Engineer

Attachments:

Attachment A: Contra Costa County Fire Protection District Comments
Attachment B: City of Pittsburg Comments
Attachment C: Public Utilities Map
Attachment D: Delta Fair Village (PDP-16-20) Letter

February 15, 2017

Brian Pendley
Pendley & Associates Inc.
9008 Siegel Street
Valley Springs, CA 95252

Subject: Total Allowable Residential Units: Delta Fair Village located at 2950-3040 Delta Fair Boulevard

Dear Mr. Pendley:

Staff is very supportive of the concept of a re-use or renovation on the proposed Delta Fair Village project site. In general, staff can support a General Plan amendment and rezone for a project that is consistent with the City's goals and policies and can support development in terms of traffic impacts, parking, recreational amenities, public safety, and compatibility with adjacent uses. However, as we indicated in our comment letter dated January 20, 2017, staff has significant concerns about the proposed project's density and the project's consistency with the City's General Plan, Municipal Code, and Citywide Design Guidelines.

In response to the City's project comment later, you requested staff review the project plans and the City's policies to determine the maximum number of units that could be supported on the five acre project site. Based on this review, staff believes that a project with a maximum of 175 residential units could be developed on the project site. The actual unit yield would depend on constraints present on the project site, project-specific environmental analysis, and consistency with the City's goals and policies as outlined in the General Plan, Municipal Code, and Citywide Design Guidelines. A project with a maximum of 175 units would equal a residential density of approximately 35 units an acre and would be consistent with the Municipal Code's High Density Residential District (R-35) zoning designation. A density of 35 units an acre is the highest allowed anywhere in the City outside of the Hillcrest Station Area Specific Plan.

Incorporating the requirements of the R-35 district and other requirements of the Municipal Code, staff believes a project of up to eight buildings could be developed on the five acre site with enough space to provide parking, setbacks, and open/recreation space consistent with the requirements of the Municipal Code. Below is a list of the other assumptions applied for a development scenario at 35 units an acre and addressing comments related to setbacks, parking, and open space requirements detailed in the January 20, 2017 Comment Letter:

a) No commercial would be developed on the 5 acre parcel;
b) Each unit was assumed to have an average of 1,000 square feet;
c) An average of 4 stories per building was utilized, resulting in 8 total buildings;
d) The first floor (ground floor or subterranean) could be utilized for parking with multiple buildings (assumed up to 8 residential buildings) above the parking level;
e) A minimum of 298 parking spaces (each space 9'x20') would be necessary;

f) Standard setback distances from Delta Fair Boulevard and Buchanan Road were applied to estimate buildable space; and,
g) Adequate open space could be provided surrounding multiple residential buildings.

Please note that the existing intersection at Somersville Road and Buchannan Road is currently at its Level of Service (LOS) capacity (LOS F in AM peak hours/LOS E in PM peak hour). Traffic associated with 175 additional units would add an estimated 1,164 trips per day on local roadways (including approximately 90 AM peak hour trips and 109 PM peak hour trips). This increase in traffic may result in an increase in congestion impacts at the Somersville Road and Buchannan Road intersection, which is already at capacity. Thus, traffic mitigation, including fair share contribution for cumulative impacts, may be required to reduce the impacts from the project's additional traffic on the intersection.

Staff recommends that you revise your project plans to address the comments in the January 20, 2017 letter and to conform to a maximum density of 35 units an acre. Staff can schedule the project for a Planning Commission hearing once we receive revised application materials. If you have any questions please contact me at your convenience. I can be reached by phone at (925) 779-6141 or via email at amorris@ci.antioch.ca.us. You may also contact Matt Maddox at (916) 706-1374 or via email at mmaddox@rinconconsultants.com.

Sincerely,

Alexis Morris
Planning Manager

Cc: Matt Maddox, Contract Planner
Captain T. Brooks, Antioch Police Department
Lynne Filson, RCE, RTE, RLS, Assistant City Engineer
Ken Warren, P.E., Associate Engineer

ATTACHMENT "D"

DELTA FAIR VILLAGE CONSISTENCY WITH GENERAL PLAN, MUNICIPAL CODE AND CITYWIDE DESIGN GUIDELINES

DOCUMENT	POLICY	DISCUSSION
GENERAL PLAN		
3.0 Growth Management 3.4 Service Standards for Transportation Facilities	The General Plan calls for arterials, collectors, and intersections during peak hours to have a LOS of D.	Additional vehicle trips from 308 units would likely result in unacceptable LOS at the intersections near the project area.
4.0 Land Use 4.4.1 Land Use Designations	High Density Residential Maximum Allowable Density: Twenty dwelling units per gross developable acre (35 du/ac) and up to a Floor Area Ratio of 1.25 within areas designed for mixed use or transit-oriented development	The proposed project would have a density of 51 du/acre. A +/- 6 acre site would have an FAR of 1.6, without the garages.
MUNICIPAL CODE		
Municipal Code R-35 zoning	Max lot coverage: 50%	A 6 acres site with 165,178 square feet of ground floor building coverage would have a lot coverage of 62%
Municipal Code R-35 zoning	Min density: 30 du/acre Max density: 35 du/acre	A 6 acre residential site with 308 units would have a density of 51 du/acre
Municipal Code R-35 zoning	Height: 45’	The 64 foot proposed height exceeds the height by 19 feet.
Municipal Code R-35 zoning	Front yard setbacks: - Arterial street: minimum 15-foot setback with 15-foot landscaping on all frontages. - Collector street: minimum 15-foot setback with 15-foot landscaping. - Local street: minimum 10-foot setback with 10-foot landscaping.	Buchanan Rd and Delta Fair Blvd are arterials according to the General Plan. The 15 foot setbacks have not been met.
Municipal Code R-35 zoning	Interior setbacks: 5’ Rear setbacks: 10’	These setbacks have been met.
Municipal Code 9-5.704 Building Form (A) Building Entries (1)	*Orientation.* All units located along public rights-of-way must have a principal entrance that fronts on and is oriented to face the right-of-way. Such entrance shall be clearly visible from the street and shall be connected via pedestrian walkways to the public sidewalk. Exceptions to this requirement may be approved for projects located on arterial streets that carry high traffic volumes and/or streets that do not allow on-street parking. In such cases, a project may be oriented around courtyards with principal entrances facing the courtyards.	The proposed plan does not have a principal entrance facing the right of way, but does have two entrances to the parking garage onto Buchanan Road. Due to the arterial streets this project fronts, an exception may be approved to have the project oriented around courtyards. While the project does have courtyards, the principal entrances are not located facing the courtyards.
Municipal Code 9-5.704 Building Form (A) Building Entries (2)	*Entry features.* Building entrances must have a roofed projection (e.g., porch) or recess. Such entry features shall have a	The proposed building entrances do not have any roofed projection.

DOCUMENT	POLICY	DISCUSSION
	minimum depth of five feet, measured perpendicular to the façade on which they are located. Entries that serve a single unit shall have a minimum area of 40 square feet while those that serve two or more units shall have a minimum area of 100 square feet.	
Municipal Code 9-5.704 Building Form (B)	*Façade articulation.* All street-facing facades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 25 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height.	Based on the floor plans, the proposed plan includes one two foot change in depth approximately every 25 linear feet as opposed to the required two changes in depth every 25 feet. The changes in plane do generally extend at least two-thirds the height of the respective façades. The elevations provided do not correspond to the floor plans to provide a certain answer.
Municipal Code 9-5.704 Building Form (C)	*Roof forms.* Variable roof forms shall be incorporated into the building design, and no more than two side-by-side units may be covered by one unarticulated roof. Variation may be accomplished by changing the roof height, offsets, and direction of slope, and by including elements such as dormers.	The proposed project includes variable roof forms. One articulated roof does not appear to span more than two side-by-side units.
Municipal Code 9-5.704 Building Form (D) Window Design (1)	*Relief.* All windows shall either be recessed or surrounded by trim at least four inches in width and two inches in depth.	Window and trim details have not yet been provided, but the elevations show windows with trim.
Municipal Code 9-5.704 Building Form (D) Window Design (2)	*Shade features.* At least 20% of all windows on each building shall have exterior sun shades, such as roof overhangs (eaves), awnings, or louvered sunshades.	Based on the provided elevations, this requirement has not been fulfilled.
Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (A) Parking Lot Frontage (1)	*Maximum width.* The maximum width of parking area within the required front setback, including driveways, open parking, carports, and garages, but excluding underground parking and parking located behind buildings, may not exceed 25% of the linear street frontage.	The garages exceed 25% of both street frontages.
Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (A)Parking Lot Frontage (2)	*Parking location.* Parking facilities shall be located according to one or more of the alternatives listed below. This locational requirement applies to parking for both residents and guests, as well as any parking that exceeds the required minimum. In all cases, the requirements of § 9-5.1703.1, Off-Street Parking Requirements by Use, which establishes the number of required parking spaces and number of covered	There are two proposed garage entrances on Buchanan Road. There are two additional garage entrances at the north of the buildings, which are accessed through the parking lot with the entrance to the driveway on Delta Fair Boulevard.

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	spaces per unit, must be met. Parking shall be provided in one of the following locations or in a combination of the following locations: (b) Covered and enclosed parking integrated into the residential building, in which garage doors are located on the side or rear of the building and not facing a street. For the purposes of this regulation, doors shall be considered not to face a public street if they are oriented 45 degrees or more from parallel with the street.	
Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (B)	*Driveways-number and width.* For lots 75 feet wide or less, a maximum of one driveway per lot is permitted. For lots greater than 75 feet in width, additional driveways are permitted but shall be spaced at least 75 feet apart. No driveway shall exceed 20 feet in width at any property line abutting a street or one-half of the width of the street frontage of the lot, whichever is less.	The lot is greater than 75 feet in width. Two 20 foot wide driveways on Buchanan Road are proposed for entrances to the garages. These driveways are greater than 75 feet apart. The project also proposes a fire lane and driveway between the two garage driveways. This creates a third driveway. This driveway is over 75 feet away from one garage entrance and less than 75 feet away from the other garage entrance. This driveway would not see frequent use.
Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (C) Pedestrian access (1)	*Connection to public sidewalks.* Every multiple-family dwelling shall have a walkway connecting the main building entry to the public sidewalk in the right-of-way on each street frontage. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall have an unobstructed width of at least four feet, and shall be of concrete, decorative pavers, or other durable, all-weather surface.	The current site plan does not specifically call out walkways from the entrances to the right-of-ways, but the site plan does appear to show walkways that extend to the right-of-ways. The walkway on Delta Fair Blvd. is not shown to be physically separated from the driveway.
Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (C) Pedestrian access (2)	*Connection to parking areas.* Every multiple-family dwelling shall have a walkway between a building entry and the parking area for the units served by it. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall be at least four feet wide, and shall be of a durable, all-weather surface.	The majority of the parking spaces for the tenants are proposed to be in the covered garages, which is accessed directly by elevators and interior stairs. The parking in the lot is accessible by walkways. Some of the proposed walkways are physically separated from driveways and off street parking while others are not.
Municipal Code	*Connection to open space, recreation*	Walkways are provided to the

<table>
<tr><th>DOCUMENT</th><th>POLICY</th><th>DISCUSSION</th></tr>
<tr><td>9-5.705 Site Design for Parking, Circulations, and Access. (C) Pedestrian access (3)</td><td>facilities, and public parks. Walkways shall be provided that connect building entries for the units served to any common usable open space or recreational facilities on site or to any public park facilities located on an adjacent lot.</td><td>common areas.</td></tr>
<tr><td>Municipal Code
9-5.706 Usable Open Space</td><td>Usable open space to serve multi-family residential dwelling units shall be provided and maintained in compliance with the following table and the requirements of this section.

Table 9-5.706: Minimum Required Usable Open Space
<table>
<tr><td></td><td>R-10 Zone</td><td>R-20, R-25, and R-35 Zones</td></tr>
<tr><td>Total Usable Open Space per Unit (sq. ft.)</td><td>250</td><td>200</td></tr>
<tr><td>Minimum Private Open Space per Unit (sq. ft.)</td><td>70</td><td>60</td></tr>
</table></td><td>A private balcony 72 square feet in size is proposed for each unit. Additional open space is provided in common areas.</td></tr>
<tr><td>Municipal Code
9-5.706 Usable Open Space (A)</td><td>Required area and type of open space - multi-family dwellings. All multi-family residential developments shall be provided the minimum private open space area and minimum total open space area stated in Table 9-5.706, according to the number of units in the development. Once the minimum private open space requirement has been met, the remainder of the required total open space for the development may be provided as either private or common open space. Every development that includes five or more residential units shall provide at least one common open space area that meets the standards of division (D) of this section below.</td><td>The minimum amount of private open space, which is proposed to be provided in balconies, has been exceeded. The common open space areas combined with the private open space areas fall slightly short of the total minimum required usable open space. In performing the calculations, the courtyards in the center of each building were not included because the courtyards are not shown to be accessible. Based on 308 units, 61,600 square feet of total open space shall be provided.</td></tr>
<tr><td>Municipal Code
9-5.706 Usable Open Space (B)</td><td>Usability. A surface shall be provided that allows convenient use for residents' outdoor living and/or recreation activities. Such surface shall be any practicable combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. The slope shall not exceed 10%. Off-street parking and loading areas, driveways, and service areas shall not be</td><td>The plans do not detail the proposed materials, but can be assumed to be acceptable.</td></tr>
</table>

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	counted as usable open space. Open space on a roof or deck shall include safety railings or other protective devices that meet but do not exceed the minimum height required by the Antioch Building Code.	
Municipal Code 9-5.706 Usable Open Space (C) Design Standards – Private Open Space (1)	*Accessibility.* Private usable open space shall be accessible to only one living unit by a doorway or doorways to a habitable room or hallway of the unit.	This design standard has been met.
Municipal Code 9-5.706 Usable Open Space (C) Design Standards – Private Open Space (2)	*Minimum dimensions.* Private usable open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than ten feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet.	The balconies are six feet by 12 feet and exceed the requirements.
Municipal Code 9-5.706 Usable Open Space (C) Design Standards – Private Open Space (3)	*Openness.* There shall be no obstructions over ground-level space except for devices to enhance the usability of the space. Above ground-level space shall have at least one exterior side open and unobstructed for at least eight feet above floor level, except for incidental railings and balustrades. No more than 50% of the ground-level space may be covered by a private balcony projecting from a higher floor.	These design standards have been met.
Municipal Code 9-5.706 Usable Open Space (C) Design Standards – Private Open Space (4)	*Enclosure.* Ground-level space shall be screened from abutting lots, streets, alleys, and paths, from abutting private ways, and from other areas on the same lot by a building wall, by dense landscaping not less than five and one-half feet high and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall not less than five and one-half feet high, subject to the standards for required landscaping and screening. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if there is no building located opposite and within 50 feet of the screening.	Existing and proposed six foot tall fencing is shown around the common areas, which would provide screening.
Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (1)	*Accessibility.* Common usable open space shall be accessible to all the dwelling units on the lot.	The proposed plans include open space that would be accessible to all dwelling units.
Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (2)	*Rooftops.* No more than 20% of the total area counted as common open space may be provided on a roof.	The roof would not contain any common space

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Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (3)	*Facilities.* Common areas may consist of open landscaped areas and gardens, natural areas with trails, patios, swimming pools, picnic and barbeque areas, playgrounds, community gardens, or other such improvements as are appropriate to enhance the outdoor environment of the development. Required components are as follows: (a) *Seating.* Common usable open space shall include seating. (b) *Play areas.* Developments that include 15 or more units of at least one bedroom or more must include children's play areas and play structures. This requirement does not apply to senior housing developments.	The plans include a swimming pool, plaza, and clubhouse. The plans do not include seating areas. A children's play area and play structures are not provided.
Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (4)	*Openness and buildings.* There shall be no obstructions above the open space except for devices to enhance the usability of the space. Buildings and roofed structures with recreational functions (e.g., pool houses, recreation centers, gazebos) may occupy up to 20% of the area counted as common open space.	The open space is proposed to be open to above. The proposed club house does not occupy 20% of the common open space.
Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (5)	*Minimum dimensions.* 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. Common upper-story decks shall have no dimension less than ten feet. Roof decks shall have no horizontal dimension less than 15 feet.	This standard is difficult to apply to an infill project. The common areas would be required to be at least 128 feet wide.
Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (6)	*Visibility.* At least one side of the common open space shall border residential buildings with transparent windows and/or entryways.	The courtyard between the two garages will be bordered on two sides by the garage, which does not have transparent windows or entryways.
Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (7)	*Pedestrian pathways.* Pedestrian walkways shall connect the common open space to a public right-of-way or building entrance.	This standard is met.
Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (8)	*Enclosure.* Common usable open space that is designed as a children's play area or is likely to be used by children shall be screened from abutting streets by dense landscaping up to five and one-half feet high	A children's play area is not shown on the plans, but is required.

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	and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall up to five and one-half feet high, subject to the standards for required landscaping and screening. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if the play area is not located on an arterial or collector street and if there is no building located opposite and within 50 feet of the screening.	
Municipal Code 9-5.707 Storage Space	Each unit in a multi-family dwelling shall be provided with a separate, enclosed, lockable storage space reserved for the occupants of the dwelling unit. Such storage space shall be located in a garage, storage building, or enclosed individual storage space. Each storage space shall be at least 250 cubic feet in volume and shall have no interior dimension less than four feet.	The project plans do not show any lockable storage spaces for the occupants of the dwelling units. The proposed 308 dwelling units would require 77,000 cubic feet of storage space to comply with this requirement.
Municipal Code Landscaping 9-5.708 (A)	*Minimum landscaped area.* A minimum of 25% of any building site shall be landscaped.	Landscaping is proposed that would be approximately 35% of the site. Exact calculations have not yet been performed.
Municipal Code Landscaping 9-5.708 (B)	*Landscaping of front yards.* All portions of required front yards, except those areas occupied by pedestrian or vehicular access ways, shall be landscaped.	This requirement has been met.
Municipal Code Landscaping 9-5.708 (C)	*Materials.* Landscaping shall include plant materials of varying height and may incorporate a combination of groundcovers, shrubs, vines, trees, and garden areas. Landscaping may also include incidental features such as stepping stones, benches, fountains, sculptures, decorative stones, or other ornamental features, placed within a landscaped setting.	A separate landscaping plan was not submitted, which would include this level of information.
Municipal Code Landscaping 9-5.708 (C)(1)	*Ground cover materials.* Ground cover shall be of live plant material. Pervious non-plant materials such as permeable paving, gravel, colored rock, cinder, bark, and similar materials shall not cover more than 10% of the required landscape area. Mulch must be confined to areas underneath shrubs and trees and is not a substitute for ground cover plants.	A separate landscaping plan was not submitted, which would include this level of information.
Municipal Code Landscaping 9-5.708 (C) (2)	*Size and spacing.* Plants shall be of the following size and spacing at the time of installation:	A separate landscaping plan was not submitted, which would include this level of information.

<table>
<tr><th>DOCUMENT</th><th>POLICY</th><th>DISCUSSION</th></tr>
<tr><td></td><td>(a) Ground covers. Ground cover plants other than grasses must be at least four-inch pot size. Areas planted in ground cover plants other than grass seed or sod must be planted at a rate of at least one per 12 inches on center.
(b) Shrubs. Shrubs shall be a minimum size of one gallon.
(c) Trees. Trees shall be a minimum of 15 gallons in size with a one-inch diameter at breast height (dbh). Specimen trees of 36-inch or greater box size are encouraged. At least one specimen tree with a 24-inch or larger box size shall be planted in the landscaped area of the front setback. Trees (center of trees) shall be located a minimum of six feet from water meters, gas meters and sewer laterals; eight feet from any driveway, fire hydrant, fire sprinkler, or standpole connection; and 15 feet from any curb return at an intersection, utility pole, or street light.</td><td></td></tr>
<tr><td>Municipal Code
Landscaping
9-5.708 (D)</td><td>Tree protection. Newly planted trees shall be supported with double stakes or guy wires. Root barriers shall be required for any tree placed within ten feet of pavement.</td><td>This standard would be detailed on the planting details of a landscape plan.</td></tr>
<tr><td>Municipal Code
9-5.1703.1: Off-Street Parking Required</td><td><table><tr><td>Multi-family residential</td><td>1.5 spaces per unit up to 2 bedrooms; one space to be covered</td></tr><tr><td></td><td>2 spaces per unit = 3 bedrooms; one space to be covered plus 1 space per 5 units for guest parking
(Applies to all multi-family units)</td></tr></table></td><td>Based on units listed on the project cover sheet, 536 residential parking spaces are needed and 380 are being provided in garages.</td></tr>
<tr><td>Municipal Code
9-5.1705.1 Tandem Parking</td><td>Tandem parking may be permitted to satisfy the off-street parking requirement in accordance with the following requirements:
(A) No more than two vehicles shall be placed one behind the other.
(B) Both spaces shall be assigned to a single dwelling unit or non-residential establishment.
(C) Tandem parking to meet required parking for non-residential uses may be used for employee parking; the maximum number of tandem parking spaces shall not exceed 50% of the total number of spaces.</td><td>The proposed tandem parking stalls meet the required tandem parking standards.</td></tr>
</table>

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	When tandem parking is used to meet retired parking for non-residential uses the applicant shall provide valet parking or establish a system to facilitate retrieval of parked vehicles. (D) Tandem parking to meet required parking for multi-unit development shall be located within an enclosed structure; the maximum number of tandem parking spaces shall not exceed 50% of the total number of spaces. (E) Tandem parking shall not be used to meet the guest parking requirement.	
Municipal Code Parking Space Dimensions 9-5.1709 (A)	The use of angled parking arrangements shall be preferred to perpendicular, unless the dimensions of the site make angled parking spaces infeasible.	Perpendicular parking has been used throughout the project.
Municipal Code Parking Space Dimensions 9-5.1709 (B)	Required parking spaces shall have the following minimum dimensions: Residential spaces in a garage 10'X20' Uncovered 9' X 20'	The required spaces meet this requirement.
Municipal Code 9-5.1711 Application of Dimensional Requirements (A)	All required residential spaces and guest spaces shall be standard spaces.	This requirement has been met.
Municipal Code 9-5.1711 Application of Dimensional Requirements (B)	Each parking space adjoining and parallel to a wall, column, or other obstruction higher than one-half foot shall be increased by three feet on the obstructed door side. For spaces adjoining and perpendicular to such an obstruction, an increase of four feet is required.	Some spaces in the garage meet this requirement and others do not.
Municipal Code 9-5.1713 Driveway Widths and Clearances (A)	Driveways shall be paved with an approved surface and shall have the following minimum widths at the outside edge of curb, plus a minimum of one foot additional clearance on each side of a vertical obstruction exceeding 0.5 foot in height. (1) *Serving a residential use.* 2 or fewer spaces 10 ft. 3 to 6 spaces 12 ft. 7 or more spaces 12 ft. 1-way, or 20 ft. 2-way	This requirement is met.
Municipal Code 9-5.1714 Parking Area Screening	A parking area for five or more cars shall be screened from an adjoining residential property or a ground-floor residential use by a solid decorative concrete or masonry wall six feet in height, however the height of a	An existing six foot fence separates the neighboring residential property from this property. Landscaping is proposed around the exterior of the site.

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	wall adjoining a required residential front yard shall be three feet unless a higher wall is required for noise attenuation. Parking areas shall be screened from adjacent streets with a solid decorative concrete or masonry wall, berming and/or landscaping having a minimum height of three feet above the adjacent grade of the parking area.	
Municipal Code 9-5.1715 Lighting	Outdoor parking area lighting fixture heights shall be determined by their relationship to surrounding uses, and lighting shall not shine directly onto an adjacent street or property. Minimum illumination at ground level shall be two foot-candles but shall not exceed one-half foot-candles in a residential district.	A lighting plan was not provided.
Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (A)	Parking lots for non-residential uses shall have minimum interior perimeter planting areas of 10 feet width adjacent to a residential district and five feet adjacent to other districts.	Landscaping around the perimeter of the parking areas is proposed.
Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (B)	A parking lot in any district having parking adjoining a street shall have a frontage planting area reflecting the setback of the street.	Landscaping is provided although the R-35 setbacks have not been met.
Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (C)	All other landscaped areas shall be a minimum of five feet in width.	This standard has been met in the residential portion of the parking lot.
Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (D)	The end of each row of parking stalls shall be separated from driveways by a landscaped planter, sidewalk, or other means.	This standard has been met.
Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (E)	No more than 10 consecutive parking spaces should be allowed in any row of parking without a parking lot landscape island extending from a landscape strip.	This standard is met in some areas but not others.
Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (F)	Where standard spaces are adjacent and perpendicular to landscaping, the required planting area shall be increased two feet in depth by decreasing the length of the parking stall by two feet. Where autos will overhang into both sides of an interior landscaped strip or well, the minimum curb-to-curb interior planter dimension shall be	This requirement has not been fully met.

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	six feet. Compact spaces are not eligible for this provision.	
Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (G)	The design and location of parking lot landscape areas shall be consistent with the storm water control plan.	A storm water control plan has not been submitted.
Municipal Code 9-5.1717 Garage and Carport Design (A) (2)	Exterior design must be architecturally compatible with the main building	The garage design is not well incorporated into the rest of the building.
Municipal Code 9-5.1717 Garage and Carport Design (A)(3)	Any garage serving a multi-family dwelling or single-family attached dwelling that is visible from a street shall be limited in width to no more than 50% of the width of the facade of the residential dwelling. For the purposes of this requirement, garage width is considered the width of that portion of a building, facade that is backed by a garage space. This dimension is measured from midpoint to midpoint fo any enclosing walls that are perpendicular to the garage door or entry.	The garage is constitutes 100% of the width of the façade of the residential building.
DESIGN GUIDELINES		
Design Guidelines 6.23 Site Planning A. Building Siting and Massing (2)	Clustering of multi-family units shall be a consistent site-planning element. Large projects shall be broken up into groups of structures.	The project is broken up into four structures, which sit on two garage podiums. The units have not been clustered into groups of structures.
Design Guidelines 6.23 Site Planning A. Building Siting and Massing (3)	Buildings shall be generally oriented towards the street with varying setbacks to provide visual interest and varying shadow patterns.	The buildings do not have varying setbacks and are not oriented towards the street.
Design Guidelines 6.23 Site Planning A. Building Siting and Massing (4)	Developments shall relate directly to the adjacent street, and present an attractive and interesting facade to passersby	The developments do not relate to the adjacent streets.
Design Guidelines 6.23 Site Planning A. Building Siting and Massing (5)	Buildings shall be oriented to promote privacy to the greatest extent possible.	The buildings are oriented around interior courtyards, but the buildings are also very close to major arterial streets.
Design Guidelines 6.23 Site Planning A. Building Siting and Massing (6)	Multi-family residential development shall respect existing development in the immediate area.	The neighboring multi-family residential development is a two-story development, while the proposed development is 64 feet tall.
Design Guidelines	Principal vehicular access into multi-family	This standard has been met.

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6.23 Site Planning B. Circulation (1)	projects shall be through an entry drive.	
Design Guidelines 6.23 Site Planning B. Circulation (2)	All site entrances shall be visible from a public street and well lighted.	This standard has been met.
Design Guidelines 6.23 Site Planning B. Circulation (3)	The main site entry design shall incorporate patterned or colored concrete.	A main entry has not been proposed and the concrete material has not been called out.
Design Guidelines 6.23 Site Planning B. Circulation (4)	Special accents, such as monument, public art, ornamental features, decoration, special textured paving, flowering accents, walls, shrubs, and the use of specimen trees, shall be used to generate visual interest at entries.	Monuments, public art, or ornamental features have not been proposed at the entries. A landscape plan has not been provided.
Design Guidelines 6.23 Site Planning B. Circulation (5)	Entry drives shall have sidewalks on both sides.	This standard has been met.
Design Guidelines 6.23 Site Planning B. Circulation (6)	All entry drive locations shall be coordinated with existing or planned median openings.	There are no median openings at these locations.
Design Guidelines 6.23 Site Planning B. Circulation (7)	Where possible, all multi-family projects shall incorporate pedestrian connections to adjoining residential, commercial projects, and other compatible land use facilities.	The project adjoins a commercial project that would be accessible to pedestrians.
Design Guidelines 6.23 Site Planning B. Circulation (8)	Cross circulation between vehicles and pedestrians shall be minimized. A continuous, clearly marked walkway shall be provided from the parking areas to main entrances of buildings.	This standard has been met.
Design Guidelines 6.23 Site Planning B. Circulation (9)	Walkways shall be located to minimize the impact of pedestrians on the privacy of nearby residences or private open space. Avoid siting a walkway directly against a building. A landscaped planting area between walkways and building facades is strongly encouraged.	This standard has been partially met.
Design Guidelines 6.23 Site Planning C. Parking (1)	Multi-family parking areas shall be divided into a series of connected smaller parking courts.	This standard would not be applicable to this infill project.
Design Guidelines 6.23 Site Planning C. Parking (2)	Parking areas shall be located within the development's interior and not along street frontages. Carports and tuck-under parking shall not be visible from a public street.	This standard does not account for a parking garage. The parking garage is visible from the public streets.
Design Guidelines 6.23 Site Planning C. Parking (3)	Adverse visual impacts of parking areas and garages on the residential character of the street, including blank walls, garage doors, parking facilities, and driveway openings along street frontages, shall be minimized.	The proposed garage has blank walls against the street frontages.
Design Guidelines	While there is no required architectural	The proposed project does not

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6.24 Architecture A. Character Defining Elements (1)	"style" for multi-family residential structures in Antioch, regional styles such as Craftsman, Spanish Colonial Revival, Mission Revival, and Victorian are encouraged. The primary focus shall be on constructing a high-quality residential environment.	follow the encouraged styles.
Design Guidelines 6.24 Architecture A. Character Defining Elements (2)	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.	Bay windows and balconies are proposed.
Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (1)	The maximum number of attached units per building shall be 8. Buildings with 3, 4, 5, and 6 units per structure shall be mixed throughout the project.	The proposed project includes 308 units in 4 buildings, which equates to 77 units per building.
Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (2)	Building heights shall be varied to give the appearance of a collection of smaller structures.	The project proposes 3 and 4 story buildings set atop a one story garage podium. This design does not give the appearance of smaller structures.
Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (3)	In some cases, upper stories shall be stepped back to reduce the scale of facades that face the street, common space, and adjacent residential structures.	The facades do not appear to step back along the street or near adjacent residential properties.
Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (5)	The perceived height and bulk of multi-story buildings shall be reduced by dividing the building mass into smaller-scale components and adding details such as projecting eaves, dormers and balconies. The use of awnings, moldings, pilasters and comparable architectural embellishments are also encouraged	The project includes bay windows, but awnings, pilasters, or moldings have not been used.
Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (6)	All building elevations shall be considered in the evaluation of any new construction, additions or alterations. Side and rear views of a building shall not be minimized because of their orientation away from the public right-of-way. The same or compatible design features shall be continued or repeated upon all elevations of a building.	Each elevation is very similar and the same design features are repeated throughout.
Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (7)	Arcades and other types of overhangs shall be used to provide human scale to the interface between the facade and sidewalk.	Arcades, awnings, or overhangs are not proposed.
Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (8)	Building facades that enclose stairwells shall include residential-type windows to reduce the visual bulk of the stairwell and enhance safety. Building facades enclosing elevator shafts shall use architectural treatments to	The building elevations propose residential type windows along the stairwells.

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	reduce visual mass	
Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (9)	All mechanical equipment, whether mounted on the roof or the ground, shall either be suitably screened or placed in locations that are not viewed from residences, common areas, or the street. All screening devices shall be compatible with the architecture and color of the adjacent buildings.	Based on the provided plans, this standard appears to have been met.
Design Guidelines 6.24 Architecture C. Entryways (1)	Courtyard doors or gates used at multifamily building entries shall be attractively designed as an important architectural feature of the building or complex.	This level of detail was not provided.
Design Guidelines 6.24 Architecture C. Entryways (2)	Strongly delineate the separation between public and private space with paving, building materials, grade separations, or with physical barriers such as landscaping, fences, walls, screens, or building enclosures.	Fencing is proposed around the exterior of the site.
Design Guidelines 6.24 Architecture E. Building Materials (1)	The development's dwelling units, community facilities, and parking structures shall be unified by a consistent use of building materials, textures, and colors. Exterior columns or supports for site elements, such as trellises and porches, shall utilize materials and colors that are compatible with the entire project.	A colors and materials board was submitted that shows a consistent color palette.
Design Guidelines 6.24 Architecture E. Building Materials (2)	Building materials shall be durable, require low maintenance, and relate a sense of quality and permanence. Frequent changes in materials shall be avoided.	The majority of the project is proposed to be finished in plaster and stone veneer. The garage is proposed to be a CMU wall.
Design Guidelines 6.24 Architecture E. Building Materials (3)	Inappropriate materials for exterior applications include: Plastics/plastic laminates; Asphalt shingles; Corrugated fiberglass, metal or plastic; Rock veneers or unrealistic imitation rock; Plywood or similar wood; Highly reflective materials; Unfinished concrete; and Unfinished metal, aluminum or similar material.	A stone veneer is proposed as well as a CMU wall for the garage.
Design Guidelines 6.24 Architecture F. Roofs (1)	Rooflines shall be segmented and varied within an overall horizontal context. Varying heights are encouraged	The proposed rooflines are segmented and varied.
Design Guidelines	Combinations of one, one-and-a-half, and	The proposed project has slight

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6.24 Architecture F. Roofs (2)	two story units are encouraged to create variation and visual interest.	variations between four and five story elements
Design Guidelines 6.24 Architecture F. Roofs (3)	Use of vertical elements such as towers may be used to accent the predominant horizontal massing and provide visual interest.	The use of towers has not been proposed.
Design Guidelines 6.24 Architecture F. Roofs (4)	Full hipped or gabled roofs covering the entire building are preferred over mansard roofs and segments of pitched roofs applied at the building's edge.	Mansard roofs are not proposed and gabled roofs are proposed.
Design Guidelines 6.24 Architecture F. Roofs (5)	Roofs shall reflect a residential appearance through pitch and use of materials.	The roofs are pitched and use concrete tile shingles, which add a residential appearance.
Design Guidelines 6.24 Architecture G. Colors (1)	Color is an important element in establishing a structure's character and architectural style. The predominant color of the building and accessory structures shall be a muted, non-garish tone.	Beige and brown tones have been proposed, which meets this standard.
Design Guidelines 6.24 Architecture G. Colors (2)	Color shall be used as an important accent in the project's appearance. More than one predominant paint color is encouraged. Compatible accent colors shall be used to enhance important architectural elements and details.	Two predominant colors have been proposed for the apartments and a different color has been proposed for the garage.
Design Guidelines 6.24 Architecture G. Colors (3)	Bright or intense colors shall be used very sparingly, and shall typically be reserved for more refined or delicate detailing.	No bright colors are proposed.
Design Guidelines 6.24 Architecture G. Colors (4)	Materials such as brick and stone shall be left in their natural colors.	This standard has been met.
Design Guidelines 6.2.6 Landscaping A. Introduction (1)	Landscaped areas shall generally incorporate plantings utilizing a three-tier system: (1) grasses and ground covers, (2) shrubs and vines, and (3) trees.	A separate landscaping plan was not submitted, which would include this level of information.
Design Guidelines 6.2.6 Landscaping A. Introduction (2)	New landscaping shall complement existing landscape materials, location, and massing on adjacent established developments where appropriate.	A separate landscaping plan was not submitted, which would include this level of information.
Design Guidelines 6.2.6 Landscaping A. Introduction (3)	The following planting design concepts are encouraged within each project: Specimen trees (48 inch box or more) in informal groupings or rows at major focal points; Use of planting to create shadow and patterns against walls; Use of planting to soften building lines and emphasize the positive features of the site; Use of flowering vines on walls, arbors, or trellises; Trees to create canopy and shade, especially	A separate landscaping plan was not submitted, which would include this level of information.

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	in parking areas and passive open space areas; and Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.	
Design Guidelines 6.2.6 Landscaping A. Introduction (4)	Landscaping around the building perimeter is encouraged.	The site plan shows landscaping around the building perimeter.
Design Guidelines 6.2.6 Landscaping A. Introduction (5)	Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces and the use of curbs. Concrete step areas shall be provided in landscape planters adjacent to parking spaces.	A separate landscaping plan was not submitted, which would include this level of information.
Design Guidelines 6.2.6 Landscaping A. Introduction (6)	Vines and climbing plants on powder-coated metal trellises and perimeter walls are encouraged	A separate landscaping plan was not submitted, which would include this level of information. The provided elevations do not show any trellises.
Design Guidelines 6.2.6 Landscaping A. Introduction (7)	Gravel, bark, or Astroturf is not allowed as a substitute for plant materials.	A separate landscaping plan was not submitted, which would include this level of information.
Design Guidelines 6.2.6 Landscaping A. Introduction (8)	Landscaping shall emphasize water-efficient plants.	A separate landscaping plan was not submitted, which would include this level of information.
Design Guidelines 6.2.6 Landscaping B. Landscaping at Site Entries and Entry Statements (1)	The vehicular entry zone shall be treated with special landscape elements that will give individual identity to the project (i.e. special paving, graphic signage, specialty lighting, specimen trees, flowering plants).	A main vehicular entry zone has not been detailed nor has a landscaping plan been submitted.
Design Guidelines 6.2.6 Landscaping B. Landscaping at Site Entries and Entry Statements (2)	Textured paving, stamped concrete or rough textured concrete may be used to delineate site entries.	The concrete material has not been called out on the provided plans.
Design Guidelines 6.2.6 Landscaping C. Landscaped Area Spacing and Size (1)	Plant materials shall be placed so that they do not interfere with the lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs shall not be planted under overhead lines or over underground utilities if their growth might interfere with such public utilities. Trees and large shrubs shall be placed as follows A minimum of 8 feet between the center of trees and the edge of the driveway, 6 feet from a water meter, gas meter, and sewer laterals. A minimum of 25 feet between the center of trees and the beginning of curb returns at intersections.	Planting and lighting plans have not been submitted for this project. Based on the submitted site plan, the trees will likely not meet these standards.

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	A minimum of 15 feet between the center of trees and large shrubs to utility poles and street lights; and A minimum of 8 feet between the center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.	
Design Guidelines 6.2.7 Walls and Fences A.	The design of walls and fences, as well as the materials used, shall be consistent with the color shall be compatible with the development and adjacent properties. Paint color used on fences shall be common colors readily purchased and kept readily available on the development's premises.	The colors and materials board calls out a black fence, which would match the balcony railings on the buildings.
Design Guidelines 6.2.7 Walls and Fences B.	Visually penetrable materials (e.g., wrought iron or tubular steel) shall be used in areas of high activity (i.e., pools, playgrounds) and areas adjacent to street frontage.	Wire fencing has been proposed, but details have not been provided.
Design Guidelines 6.2.7 Walls and Fences D.	Perimeter walls shall incorporate various textures, staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of perimeter walls. Chain link fencing is not permitted.	An existing wall separates the shopping center and neighboring residential development. This wall is proposed to stay. No new walls are proposed. A straight, non-staggered perimeter fence is proposed.
Design Guidelines 6.2.7 Walls and Fences G.	Long continuous perimeter walls are discouraged. Perimeter walls shall incorporate wall inserts and or decorative colums or pilasters to provide relief. The maximum unbroken length of a perimeter wall shall be 100 feet	An existing wall separates the shopping center and neighboring residential development. This wall is proposed to stay. No new walls are proposed.
Design Guidelines 6.2.7 Walls and Fences H.	The colors, materials and appearance of walls and fences shall complement the architecture of the buildings. Fencing, where screening is not specifically required, shall be of decorative iron or similar material.	Wire fencing has been proposed, but details have not been provided.
Design Guidelines 6.2.8 Multi Family Storage A.	Adequate private storage space shall be provided for all multi-family units	The project plans do not show any lockable storage spaces for the occupants of the dwelling units.
Design Guidelines 6.2.8 Multi Family Storage B.	A minimum of 250 cu feet of lockable, enclosed storage space shall be located in a garage, carport, storage building or in an enclosed storage space that is accessed from the rear of the unit. Exterior closets on balconies may also b e used if not visible from the public right of way	The project plans do not show any lockable storage spaces for the occupants of the dwelling units. The proposed 308 dwelling units would require 77,000 cubic feet of storage space to comply with this requirement.
Design Guidelines 6.2.8 Multi Family Storage C.	Multi-family storage must be in addition to designated utility area.	The project plans do not show any lockable storage spaces for the occupants of the dwelling units.
6.2.9 Trash and Storage	Trash enclosures shall be sized to	The trash enclosures appear

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Facilities E.	accommodate both recycling and trash containers.	undersized, but would need to be verified by Republic Services.
Design Guidelines 6.2.10 Community Facilities and Open Space A.	Residents of housing projects shall have access to community facilities and useable open space, whether common or private, for recreation and social activities.	Open space areas have been proposed.
Design Guidelines 6.2.10 Community Facilities and Open Space B.	All support buildings within multi-family residential projects (i.e., laundry facilities, recreation buildings, and sales/lease offices) shall be compatible in architectural design with the rest of the complex.	The design of the clubhouse uses a different roof design and architectural details than the main buildings.
Design Guidelines 6.2.10 Community Facilities and Open Space C.	The design and orientation of open space areas shall be sheltered from the noise and traffic of adjacent streets or other incompatible uses.	The proposed open spaces areas are generally sheltered by the buildings.
Design Guidelines 6.2.10 Community Facilities and Open Space D.	Buildings shall be oriented to create courtyards and open space areas, thus increasing the area's aesthetic appeal. Community features such as plazas, interactive water features, and community gardens shall be included whenever possible.	Courtyards are provided, but water features and community gardens are not proposed.
Design Guidelines 6.2.10 Community Facilities and Open Space E.	Community facilities and open spaces shall be conveniently located for the majority of units.	The courtyards are at the center of the project, but the plans do not show convenient access to the courtyards.
Design Guidelines 6.2.10 Community Facilities and Open Space F.	Open space areas shall take advantage of prevailing breezes and direction of the sun to provide natural lighting and ventilation for open spaces.	The main courtyard of the project would be oriented on a north-south axis, which may provide consistent light throughout the day.
Design Guidelines 6.2.10 Community Facilities and Open Space G.	Community facilities and open spaces shall be contiguous to the units they serve and be screened from public view.	The open spaces would be generally screened by the buildings, but the fire lane in the center of the courtyard would allow the public to view into the courtyard.
Design Guidelines 6.2.10 Community Facilities and Open Space H.	Children's play areas shall be visible from as many units as possible.	A play area has not been proposed.
Design Guidelines 6.2.10 Community Facilities and Open Space I.	In large developments, separate, but not necessarily segregated, play areas or informal outdoor spaces shall be provided for different age groups for safety reasons. Small developments may combine play areas (e.g., a tot lot incorporated into a larger activity area for older children).	Play areas have not been proposed.
Design Guidelines 6.2.10 Community Facilities and Open Space J.	Seating areas shall be provided in areas where adults can supervise children's play and also where school-age children can sit. Seating location shall consider comfort factors, including sun orientation, shade,	Seating areas have not been proposed.

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	and wind.	
Design Guidelines 6.2.10 Community Facilities and Open Space K.	Mailboxes shall be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety.	Each garage has four mailbox locations, which will total eight mailbox locations for the entire project. The mailboxes are proposed next to the stairwells, but not in a separate mail room.

ATTACHMENT "E"

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ARTICLE 7: MULTI-FAMILY RESIDENTIAL DEVELOPMENT STANDARDS

§ 9-5.701 PURPOSE.

The purpose of this article is to promote high-quality design and provide a pleasant residential environment within the context of higher-density development; ensure the provision of amenities for residents of multi-family developments; foster pedestrian access; and create visually attractive street frontages that offer architectural and landscape interest.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.702 APPLICABILITY.

The standards of this article apply to multi-family dwellings in any district in which they are permitted or conditionally permitted.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.703 TRANSITION REQUIREMENTS ADJACENT TO SINGLE-FAMILY RESIDENTIAL.

Wherever a multi-family residential dwelling is located on a lot that directly abuts any lot developed with an existing single-family detached dwelling that is a conforming use or any lot that is zoned RR, RE, R-4, or R-6, the following standards shall apply to the multi-family development.

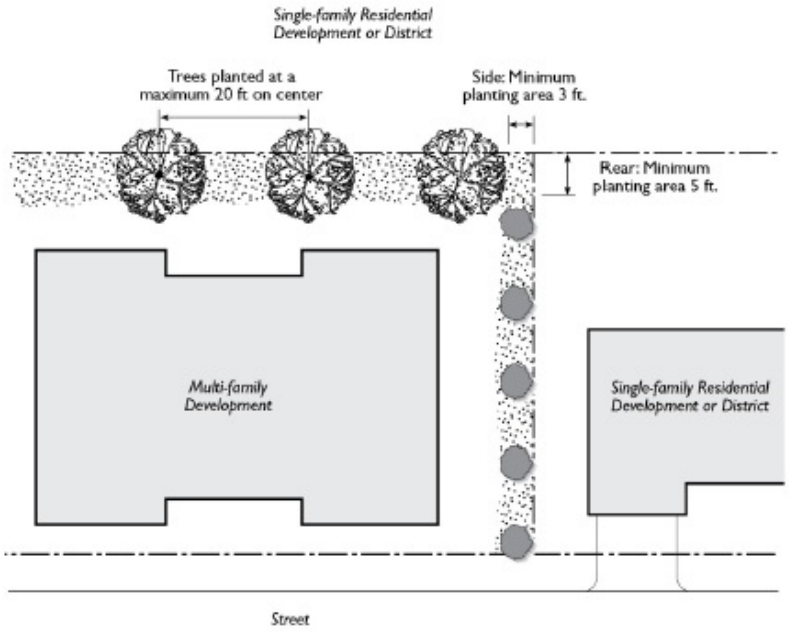
(A) *Rear setbacks.* Notwithstanding the requirements of the Height, Area, and Setbacks Table of § 9-5.601, a minimum rear setback of 20 feet is required. For existing substandard lots, a modification to or waiver of the minimum 20-foot setback requirement may be requested, subject to provisions of § 9-5.709 and design review.

(B) *Landscape buffers.* Interior side and rear setbacks that abut single-family residential development or a single-family district shall include the following landscaped areas. These landscaped areas shall be measured from the property line and are included within, and are not additional to, the minimum setbacks required by Table TBD.

(1) A landscaped area at least three feet in depth shall be provided along any interior side property line.

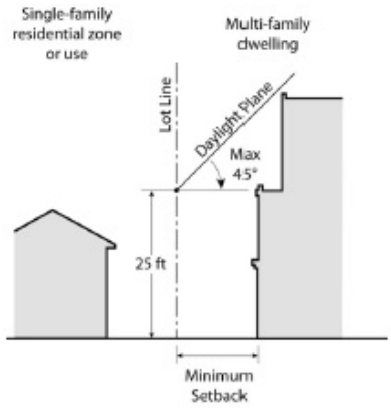
(2) At least 50% of the rear setback shall be a landscaped area at least five feet in depth. Within this landscaped area, trees shall be planted at a maximum distance of 20 feet on center (measured parallel to the rear lot line).

Figure 9-5.703(B): Landscape Buffers



(C) *Required daylight plane.* No portion of the building volume shall encroach into a daylight plane starting at a point that is 25 feet above the property line abutting any adjacent lot with a single-family residential use or zone and sloping upward at a 45-degree angle toward the interior of the lot.

Figure 9-5.703(C): Required Daylight Plane



(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.704 BUILDING FORM.

(A) *Building entries.*

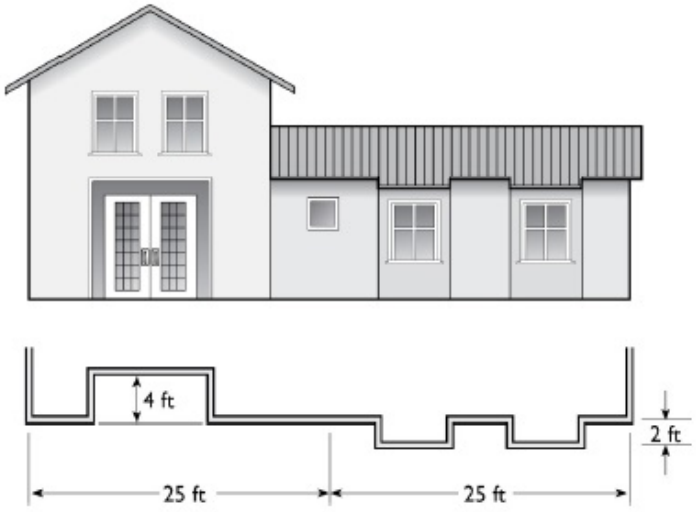
(1) *Orientation.* All units located along public rights-of-way must have a principal entrance that fronts on and is oriented to face the right-of-way. Such entrance shall be clearly visible from the street and shall be connected via pedestrian walkways to the public sidewalk. Exceptions to this requirement may be approved for projects located on arterial streets that carry high traffic volumes and/or streets that do not

allow on-street parking. In such cases, a project may be oriented around courtyards with principal entrances facing the courtyards.

(2) *Entry features.* Building entrances must have a roofed projection (e.g., porch) or recess. Such entry features shall have a minimum depth of five feet, measured perpendicular to the façade on which they are located. Entries that serve a single unit shall have a minimum area of 40 square feet while those that serve two or more units shall have a minimum area of 100 square feet.

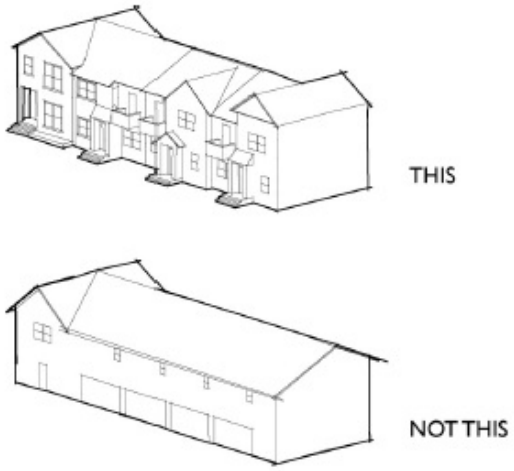
(B) *Façade articulation.* All street-facing facades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 25 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height.

Figure 9-5.704(B): Facade Articulation



(C) *Roof forms.* Variable roof forms shall be incorporated into the building design, and no more than two side-by-side units may be covered by one unarticulated roof. Variation may be accomplished by changing the roof height, offsets, and direction of slope, and by including elements such as dormers.

Figure 9-5.704(C): Roof Forms



(D) *Window design.*

(1) *Relief.* All windows shall either be recessed or surrounded by trim at least four inches in width and two inches in depth.

(2) *Shade features.* At least 20% of all windows on each building shall have exterior sun shades, such as roof overhangs (eaves), awnings, or louvered sunshades.

(Ord. 2089-C-S, passed 6-24-14)

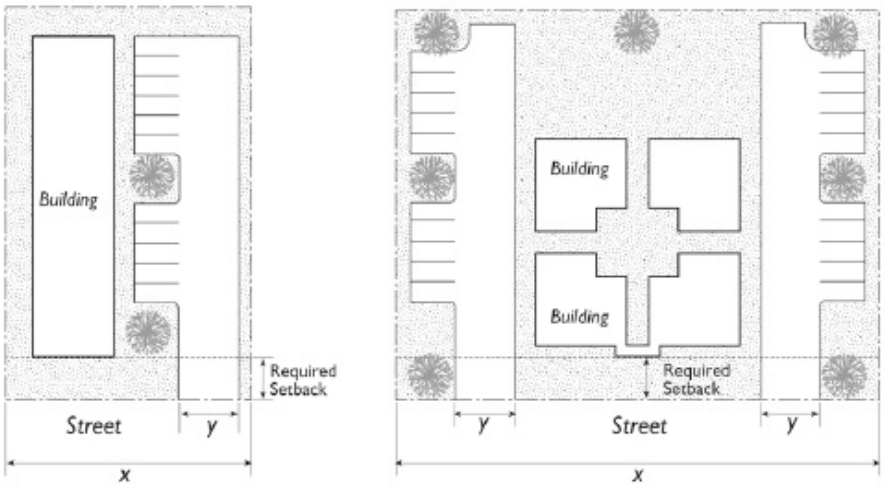
§ 9-5.705 SITE DESIGN FOR PARKING, CIRCULATION, AND ACCESS.

Multi-family dwelling projects shall comply with the regulations of Article 17, Required Parking, as well as the standards of this section.

(A) *Parking location and frontage.*

(1) *Maximum width.* The maximum width of parking area within the required front setback, including driveways, open parking, carports, and garages, but excluding underground parking and parking located behind buildings, may not exceed 25% of the linear street frontage.

Figure 9-5.705(A)(1): Maximum Parking Area Frontage



The maximum width of driveways within the required front setback shall not exceed 25 percent of the linear street frontage ($y \leq 25\% x$)

The maximum width of driveways within the required front setback shall not exceed 25 percent of the linear street frontage ($y + y \leq 25\% x$)

(2) *Parking location.* Parking facilities shall be located according to one or more of the alternatives listed below. This locational requirement applies to parking for both residents and guests, as well as any parking that exceeds the required minimum. In all cases, the requirements of § 9-5.1703.1, Off-Street Parking Requirements by Use, which establishes the number of required parking spaces and number of covered spaces per unit, must be met. Parking shall be provided in one of the following locations or in a combination of the following locations:

(a) Covered and enclosed parking within a detached garage located to the rear of the residential building in relation to the public street. Such garage may front an alley that is internal to the project. Any garage door visible to any street shall be recessed at least six inches from the surrounding building wall and shall be surrounded by trim of at least two inches in depth.

(b) Covered and enclosed parking integrated into the residential building, in which garage doors are located on the side or rear of the building and not facing a street. For the purposes of this regulation, doors

shall be considered not to face a public street if they are oriented 45 degrees or more from parallel with the street.

(c) Covered and enclosed parking integrated into the residential building with garage doors facing or within 45 degrees of parallel with the street. Such garages shall comply with the following standards:

1. *Maximum width.* Garages shall not exceed 50% of the overall width of the building façade of which they are a part. For the purposes of this requirement, garage width is considered the internal width of that portion of a building facade that is backed by a garage space. This dimension is measured from midpoint to midpoint of any enclosing walls that are perpendicular to the garage door or entry.

2. *Setback/recess.* Garages shall conform to one of the following setback standards:

a. Garages shall be located at least five feet behind the primary wall of the dwelling. For the purposes of this regulation, "primary wall" shall consist of any wall at least ten feet in width and one story in height. Garage doors shall be recessed at least six inches from the surrounding wall.

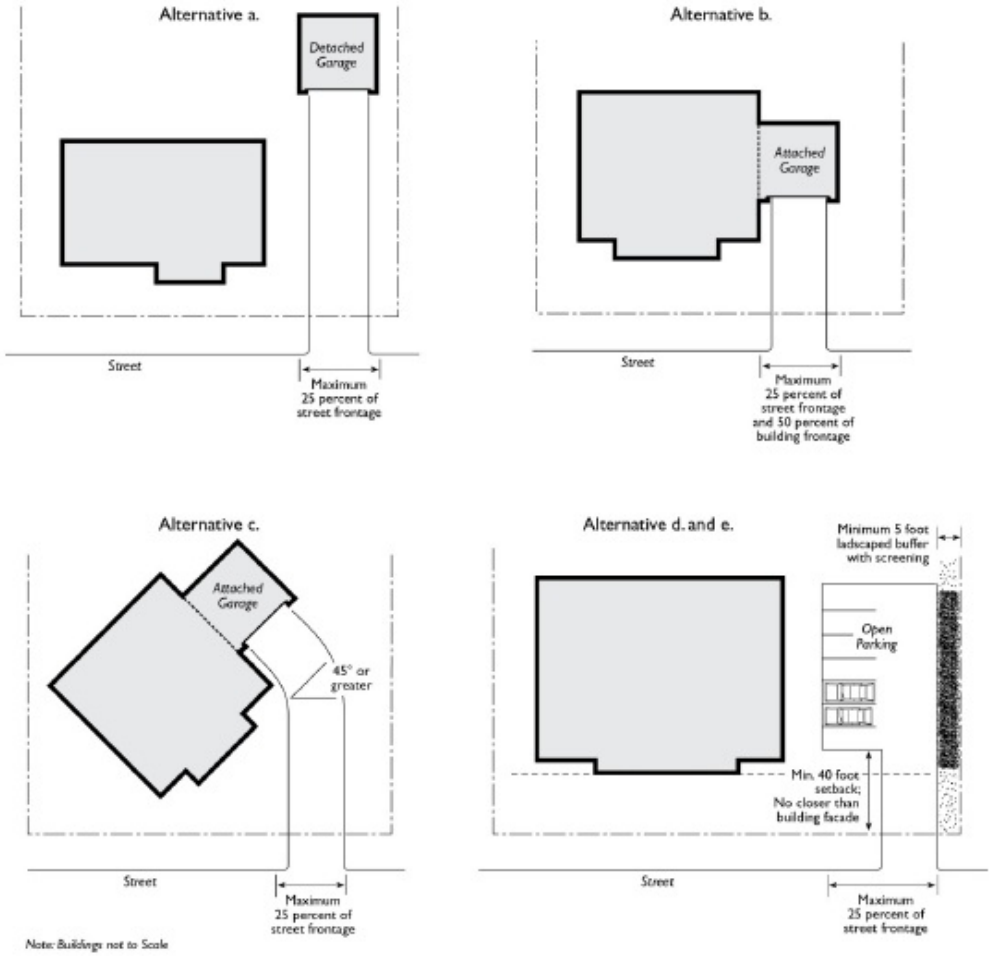
b. Garage space located below living space may be set back the same distance as the remainder of the building façade. Garage doors shall be recessed at least six inches from the surrounding wall.

c. *Detailing.* Trim of at least two-inch depth shall be provided surrounding garage doors.

(d) Open parking or carports located to the rear of buildings in relation to the street. Such parking facilities must be set back at least 40 feet from any adjacent street, and landscaped according to the standards of § 9-5.1716, Parking Lot Landscaping; Design Standards. The setback area shall include a landscaped buffer at least five feet in depth (measured perpendicular to the interior lot line) adjacent to any other lot. Parking areas shall be screened from adjacent lots with a solid fence, wall, or dense hedge at least five feet in height.

(e) *Open parking located to the side of buildings.* Such parking must be set back at least 40 feet from any adjacent street or no closer to the street than the front façade of the residential building, whichever is greater. The setback area shall be landscaped according to the standards of § 9-5.1716, Parking Lot Landscaping; Design Standards. The setback area shall include a landscaped buffer at least five feet in depth (measured perpendicular to the interior lot line) adjacent to any other lot. Parking areas shall be screened from adjacent lots with a solid fence, wall, or dense hedge at least five feet in height. Parking area setbacks on corner lots may be modified by the Zoning Administrator when deemed necessary in order to provide adequate visibility for traffic safety.

Figure 9-5.705(A)(2): Parking Location Alternatives



(B) *Driveways-number and width.* For lots 75 feet wide or less, a maximum of one driveway per lot is permitted. For lots greater than 75 feet in width, additional driveways are permitted but shall be spaced at least 75 feet apart. No driveway shall exceed 20 feet in width at any property line abutting a street or one-half of the width of the street frontage of the lot, whichever is less.

(C) *Pedestrian access.*

(1) *Connection to public sidewalks.* Every multiple-family dwelling shall have a walkway connecting the main building entry to the public sidewalk in the right-of-way on each street frontage. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall have an unobstructed width of at least four feet, and shall be of concrete, decorative pavers, or other durable, all-weather surface.

(2) *Connection to parking areas.* Every multiple-family dwelling shall have a walkway between a building entry and the parking area for the units served by it. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall be at least four feet wide, and shall be of a durable, all-weather surface.

(3) *Connection to open space, recreation facilities, and public parks.* Walkways shall be provided that connect building entries for the units served to any common usable open space or recreational facilities on site or to any public park facilities located on an adjacent lot.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.706 USABLE OPEN SPACE.

Usable open space to serve multi-family residential dwelling units shall be provided and maintained in compliance with the following table and the requirements of this section.

Table 9-5.706: Minimum Required Usable Open Space		
	R-10 Zone	**R-20, R-25, and R-35 Zones**
Total Usable Open Space per Unit (sq. ft.)	250	200
Minimum Private Open Space per Unit (sq. ft.)	70	60

(A) *Required area and type of open space - multi-family dwellings.* All multi-family residential developments shall be provided the minimum private open space area and minimum total open space area stated in Table 9-5.706, according to the number of units in the development. Once the minimum private open space requirement has been met, the remainder of the required total open space for the development may be provided as either private or common open space. Every development that includes five or more residential units shall provide at least one common open space area that meets the standards of division (D) of this section below.

(B) *Usability.* A surface shall be provided that allows convenient use for residents' outdoor living and/or recreation activities. Such surface shall be any practicable combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. The slope shall not exceed 10%. Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space. Open space on a roof or deck shall include safety railings or other protective devices that meet but do not exceed the minimum height required by the Antioch Building Code.

(C) *Design standards - private open space.*

(1) *Accessibility.* Private usable open space shall be accessible to only one living unit by a doorway or doorways to a habitable room or hallway of the unit.

(2) *Minimum dimensions.* Private usable open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than ten feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet.

(3) *Openness.* There shall be no obstructions over ground-level space except for devices to enhance the usability of the space. Above ground-level space shall have at least one exterior side open and unobstructed for at least eight feet above floor level, except for incidental railings and balustrades. No more than 50% of the ground-level space may be covered by a private balcony projecting from a higher floor.

(4) *Enclosure.* Ground-level space shall be screened from abutting lots, streets, alleys, and paths, from abutting private ways, and from other areas on the same lot by a building wall, by dense landscaping not less than five and one-half feet high and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall not less than five and one-half feet high, subject to the standards for required landscaping and screening in Chapter TBD. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if there is no building located opposite and within 50 feet of the screening.

(D) *Design standards - common open space.*

(1) *Accessibility.* Common usable open space shall be accessible to all the dwelling units on the lot.

(2) *Rooftops.* No more than 20% of the total area counted as common open space may be provided on a roof.

(3) *Facilities.* Common areas may consist of open landscaped areas and gardens, natural areas with trails, patios, swimming pools, picnic and barbeque areas, playgrounds, community gardens, or other such improvements as are appropriate to enhance the outdoor environment of the development. Required components are as follows:

(a) *Seating.* Common usable open space shall include seating.

(b) *Play areas.* Developments that include 15 or more units of at least one bedroom or more must include children's play areas and play structures. This requirement does not apply to senior housing developments.

(4) *Openness and buildings.* There shall be no obstructions above the open space except for devices to enhance the usability of the space. Buildings and roofed structures with recreational functions (e.g., pool houses, recreation centers, gazebos) may occupy up to 20% of the area counted as common open space.

(5) *Minimum dimensions.* 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. Common upper-story decks shall have no dimension less than ten feet. Roof decks shall have no horizontal dimension less than 15 feet.

(6) *Visibility.* At least one side of the common open space shall border residential buildings with transparent windows and/or entryways.

(7) *Pedestrian pathways.* Pedestrian walkways shall connect the common open space to a public right-of-way or building entrance.

(8) *Enclosure.* Common usable open space that is designed as a children's play area or is likely to be used by children shall be screened from abutting streets by dense landscaping up to five and one-half feet high and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall up to five and one-half feet high, subject to the standards for required landscaping and screening in Chapter TBD. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if the play area is not located on an arterial or collector street and if there is no building located opposite and within 50 feet of the screening.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.707 STORAGE SPACE.

Each unit in a multi-family dwelling shall be provided with a separate, enclosed, lockable storage space reserved for the occupants of the dwelling unit. Such storage space shall be located in a garage, storage building, or enclosed individual storage space. Each storage space shall be at least 250 cubic feet in volume and shall have no interior dimension less than four feet.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.708 LANDSCAPING.

In addition to the standards of Article 10, Landscaping and Irrigation, and the Water-Efficient Landscape Ordinance, multi-family dwellings shall comply with the following standards:

(A) *Minimum landscaped area.* A minimum of 25% of any building site shall be landscaped.

(B) *Landscaping of front yards.* All portions of required front yards, except those areas occupied by pedestrian or vehicular access ways, shall be landscaped.

(C) *Materials.* Landscaping shall include plant materials of varying height and may incorporate a combination of groundcovers, shrubs, vines, trees, and garden areas. Landscaping may also include incidental features such as stepping stones, benches, fountains, sculptures, decorative stones, or other ornamental features, placed within a landscaped setting.

(1) *Ground cover materials.* Ground cover shall be of live plant material. Pervious non-plant materials such as permeable paving, gravel, colored rock, cinder, bark, and similar materials shall not cover more than 10% of the required landscape area. Mulch must be confined to areas underneath shrubs and trees and is not a substitute for ground cover plants.

(2) *Size and spacing.* Plants shall be of the following size and spacing at the time of installation:

(a) *Ground covers.* Ground cover plants other than grasses must be at least four-inch pot size. Areas planted in ground cover plants other than grass seed or sod must be planted at a rate of at least one per 12 inches on center.

(b) *Shrubs.* Shrubs shall be a minimum size of one gallon.

(c) *Trees.* Trees shall be a minimum of 15 gallons in size with a one-inch diameter at breast height (dbh). Specimen trees of 36-inch or greater box size are encouraged. At least one specimen tree with a 24-inch or larger box size shall be planted in the landscaped area of the front setback. Trees (center of trees) shall be located a minimum of six feet from water meters, gas meters and sewer laterals; eight feet from any driveway, fire hydrant, fire sprinkler, or standpole connection; and 15 feet from any curb return at an intersection, utility pole, or street light.

(D) *Tree protection.* Newly planted trees shall be supported with double stakes or guy wires. Root barriers shall be required for any tree placed within ten feet of pavement. (See also § 9-5.1210, Regulations on Tree Locations, and § 9-5.1208, Definition of Restricted Trees.)

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.709 PROCEDURES.

The Planning Commission may allow modifications to the dimensional requirements, design standards, and other requirements of this article when so doing is consistent with the purposes of the General Plan and the district and would, because of practical difficulties, topography, and similar physical conditions, result in better design, environmental protection, and land use planning. The Zoning Administrator may review and approve modifications that are requested because a lot is substandard. All other modifications shall require Planning Commission approval. All modifications under this section shall be processed as use permits pursuant to the procedures of Article 27 of this Code.

(A) *Required findings for approval.* In addition to any findings required by § 9-5.2703 of this Code, the Administrator or the Planning Commission may only approve a modification to the requirements of this article based on the following findings:

(1) The project is consistent with the General Plan and any applicable area or specific plan.

(2) The modification meets the intent and purpose of the applicable zone district and is in substantial compliance with the district regulations.

(3) The modification is necessary due to the physical characteristics of the property and the proposed use or structure or other circumstances, including, but not limited to, topography, noise exposure, irregular

property boundaries, or other unusual circumstance including the architectural or historical significance of the structure, and building or site features that will demonstrably reduce use of nonrenewable energy resources or greenhouse gas emissions.

(4) There are no alternatives to the requested modification that could provide an equivalent level of benefit to the applicant with less potential detriment to surrounding owners and occupants or to the general public.

(5) The granting of the requested modification will not be detrimental to the health or safety of the public or the occupants of the property or result in a change in land use or density that would be inconsistent with the requirements of this chapter.

(6) If the modification is requested because it will result in superior or more sustainable design, the review authority must also make the following findings:

(a) The proposed design is of superior quality or is intended to incorporate features that would demonstrably reduce use of nonrenewable energy resources or greenhouse gas emissions;

(b) The structure is an existing residential building and the alteration or addition is intended to increase the habitability and function of the structure, is compatible with the existing neighborhood character, will not substantially interfere with the privacy, sunlight, or air available to neighboring residential uses; and

(c) The proposed design has been reviewed and approved pursuant to Article 26: Design Review Duties and Responsibilities, of this chapter.

(B) *Conditions of approval.* In approving a modification, the Planning Commission may impose reasonable conditions deemed necessary to:

(1) Ensure that the proposal conforms in all significant respects with the General Plan and with any other applicable plans or policies adopted by the City Council;

(2) Achieve the general purposes of this chapter or the specific purposes of the zoning district in which the project is located;

(3) Achieve the findings for a modification granted; or

(4) Mitigate any potentially significant impacts identified as a result of review conducted in compliance with the California Environmental Quality Act.

(C) *Appeals, expiration, extensions, and modifications.*

(1) *Appeals.* The applicant or any other aggrieved party may appeal a decision on a modification in the same manner as a use permit as provided for in Article 27, Design Review, Use Permits, Administrative Use Permits and Variances.

(2) *Expiration, extensions, and modifications.* Modifications granted under this chapter are effective and may only be extended or modified as provided for in Article 27.

(D) *Applicability.* These procedures are not applicable to a project that is entitled to a density bonus concession or waiver pursuant to Article 34, Senior Housing Overlay District, or Article 35, Density Bonus Program, of this Code and may not be used to approve an increase in maximum density or reduction in required parking or to approve a use that is not permitted on the site proposed for development.

(Ord. 2089-C-S, passed 6-24-14)

ATTACHMENT "F"

6.2 multi-family residential

6.2.1 Introduction

The multi-family design guidelines are intended to foster quality developments and to provide a pleasant residential environment within the context of higher density. Multi-family buildings in Antioch shall contribute to the sense of community by carefully relating to the scale and form of adjacent properties, and by designing street frontages that create architectural and landscape interest for the pedestrian and neighboring residents. As defined for purposes of this section, multi-family includes all "attached" dwelling units, including townhouses and apartment complexes.

6.2.2 Design objectives

The design guidelines for multi-family developments are based on the following objectives.

A. Establish distinctive multi-family residential architectural designs that support high quality development.

B. Provide attractive, functional, and convenient site arrangements.

C. Identify landscape materials and designs that enhance the appearance of multi-family housing developments and contribute to the overall quality of the community.

D. Provide amenities appropriate for different age groups of multi-family residential developments as appropriate.

E. Use crime prevention techniques to enhance safety and security within multi-family residential developments such as:

- Avoid long, dead-end drive aisles.
- Off-street parking shall be located interior to the site, and be designed to minimize visual disruption of the overall project design.
- Pathway lighting is a safety feature and shall be used to light all pathways and open areas including pathways from the parking lot to the building's entrance.
- No parking shall be located between a building and a public street.

Figure 6.2.1 The design of this project allows residents to monitor the courtyard

6.2.3 Site Planning

A. Building Siting and Massing

1. Views, particularly of the San Joaquin River and Mount Diablo, mature trees, and similar natural amenities unique to the site shall be preserved and incorporated into development proposals whenever possible.
2. Clustering of multi-family units shall be a consistent site-planning element. Large projects shall be broken up into groups of structures.
3. Buildings shall be generally oriented

to the street with varying setbacks to provide visual interest and varying shadow patterns.

4. Developments shall relate directly to the adjacent street, and present an attractive and interesting facade to passersby as in figure 6.2.2.

Figure 6.2.2 These townhouses are oriented to the street

5. Buildings shall be oriented to promote privacy to the greatest extent possible.

6. Multi-family residential development shall respect existing development in the immediate area.

B. Circulation

1. Principal vehicular access into multi-family projects shall be through an entry drive.

2. All site entrances shall be visible from a public street and well lighted.

3. The main site entry design shall incorporate patterned or colored concrete.

4. Special accents, such as monument, public art, ornamental features, decoration, special textured paving, flowering accents, walls, shrubs, and the use of specimen trees, shall be used to generate visual interest at entries.

Figure 6.2.3 A n entry sign located at the project entrance is an integral part of a wayfinding system

5. Entry drives shall have sidewalks on both sides.

6. All entry drive locations shall be coordinated with existing or planned median openings.

7. Where possible, all multi-family projects shall incorporate pedestrian connections to adjoining residential, commercial projects, and other compatible land use facilities.

8. Cross circulation between vehicles and pedestrians shall be minimized. A continuous, clearly marked walkway shall be provided from the parking areas to main entrances of buildings.

9. Walkways shall be located to minimize the impact of pedestrians on the privacy of nearby residences or private open space. Avoid siting a walkway directly against a building. A landscaped planting area between

walkways and building facades is strongly encouraged.

Figure 6.2.4 a front walkway landscaped so it does not impact the privacy of residents

C. Parking

1. Multi-family parking areas shall be divided into a series of connected smaller parking courts.
2. Parking areas shall be located within the development's interior and not along street frontages. Carports and tuck-under parking shall not be visible from a public street.
3. Adverse visual impacts of parking areas and garages on the residential character of the street, including blank walls, garage doors, parking facilities, and driveway openings along street frontages, shall be minimized.
4. Carports, detached garages, and accessory structures shall be designed as an integral part of the architecture of projects. They shall be similar in material, color, and detail to the principal buildings of a development. Prefabricated metal carports are prohibited.
5. Parking courts shall be treated as an important public space whose character is clearly and coherently delineated by landscaping, lighting, building massing, and pedestrian/ vehicular circulation.

Figure 6.2.5 A well-designed parking court that incorporates landscaping into the circulation pattern

6. Where garages are utilized, garage doors shall not appear flush with the exterior wall.

6.2.4 Architecture

A. Character Defining Elements

1. While there is no required architectural "style" for multi-family residential structures in Antioch, regional styles such as Craftsman, Spanish Colonial Revival, Mission Revival, and Victorian are encouraged. The primary focus shall be on constructing a high-quality residential environment.
2. 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.

Figure 6.2.6 Balconies can be used to effectively break up the building facade

B. Building Height, Scale and Articulation

1. The maximum number of attached units per building shall be 8. Buildings with 3, 4, 5, and 6 units per structure shall be mixed throughout the project.

Figure 6.2.7 A tri-plex uses changes in color and facade to create the appearance of different buildings

2. Building heights shall be varied to give the appearance of a collection of smaller structures.

3. In some cases, upper stories shall be stepped back to reduce the scale of facades that face the street, common space, and adjacent residential structures.

4. Buildings containing 3 or more attached dwellings in a row shall incorporate at least one of the following:

   a. Each dwelling unit shall have at least one architectural projection not less than 2 feet from the wall plane and not less than 8 feet wide.

Figure 6.2.8 Modern designs incorporate a variety of projections to vary the facade

   b. Projections shall extend the full height of single story buildings, at least one-half the height of two-story buildings, and two-thirds the height of a three-story building; or

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c. A change in wall plane of at least 3 feet for at least 12 feet for each two units.

Figure 6.2.xx Projections and wall plane changes 9 to the style, create interest and break up the monotony of of a multi-family structure

5. The perceived height and bulk of multi-story buildings shall be reduced by dividing the building mass into smaller-scale components and adding details such as projecting eaves, dormers and balconies. The use of awnings, moldings, pilasters and comparable architectural embellishments are also encouraged.

Figure 6.2.10 An example of a dormer window

6. All building elevations shall be considered in the evaluation of any new construction, additions or alterations. Side and rear views of a building shall not be minimized because of their orientation away from the public right-of-way. The same or compatible design features shall be continued or repeated upon all elevations of a building.

7. Arcades and other types of overhangs shall be used to provide human scale to the interface between the facade and sidewalk.

8. Building facades that enclose stairwells shall include residential-type windows to reduce the visual bulk of the stairwell and enhance safety. Building facades enclosing elevator shafts shall use architectural treatments to reduce visual mass.

9. All mechanical equipment, whether mounted on the roof or the ground, shall either be suitably screened or placed in locations that are not viewed from residences, common areas, or the street. All screening devices shall be compatible with the architecture and color of the adjacent buildings.

C. Entryways

1. Courtyard doors or gates used at multifamily building entries shall be attractively designed as an important architectural feature of the building or complex.

2. Strongly delineate the separation between public and private space with paving, building materials, grade separations, or with physical barriers

such as landscaping, fences, walls, screens, or building enclosures.

Figure 6.2.11 A courtyard gate complements the theme of the complex

3. Each entry to a dwelling unit shall be emphasized and differentiated through architectural elements such as porches, stoops, roof canopies, and detailing. Opportunities shall be provided for residents to personalize their entry by providing ground level space or a wide ledge for potted plants.

Figure 6.2.12 Individual dwelling units can be personalized through planters

D. Stairways

1. Not more than four second floor dwelling units shall be served by a single flight of exterior stairs. Where appropriate for the architectural style, the stairway design shall be open to allow views for natural surveillance.

2. Stairways shall be constructed of durable material that is compatible with the design of the primary structure. Prefabricated metal stairs are strongly discouraged but may be considered on a case by case basis.

Figure 6.2.13 stairs should be integral to the architecture of the structure

E. Building Materials

1. The development's dwelling units, community facilities, and parking structures shall be unified by a consistent use of building materials, textures, and colors. Exterior columns or supports for site elements, such as trellises and

porches, shall utilize materials and colors that are compatible with the entire project.

Figure 6.2.14 This project has variety while maintaining similar building materials, textures, and colors

2. Building materials shall be durable, require low maintenance, and relate a sense of quality and permanence. Frequent changes in materials shall be avoided.

3. Inappropriate materials for exterior applications include:

   a. Plastics/plastic laminates;

   b. Asphalt shingles;

   c. Corrugated fiberglass, metal or plastic;

   d. Rock veneers or unrealistic imitation rock;

   e. Plywood or similar wood;

   f. Highly reflective materials;

   g. Unfinished concrete; and

   h. Unfinished metal, aluminum or similar material.

F. Roofs

1. Rooflines shall be segmented and varied within an overall horizontal context. Varying heights are encouraged.

Figure 6.2.15 An example of variation in rooflines for interest

2. Combinations of one, one-and-a-half, and two story units are encouraged to create variation and visual interest.

3. Use of vertical elements such as towers may be used to accent the predominant horizontal massing and provide visual interest.

4. Full hipped or gabled roofs covering the entire building are preferred over mansard roofs and segments of pitched roofs applied at the building's edge.

5. Roofs shall reflect a residential appearance through pitch and use of materials.

6. Roof pitch for a porch may be slightly lower than that of the main building.

7. Carport roofs visible from buildings or streets shall incorporate roof slope and materials to match adjacent buildings. Flat carport roofs are prohibited.

G. Colors

1. Color is an important element in establishing a structure's character and architectural style. The predominant color of the building and accessory structures shall be a muted, non-garish tone.

2. Color shall be used as an important accent in the project's appearance. More than one predominant paint color is encouraged. Compatible accent colors shall be used to enhance important architectural elements and details.

3. Bright or intense colors shall be used very sparingly, and shall typically be reserved for more refined or delicate detailing.

4. Materials such as brick and stone shall be left in their natural colors.

Figure 6.2.16 The stone on this building retains its natural color and complements the colors of the structure

6.2.6 Landscaping

A. Introduction

Landscaping for multi-family projects can be used to define and accent specific areas (e.g., building entrances, parking lots), define the edges of various land uses, provide a transition between neighboring properties (buffering), and screen storage areas. Landscaping shall be used as a unifying element within a project and to ensure compatibility with surrounding projects.

Figure 6.2.17 Landscaping within a multi-family project adds color and interest

1. Landscaped areas shall generally incorporate plantings utilizing a three-tier system: (1) grasses and ground covers, (2) shrubs and vines, and (3) trees.

2. New landscaping shall complement existing landscape materials, location, and massing on adjacent established developments where appropriate.

3. The following planting design concepts are encouraged within each project:

   a. Specimen trees (48 inch box or more) in informal groupings or rows at major focal points;

   b. Use of planting to create shadow and patterns against walls;

   c. Use of planting to soften building lines and emphasize the positive features of the site;

d. Use of flowering vines on walls, arbors, or trellises;

Figure 6.2.18 An example of vines on a trellis

e. Trees to create canopy and shade, especially in parking areas and passive open space areas; and

f. Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.

4. Landscaping around the building perimeter is encouraged.

5. Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces and the use of curbs. Concrete step areas shall be provided in landscape planters adjacent to parking spaces.

6. Vines and climbing plants on powder-coated metal trellises and perimeter walls are encouraged.

7. Gravel, bark, or Astroturf is not allowed as a substitute for plant materials.

8. Landscaping shall emphasize water-efficient plants.

B. Landscaping at Site Entries and Entry Statements

Vehicular entries provide a good opportunity to introduce and identify multi-family projects. The vehicular entry zone in a multi-family development is the area between the public street and the project's internal circulation system.

Figure 6.2.19 Plants, paving, and structures welcome residents and visitors into this project

1. The vehicular entry zone shall be treated with special landscape elements that will give individual identity to the project (i.e. special paving, graphic signage, specialty lighting, specimen trees, flowering plants).

2. Textured paving, stamped concrete or rough textured concrete may be used to delineate site entries.

C. Landscaped Area Spacing and Size

1. Plant materials shall be placed so that they do not interfere with the lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs shall not be planted under overhead lines or over underground utilities if their growth might interfere with such public utilities. Trees and large shrubs shall be placed as follows:

Figure 6.2.20 The landscaping here still allows the light to work effectively

a. A minimum of 8 feet between the center of trees and the edge of the driveway, 6 feet from a water meter, gas meter, and sewer laterals.

b. A minimum of 25 feet between the center of trees and the beginning of curb returns at intersections.

c. A minimum of 15 feet between the center of trees and large shrubs to utility poles and street lights; and

d. A minimum of 8 feet between the center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.

D. Plant Maintenance and Irrigation

1. All young trees shall be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed within 10 feet of pavement or other situations where roots could disrupt adjacent paving/curb surfaces.

2. Automatic sprinkler controllers shall be installed to ensure that landscaped areas will be watered properly. Backflow preventors and anti-siphon valves shall be provided in accordance with current codes.

3. Sprinkler heads and risers shall be protected from car bumpers. "Pop-up" heads shall be used near curbs and sidewalks. The landscape irrigation system shall be designed to prevent run-off and overspray.

Figure 6.2.21 An example of a pop-up sprinkler

4. All irrigation systems shall be designed to reduce vandalism by placing controls in appropriate enclosures.

6.2.6 Lighting

A. Street lighting shall be installed inside the project on both sides of the street using a minimum 70 watt HPSV.

B. All lighting in parking areas shall be arranged to provide safety and security for residents and visitors but prevent direct glare of illumination onto adjacent units.

C. Pedestrian-scaled lighting shall be located along all pedestrian routes of travel within multi-family communities.

Figure 6.2.22 Pedestrian scaled lighting improves the safety of multi-family areas

6.2.7 Walls and Fences

Walls and fences provide security and privacy in addition to screening unsightly views. They can be utilized with landscaping to enhance and buffer the appearance of development. The following guidelines apply to walls and fences in multi-family residential development.

A. The design of walls and fences, as well as the materials used, shall be consistent with the overall development's design. Fence and wall

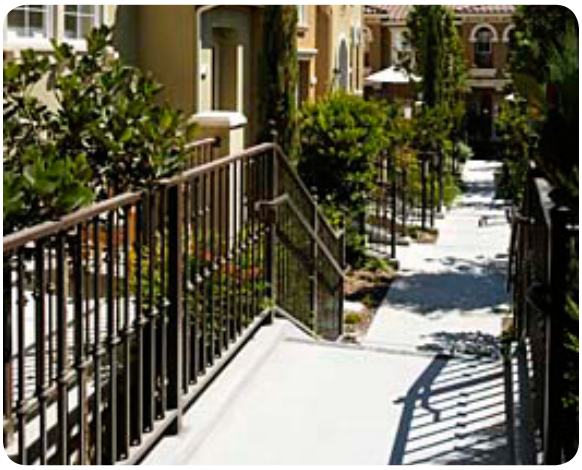

Figure 6.2.23 This fence color is consistent with overall project design

color shall be compatible with the development and adjacent properties. Paint color used on fences shall be common colors readily purchased and kept readily available on the development's premises.

B. Visually penetrable materials (e.g., wrought iron or tubular steel) shall be used in areas of high activity (i.e., pools, playgrounds) and areas adjacent to street frontage.

C. Wall design and selection of materials shall consider maintenance issues, especially graffiti removal and long-term maintenance. Decorative capstones on stucco walls are required to help prevent water damage from rainfall and moisture.

D. Perimeter walls shall incorporate various textures, staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of perimeter walls. Chain link fencing is not permitted.

E. Screen walls, sound walls and retaining walls

height shall be determined by site features and location, such as proximity to noise generators and privacy issues.

F. The proportion, scale, and form of the walls adjacent to homes shall be consistent with the building's design.

G. Long continuous perimeter walls are discouraged. Perimeter walls shall incorporate wall inserts and or decorative colums or pilasters to provide relief. The maximum unbroken length of a perimeter wall shall be 100 feet.

H. The colors, materials and appearance of walls and fences shall complement the architecture of the buildings. Fencing, where screening is not specifically required, shall be of decorative iron or similar material.

6.2.8 Multi Family Storage

A. Adequate private storage space shall be provided for all multi-family units.

B. A minimum of 250 cu feet of lockable, enclosed storage space shall be located in a garage, carport, storage building or in an enclosed storage space that is accessed from the rear of the unit. Exterior closets on balconies may also be used if not visible from the public right of way

C. Multi-family storage must be in addition to designated utility area.

6.2.9 Trash and Storage Facilities

Trash enclosures and storage facilities shall be located in nonconspicuous areas, well screened with landscaping, and fortified so as to protect adjacent uses from noise and odors.

A. Trash enclosure locations shall be accessible for trash collection but shall not block circulation or driveways. Trash enclosures shall be located inside parking courts or at the end of parking bays.

Figure 6.2.24 An example of an appropriate trash enclosure

B. Architectural screening elements shall be constructed of the same materials and finishes as the primary building. Gates shall be solid metal painted to match adjacent building design.

C. Trash enclosures shall be adequately screened on three sides with landscaping.

D. All trash enclosures shall be covered.

E. Trash enclosures shall be sized to accommodate both recycling and trash containers.

F. The trash enclosure pad shall be designed to drain to a pervious surface through indirect soil infiltration in accordance with the Contra Costa Clean Water Program Stormwater C.3 Guidebook, which can be referenced from the following website link: http://cccleanwater.org/construction/nd.php#Guidebook

6.2.10 Community Facilities and Open Space

A. Residents of housing projects shall have access to community facilities and useable open space, whether common or private, for recreation and social activities.

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B. All support buildings within multi-family residential projects (i.e., laundry facilities, recreation buildings, and sales/lease offices) shall be compatible in architectural design with the rest of the complex.

C. The design and orientation of open space areas shall be sheltered from the noise and traffic of adjacent streets or other incompatible uses.

D. Buildings shall be oriented to create courtyards and open space areas, thus increasing the area's aesthetic appeal. Community features such as plazas, interactive water features, and community gardens shall be included whenever possible.

Figure 6.2.25 A community garden provides a chance for residents to interact

E. Community facilities and open spaces shall be conveniently located for the majority of units.

Figure 6.2.26 Community open space is convenient for most units

F. Open space areas shall take advantage of prevailing breezes and direction of the sun to provide natural lighting and ventilation for open spaces.

G. Community facilities and open spaces shall be contiguous to the units they serve and be screened from public view.

H. Children's play areas shall be visible from as many units as possible.

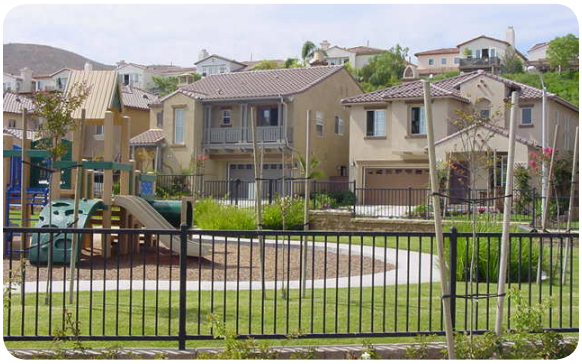

Figure 6.2.27 A playground visually accessible but secure

I. In large developments, separate, but not necessarily segregated, play areas or informal outdoor spaces shall be provided for different age groups for safety reasons. Small developments may combine play areas (e.g., a tot lot incorporated into a larger activity area for older children).

J. Seating areas shall be provided in areas where adults can supervise children's play and also where school-age children can sit. Seating location shall consider comfort factors, including sun orientation, shade, and wind.

K. Mailboxes shall be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety.

L. A trash and recycling receptacle shall be located adjacent to the mailboxes.

ATTACHMENT "G"

ATTACHMENT G

ATTACHMENT "H"

Contra Costa County **Fire Protection District**

December 14, 2017

Ms. Alexis Morris
City of Antioch
Community Development
P.O. Box 5007
Antioch, CA 94531-5007

Subject: Delta Fair Village PDP-16-02
2950-3040 Delta Fair Way, Antioch
CCCFPD Project No.: P-2017-05007-Rev2

Dear Ms. Morris:

We have reviewed the land use permit application to establish to 5 story Condominium buildings (4 Story residential atop 1 story parking garage) at the subject location. In a conversation with Brian Pendley, he stated that there would be no commercial or mercantile occupancies with these two buildings as stated in the enclosed documents. The following is required for Fire District approval in accordance with the 2016 California Fire Code (CFC), the 2016 California Building Code (CBC), , and Local and County Ordinances and adopted standards:

1. Access as shown appears to 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. (503) CFC

   Aerial access road (Buchanan Rd.) shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of the building or portions thereof. At least one of the required access routes meeting this condition 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. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. (D105.2 and D105.3) CFC

   Three gates as shown in the fence line on the west side of the west tower are required for access to that side of the building. A Knox box on the pedestrian exits on the west side of the building is required for fire fighter access. A Knox padlock or breakaway padlock on the large gate on Delta Fair Blvd is required for fire fighter access. The area between the fence and the building shall be landscaped in a manner not to impede firefighting operations.

   Any gates/barriers to entry of the parking garages will require a Knox switch.

2. 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. *Parking is permitted only on the side of the road that does not have hydrants.* (22500.1) CVC, (503.3) CFC

3. 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.

4. The developer shall provide an adequate and reliable water supply for fire protection with a minimum fire flow of 4,317 GPM. Required flow must be delivered from not more than 5 hydrants flowing simultaneously for a duration of 240 minutes while maintaining 20-pounds residual pressure in the main. (507.1), (B105) CFC

5. The developer shall provide 3 new hydrants of the East Bay type and relocate 2 existing hydrants based on proposed site improvements. Maximum spacing between hydrants along approved access roadways shall not exceed 300 feet. (C103.1) CFC

6. The developer shall submit a minimum of two (2) copies of site improvement plans indicating all existing or proposed hydrant locations and fire apparatus access for review and approval prior to obtaining a building permit. ***Final placement of hydrants shall be determined by this office.*** (501.3) CFC

7. ***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 22 / 37 tons.

8. The buildings as proposed shall be protected with an approved automatic fire sprinkler system complying with the 2016 edition of NFPA 13. Submit a minimum of two (2) sets of plans to this office for review and approval prior to installation. (903.2) CFC, , Contra Costa County General Plan / Contra Costa County Ordinance 2016-23

9. The buildings as proposed shall be equipped with an approved standpipe system complying with the 2016 edition of NFPA 14. Submit a minimum of two (2) sets of plans to this office for review and approval prior to installation. (905.3) CFC

10. The developer shall submit a minimum of two (2) complete sets of building construction plans and specifications of the subject project, including plans for any of the following required deferred submittals, to the Fire District for review and approval ***prior to*** construction to ensure compliance with minimum requirements related to fire and life safety. Plan review and inspection fees shall be submitted at the time of plan review submittal. (105.4.1) CFC, (901.2) CFC, (107) CBC

    - Private underground fire service water mains

- Fire sprinklers
- Standpipe
- Fire alarm
-

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

c: Gabriel Chiu
1767 Germano Way
Pleasanton, CA 94566

Brian Pendley
Brian@pendleyinc.com

File:2950-3040 DELTA FAIR BLVD-PLN-2017-05007-REV2

DATE: October 10, 2017 **PROJECT NAME: Delta Fair Village**

"REVISED" PROJECT REFERRAL – REQUEST FOR COMMENTS/CONDITIONS

Development plans and related information for the project identified above, proposed in the City of Antioch, can be accessed at:

www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/ProjectDOCs/PDP-16-02.pdf.
Or at antiochplanning.com

Please review these plans and provide this office with 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 10/31/17 to Alexis Morris** via e-mail at amorris@ci.antioch.ca.us. If you have any questions regarding this project, please call Alexis Morris at (925) 779-6141.

Project No: PDP-16-02 **Address: 2950-3040 Delta Fair Blvd.**	**Application Type: Rezone & Preliminary Dev. Plan**
Project Description: Preliminary Development Plan for a demo. of existing retail buildings, to be replaced with two, 5-story condominium buildings totaling 331 units, =/-7,500 s.f. of new retail for a total of 566,183 s.f. of new buildings.	
Applicant: Gabriel Chiu	
Mailing Address: 1767 Germano Way, Pleasanton, CA 94566	
Phone: 925-963-0898	**E-mail:** gabrielhchiu@gmail.com

FEDERAL/STATE/REGIONAL
- ☐ US Army Corps of Engineers
- ☐ US Fish and Wildlife Service
- ☐ Department of Fish and Game
- ☐ State Regional Water Quality Control Board
- ☐ US Postal Service (Antioch)
- ☐ Sonoma State – Historical/Archaeological
- ☐ Association of Bay Area Governments
- ☐ Bay Area Air Quality Management Dist.
- ☐ East Bay Regional Park District

COUNTY
- ☐ CCC Assessor's Office
- ☐ CCC Community Development Department
- ☒ CCC Fire Protection District (fire@cccfpd.org)
- ☐ CCC Flood Control District

LOCAL
- ☐ Assistant Engineer
- ☐ Mike Boccio, Acting Building Official
- ☐ Lynne Filson, Asst City Engineer
- ☐ Ron Bernal, City Manager
- ☐ City Attorney
- ☐ Environmental Coordinator
- ☐ City Economic Development Div.
- ☒ Anthony Moorefield, P.D.
- ☐ Public Works Director
- ☐ Supervisor Federal Glover
- ☐ Antioch School District
- ☐ Brentwood School District
- ☐ Liberty School District
- ☐ City of Brentwood
- ☐ City of Oakley

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CONTRA COSTA FIRE DISTRICT

P-2017-05007 PGN REV. 2

G82

- ☐ CCC Health Services Department
- ☐ CCC Hazardous Materials Program
- ☐ CCC LAFCO
- ☐ CCC Library (Antioch Branch)
- ☐ CCC Public Works Dept.

UTILITIES

- ☐ A T & T Broadband
- ☐ Contra Costa Water District
- ☐ Delta Diablo Sanitation District
- ☐ SBC/Pacific Bell
- ☐ Pacific Gas and Electric
- ☐ Allied Waste
- ☐ Comcast Cable Communications
- ☐ EBMUD
- ☐ Chevron USA, Inc.
- ☐ ECCID
- ☐ STAN-PAC
- ☐ OXY USA

- ☐ Other: _____
- ☐ Other: _____

- ☐ City of Pittsburg

TRANSPORTATION

- ☐ BART
- ☐ Central Contra Costa Trans. Auth.
- ☐ Metropolitan Trans. Comm
- ☐ Tri-Delta Transit
- ☐ TRANSPLAN
- ☐ Contra Costa Transp. Authority
- ☐ TRANSPAC
- ☐ Cal Trans

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

City of Pittsburg

Community Development Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

November 3, 2016

Attn: Alexis Morris
City of Antioch, Planning Division
PO Box 5007
Antioch, CA 94531-5007

Subject:	**Preliminary Comments on the Delta Fair Village Project**
Application No:	PDP-16-02
Location:	2950-3040 Delta Fair Blvd.

Ms. Morris,

Thank you for providing the City of Pittsburg with an opportunity to submit comments on the proposed Delta Fair Village project. At this time, we would like to offer the following comments:

1) A Traffic Impact Analysis (TIA) that complies with Contra Costa Transportation Authority's Traffic Impact Analysis Guidelines (contained in CCTA's Technical Procedures, dated January 16, 2013), should be performed on this development. The TIA would need to include the City of Pittsburg's approved development projects, including Tuscany Meadows, when analyzing existing and future conditions per TIA guidelines. Intersections to be analyzed should include those to which 50 or more project trips are added. The City would appreciate the opportunity to review and comment on the TIA scope, trip generation and distribution, and draft reports.

2) The City would also appreciate any information that you could provide to clarify how the regional transportation fees would be calculated for this project (i.e. would credit be given for existing uses against new fees for new development?)

Thank you again for the opportunity to submit comments on the project proposal. If you have any questions, please feel free to contact me directly via email at kpollot@ci.pittsburg.ca.us or by phone at (925) 252-6941.

Sincerely,

Kristin Pollot
Planning Manager

Cc: Joe Sbranti, City Manager
Fritz McKinley, Community Development Director
Paul Reinders, Traffic Engineer

CITY OF ANTIOCH
PLANNING COMMISSION

Regular Meeting **February 7, 2018**
6:30 p.m. **City Council Chambers**

Chair Zacharatos called the meeting to order at 6:34 P.M. on Wednesday, February 7, 2018 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 15, 2018.

ROLL CALL

Present:	Commissioners Motts, Martin, Turnage, Schneiderman and Chair Zacharatos
Absent:	Commissioner Conley and Vice Chair Parsons
Staff:	Planning Manager, Alexis Morris
	Associate Planner, Kevin Scudero
	Interim City Attorney, Samantha Chen
	Captain, Tony Morefield
	Minutes Clerk, Kitty Eiden

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

None.

CONSENT CALENDAR

1. Approval of Minutes: December 6, 2018

On motion by Commissioner Motts, seconded by Commissioner Martin, the Planning Commission approved the minutes of December 6, 2018, as presented. The motion carried the following vote:

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

NEW PUBLIC HEARINGS

2. Z-17-03 – 1600 G Street Rezone – Roy Johnson requests Planning Commission approval to rezone his property at 1600 G Street (APN 067-202-014) from Single Family Residential (R-6) to Convenience Commercial (C-1).

Associate Planner Scudero presented the staff report dated February 2, 2018 recommending the Planning Commission approve the resolution recommending that the City Council approve the proposed rezone for 1600 G Street.

In response to Commissioner Motts, Associate Planner Kevin Scudero explained that the City's code did not differentiate between a restaurant and snack bar as it was classified as a food use. He stated this item was a rezone action for a restaurant that was permitted by right so conditions of approval could not be added. He stated that the applicant had indicted to staff that the paint would be changed and the fence would be improved.

In response to Commissioner Martin, Associate Planner Kevin Scudero clarified that uses permitted by right were typical neighborhood serving uses. He noted a liquor or convenience store would require a use permit; however, those uses would not be approved because of the parking requirements and properties proximity to the high school.

In response to Commissioner Turnage, Associate Planner Kevin Scudero stated that he had been told that Antioch High School did not have off campus lunch.

Chair Zacharatos opened the public hearing.

Joanne Rincon, Brentwood resident, stated she owned property in the neighborhood and expressed concern regarding the rezone of the property particularly related to littering, illegal activity, and the lack of available parking in the area. She urged the Planning Commission to consider whether they would want to live across the street from this establishment.

Manuel Madruga, Oakley resident, provided written comment requesting the Planning Commission not recommend approval of the rezone for the property.

Skye Henry, Antioch resident, expressed concern regarding the lack of available parking in the neighborhood and any nuisance that would bring attention to the area.

Roy Johnson stated he kept the business vacant for years while he looked a tenant who would provide catering service, maintain the property, and not generate traffic in the area. He stated he monitored the property to prevent criminal activity and his former tenant would clean the property three times every day.

In response to Commissioner Martin, Mr. Johnson explained the parking was in the front and down the side of the property which was why he was looking for a tenant that would not have customers that remained on site. He noted the proposed use was a catering/take out business. He further noted they had always had a minimum amount of parking. He clarified that they would be replacing the fencing with wrought iron and completing the mural work on the outside of the building.

In response to Commissioner Motts, Mr. Johnson stated the business would not be operated as a snack shop.

In response to Commissioner Turnage, Mr. Johnson stated at this time they were not planning on any outside seating; however, if they changed their minds they would only have one or two tables. He stated with the proposed use as take out or delivery, the concerns voiced regarding parking and debris would be minimized.

Chair Zacharatos closed the public hearing.

Associate Planner Kevin Scudero announced a representative from the Police Department and Code Enforcement Department was present to answer any questions the Commission may have regarding this agenda item. He clarified that with regards to outside dining, in the C-1 commercial district, outdoor dining required a use permit and would be required to come before the Planning Commission or Zoning Administrator for approval.

In response to Commissioner Martin, Associate Planner Kevin Scudero explained that any restaurant could have seating inside the building.

Commissioner Motts stated he supported the historical use of the building and he believed the new use would eliminate some of the problems in the neighborhood.

In response to Chair Zacharatos, Associate Planner Kevin Scudero clarified that assuming the rezone was approved by Council, the restaurant use would be permitted by right and they would need to obtain a business license as well as permits for any improvements required by the building department.

Commissioner Martin stated he understood the speakers concerns; however, being a property owner in town with a non-conforming property he understood the situation. He reported he patronized the former business many times and recognized the historical value. He noted the business had been there many years and he did not see a problem with leaving it that way with the understanding that there were still restrictions on the property. He further noted most uses in the zoning designation would require an additional use permit that would be required to come before the Planning Commission for approval.

RESOLUTION NO. 2018-07

On motion by Commissioner Martin, seconded by Commissioner Motts, the Planning Commission members present unanimously approved the resolution recommending that the City Council approve the proposed rezone for 1600 G Street. The motion carried the following vote:

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

3. **PDP-16-02 – Delta Fair Village –** Gabriel Chiu, Chiu Family LLC, requests Preliminary Development Plan review of a proposal to develop approximately 308 multi-family units, which would be located in two four story buildings located above two single story parking garages. The project would also include a clubhouse, pool and playground located between the two parking garages. The total square footage of the two new buildings would be approximately 534,734 s.f. The project would demolish a portion of the Delta Fair Village Shopping Center and be constructed in its place. The purpose of a Preliminary Development Plan is to gather feedback from the Planning Commission and others in order for the applicant to become aware of concerns and/or issues prior to final development plan submittal. The project would require the following entitlements: a General Plan amendment, a Planned Development Rezone, a Lot Line Adjustment, a Use Permit and Design Review. The project site is located on the northeast corner of Delta Fair Blvd. and Buchanan Road (APNs 076-440-029, -030, -031).

Commissioner Turnage reported he had been friends with the applicant for years and he had been in discussions with the City on this project; therefore, he would recuse himself from this agenda item.

Interim City Attorney Chen advised Commissioner Turnage to leave Council Chambers and stated staff would come get him after the conclusion of the Public Hearing.

Planning Manager Morris presented the staff report dated February 2, 2018 recommending the Planning Commission provide feedback to the applicant and staff for the Final Development Plan submittal.

In response to Commissioner Motts, Planning Manager Morris stated this item was for discussion purposes only.

In response to Commissioner Martin, Planning Manager Morris explained the type of multifamily directly to the east were 2 story apartments and farther to the east were

condominium projects with densities of approximately 20 units per acre. She clarified that to the west of Somersville Road was the potential future Tuscany Meadows project in Pittsburg, which would be approximately 1000 units of single family and apartments which would use Buchanan Road and Somersville Road as their primary access points. She noted there was also a little bit of commercial planned in that development. Additionally, the Buchanan Crossing shopping center on the north side of Buchanan Road was partially built out and on the southeast corner of Buchanan Road and Somersville Road was an application for a multi-tenant commercial center and potential gas station. She stated she was not a market research analyst; however, she believed that with the build out of the area there was an excess of retail square footage in the corridor.

Commissioner Martin stated he had some questions relating to level of service on the roads around the project as well as the adequacy of the sewer and water system.

In response to Commissioner Martin, Planning Manager Morris explained that the property owner paid for the police community finance district. She clarified that the applicant had represented this project as market rate project.

Commissioner Schneiderman questioned if reducing the project by one story was the best approach at addressing staff's recommendation to reduce the density of the project.

Planning Manager Morris responded that there were other design approaches that could be utilized to meet the City's guidelines. She noted the highest density allowed was 35 units per acre and staff was looking for the Planning Commission's recommendation on the density issue. She noted staff's opinion was that 35 units per acre was the upper most threshold that could be accommodated on the site.

Chair Zacharatos stated besides the density and appearance, her greatest concern was the traffic.

Gabriel Chiu, applicant, provided the Planning Commission with sketches increasing the total buildings proposed from 2 to 6. He noted if they were allowed 4 stories above a garage it would be approximately 300 units and there would be a reduction of 75 units if reduced to 3 stories.

In response to Commissioner Martin, Mr. Chiu stated the garage would be gated and there would be security cameras and an intercom system.

Commissioner Martin recommended controlled access to the buildings and providing a way for tenants to bring their furniture up to their units.

Commissioner Martin suggested the applicant address access and lighting for the interior courtyards, as well as include amenities for the area. He noted he did not support a 4 story building next to retail because it was not inviting. He requested the applicant work on the character of the building as staff had suggested.

Mr. Chiu responded that they would comply with all of the recommendations.

Commissioner Martin recommended the following be address prior to consideration of their application:

- Enhancing the façade on the garage
- Varying the height of the units
- Incorporating the City's Design Guidelines
- Providing a marketing study for the commercial/retail properties in the area
- Reducing the project to less than 35 units per acre
- Addressing the affect the project would have on the level of service for traffic in the area

He noted the project as proposed did not fit his criteria for approving a zoning change and general plan amendment.

Chair Zacharatos encouraged Mr. Chiu to work with the staff to address recommendations from staff and the Commission. She reiterated that traffic and esthetics were significant concerns. She encouraged the applicant to decrease the number of units and adhere to the City's guidelines.

Mr. Chiu stated they would attempt to decrease the amount of units.

In response to Commissioner Motts, Captain Morefield reported a nearby apartment complex of 285 units generated approximately 300 calls for service annually and any new complexes would generate additional calls for service. He explained that the Antioch Police Department had met with the applicant and informed him that 300+ units were too many for the area. He stated at that time the applicant seemed receptive to their recommendations for an onsite resident manager, installation of a camera system and reducing the size of the buildings. He noted that the applicant had not presented him with a proposal to increase the project from two to six units. He reported that intersections in the area were heavily impacted during rush hour and anything the applicant could do to decrease the number of units would reduce those impacts.

Chair Zacharatos added that the fire house in the area would also be negatively impacted by more traffic in the area.

Chair Zacharatos closed the public hearing.

Commissioner Motts stated he was generally in favor of mixed use developments especially near transportations corridors; however, the lack of transit access and the existing level of service for Somerville Road interchanges gave him hesitation regarding the viability of this project. He stated he would be happy to see a change to the existing use of the property; however, a general plan amendment and rezone at this level should require an economic study/cost benefit analysis and determine the reasons for the commercial vacancy rates in this corridor. He noted a change should not be made on assumptions when the benefits were questionable. He further noted the projects proximity to retail in the Century Boulevard retail zone could support a zoning change or conclude that the impending development of Tuscany Meadows would highlight a need for future commercial applications supporting an argument against the loss of further commercial inventory. He stated the City must be aware of the impact this project would have on future projects on Somersville Road. He agreed with staff's concerns and supported their recommendations pertaining to the site layout and design as well as the recommendations for traffic, circulation, and parking.

Planning Manager Morris responded that staff would recommend that the applicant initiate the fiscal impact analysis as part of their development application.

Chair Zacharatos stated she was excited to see development in the area; however, she agreed with concerns related to the aesthetics, height of the buildings, density and logistics at this location. She stated the project as presented would not be feasible; however, she believed the applicant could bring forward a viable project for the site.

Commissioner Schneiderman agreed with Chair Zacharatos and noted that it would be nice to see an area that was currently riddled with blight be developed. She stated she supported staff's recommendations and noted that the applicant should design a project that complied with the City's codes.

Interim City Attorney Chen requested Associate Planner Scudero invite Commissioner Turnage back into the meeting; however, Commissioner Turnage was no longer present.

ORAL COMMUNICATIONS

Enhancing Our Quality of Life – Join the Conversation

Director of Community Development Ebbs gave a PowerPoint presentation of the Quality of Life Survey results. He announced the City was continuing to gather information and he presented surveys to the Commissioners for submittal to the City.

WRITTEN COMMUNICATIONS

Commissioner Motts reported the next Transplan meeting had been cancelled.

COMMITTEE REPORTS

None.

ADJOURNMENT

Chair Zacharatos adjourned the Planning Commission at 8:00 P.M. to the next regularly scheduled meeting to be held on March 7, 2018.

Respectfully Submitted,
Kitty Eiden

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE PLANNING COMMISSION

DATE: Regular Meeting of August 19, 2020

SUBMITTED BY: Jose Cortez, Associate Planner JC by Ch

APPROVED BY: Alexis Morris, Planning Manager AM by Ch

SUBJECT: **OAKLEY KNOLLS DESIGN REVIEW AR-19-14**

RECOMMENDED ACTION

It is recommended that the Planning Commission adopt the resolution in Attachment A approving the Design Review application for home designs and architecture for the previously approved Oakley Knolls Subdivision.

DISCUSSION

REQUEST

The Applicant, Discovery Builders Inc. requests design review approval for home designs and architecture for the previously approved development for the Oakley Knolls Subdivision. The proposed plans include four different floor plans, both one- and two-story plans, and three architectural styles including Spanish, Traditional, and Cottage. The 28 single-family homes range between approximately 1,595 to 2,059 square feet in size (sf).

ENVIRONMENTAL

An Initial Study/Mitigated Negative Declaration (ISMND) was previously prepared for the Oakley Knolls Subdivision to identify whether any significant environmental impacts could result from the project. The ISMND determined that the project would not result in any significant environmental impacts and was approved on April 10, 2018 Resolution No. 2018/47. Additionally, the proposed architecture and designs of the homes were analyzed as part of the ISMND and do not constitute a project and would not result in any cumulatively considerable significant impacts. The proposed Design Review is consistent with the project analyzed in the ISMND. Therefore, no further environmental review is required.

BACKGROUND

The project site was previously entitled by the City of Antioch in 2018 for a residential development on 5.56 total acres, including up to 28 single-family residential units. The designs and architecture of the homes were not approved when the subdivision was originally approved. The Planning Commission and City Council had the opportunity to view conceptual designs of the homes and provided feedback to the applicant. The 28 single-family homes ranged between approximately 2,141 to 3,416 square feet in size (SF).

On September 23, 2014, a Preliminary Development Plan (PDP) of the current project was presented to the City Council on September 23, 2014. At that time, the City Council offered direction on the revised subdivision.

On January 18, 2018, the Parks and Recreation Commission considered the Oakley Knolls project and, following due consideration, approved a recommendation to the Planning Commission that the project satisfy its park land obligation through the payment of an in-lieu fee in the amount of $42,000.

On March 21, 2018, the Planning Commission recommended the project be approved by the City Council. The vote for the CEQA document was 4-1. The vote for the Planned Development was 3-2. The vote for the Tentative Map/Final Development Plan was 4-1. The dissenting voters shared concerns about the small lot sizes and the reduced setbacks.

On April 10, 2018, the City Council adopted the Resolution adopting the Oakley Knolls Initial Study and Mitigated Negative Declaration and introduced the Ordinance for a zoning map amendment from Planned Development District (PD) to Planned Development District (PD-15-01). At the same meeting the City Council adopted the Resolution approving a Vesting Tentative Map/Final Development Plan subject to conditions of approval on a 3-2 vote.

On June 12, 2018, the City Council adopted the Ordinance for a zoning map amendment from Planned Development District (PD) to Planned Development District (PD-15-01) on a 5-0 vote.

PROJECT OVERVIEW

On August 9, 2019, the Applicant, Discovery Builders Inc., submitted an application for Design Review of new home designs and architecture incorporating recommendations made by staff and Planning Commission including the following outlined below:

- Clarification about which design elements would be provided, at minimum, to homebuyers and which would be considered upgrades;
- A requirement that at least one model uses an alternative to stucco siding;
- A requirement for a consistent paint or stain color for all visible portions of fences that will be enforced indefinitely by the HOA;
- A modification to the fence plan to place the fences further from the front setback on corner lots;
- A requirement to extend the masonry project wall further into the subdivision to avoid discontinuous materials and improve the long-term view from Oakley Road.

- The front yard landscaping plans will need to identify all utilities or other obstructions within the front yard or adjacent right-of-way.

The applicant is proposing to introduce four new home plans with a building footprint ranging in size from approximately 1,595 to 2,059 SF. Each of the four plans will offer a Spanish, Cottage, and Traditional architectural style. In addition, the project includes construction of three bio-retention basins and a 7,665 square-foot park.

All four plans are relatively equally distributed throughout the project. Three of the four plan types are 36-foot wide with the exception of the Plan 2 which is 34-foot wide to accommodate narrower lots. Plans 2 and 3 have been designed to accommodate shallower 85-foot deep lots while Plans 1 and 4 can be found on lots that are typically 95 feet or deeper. All lots have been plotted to ensure a designated 5ft x 10ft waste receptacle area behind the side yard fence.

ARCHITECTURE

The applicant is proposing four new home plans ranging in size from between approximately 1,595 to 2,059 SF. The proposed architectural styles include a Spanish, Cottage, and Traditional. Themed specific siding, shutters, stone veneer garage doors, window mullions, lighting and roof tiles are included for each architectural style. Each plan also includes enhanced facades at the street corners. The enhancements for each home plan are detailed on the project plans (Attachment E). The architectural styles are consistent with the Citywide Design Guidelines. The home elevations provide articulation and massing avoiding long stretches of blank walls, which is consistent with Section 6.1.4C1 of the Citywide Design Guidelines. The proposed color and materials sheets are included as Attachment “E” to the staff report.

One of the four home plans is a single-story plan, the remaining three plans are all designed as two story. All 28 single-family residences have 20’x20’ two-car garages. The garages are generally recessed behind the main living portion of the homes which is consistent with Section 6.1.3E1 of the Citywide Design Guidelines. Each garage door also has an architectural themed style with an option for glazing insert. Each architectural theme is discussed individually and, in more detail, below.

The applicant also proposes a generally equal distribution of the four proposed plans, the following table summarizes the distribution of the plans.

Plan #	Living Space	Floors	Bed/Baths	Plan Count	Overall %
1	1,679 SF	1	4/2.5	7	25
2	2,641 SF	2	4/2.5	9	32.2
3	2,819 SF	2	5/3.5	6	21.4
4	3,417 SF	2	5/3.5	6	21.4

Traditional

The Traditional elevation features flat roof tiles, stucco, brick veneer and a predominantly siding-clad façade. The Traditional plan features a combination of hip and gable roofs with large prominent entry ways. The siding for the Traditional elevation includes horizontal lap siding, board-and-batten, wood trim and faux wood shutters. This style also includes window trim around all windows and decorative mock vent details.

Spanish

The Spanish elevation features villa roof tiles, brick veneer, stucco body, and, and stucco trim. Also included are prominent arched entry ways with decorative gables. The Spanish plan features a combination of hip and gable roofs. This style also includes window trim around all windows and decorative mock vent details.

Cottage

The Cottage style utilizes a combination of hip and gable roofs. Similar to the Spanish it features prominent arched and large entry ways. The Cottage elevation features flat roof tiles, stucco body, wood trim, faux wood shutters, and ledgestone veneer. This style also includes window trim around all windows and decorative mock vent details.

Sound Wall and Fencing

The Oakley Knolls Subdivision includes the construction of an eight (8) foot CMU block with split-face finish and precast stone cap on walls facing School Street and a wall with stone veneer and precast stone cap along Oakley Road. The sound wall would have a light tone and consist of a split face finish and capped concrete reinforcement posts at regular intervals, consistent with the Residential Design Guidelines. In addition to the sound wall, the subdivision will include good neighbor fencing which includes a wood fence with a bottom and top rail, 4x4 post in a concrete footing.

Private Park

On January 18, 2018, the Parks and Recreation Commission evaluated the project and determined that it qualified for the mandatory payment of $42,000 in park in-lieu fees based on the small number of lots being created.

The applicant has proposed a 7,665 square-foot private park that would be owned and maintained by the project's Homeowner's Association. This park would be available for the residents of the neighborhood and only residents located within the development would have access to the park. The park would contain typical park amenities, including the following:

- A children's playhouse and tot lot
- 1 picnic table
- 1 ADA accessible picnic table
- 4 Park benches
- Open space for gathering and passive use with sod .

The park contributed to the findings made for the Planned Development approval and helps compensate for the smaller lots. In lieu of typical lot sizes and rear yards, the residents would have a shared park to use.

ATTACHMENTS

A. Resolution
B. April 10, 2018 City Council Resolution No. 2018/47
C. April 10, 2018 City Council Resolution No. 2018/48
D. Project Plans
E. Project Narrative
F. Percentage Breakdown

PLANNING COMMISSION
RESOLUTION NO. 2020-**

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH APPROVING THE DESIGN REVIEW APPLICATION FOR NEW HOME ARCHITECTURE AND HOME DESIGNS FOR THE OAKLEY KNOLLS SUBDIVISION

WHEREAS, the Planning Commission for the City of Antioch received a request for approval of a design review application from Discovery Builders Inc. for new home architecture and home designs for the Oakley Knolls Subdivision project located on the north side of Oakley Road, immediately south of the terminus of Honeynut Street, east of Willow Avenue, and west of Phillips Lane (APN 051-430-001 to 018) (AR-19-14),

WHEREAS, at its regular meeting of March 21, 2018, the Planning Commission recommended that the City Council approve the resolution adopting the Initial Study/Mitigated Negative Declaration for the proposed project and adopt an ordinance to rezone the subject property to Planned Development District (PD-15-01);

WHEREAS, an Initial Study/Mitigated Negative Declaration ("ISMND") was previously prepared for the Oakley Knolls Subdivision for the Oakley Knolls Subdivision in accordance with the California Environmental Quality Act ("CEQA") Guidelines Section 15070;

WHEREAS, the project is consistent with the ISMND and, therefore, in accordance with the CEQA Guidelines Section 15162, a subsequent environmental document is not required;

WHEREAS, on April 10, 2018, the City Council adopted the Vesting Tentative Map/Final Development Plan consisting of 28 single-family homes;

WHEREAS, on June 12, 2018, the City Council adopted the Ordinance for a zoning map amendment from Planned Development District (PD) to Planned Development District (PD-15-01);

WHEREAS, the Planning Commission duly gave notice of public hearing as required by law; and

WHEREAS, the Planning Commission on August 19, 2020, duly held a public hearing, received and considered evidence, both oral and documentary.

NOW, THEREFORE, IT BE RESOLVED that the Planning Commission of the City of Antioch does hereby **APPROVE** the Design Review (AR-19-14) of the Oakley Knolls Subdivision, consisting of 28 single-family homes and related improvements located on the north side of Oakley Road, immediately south of the terminus of Honeynut Street, east of Willow Avenue, and west of Phillips Lane, subject to the following conditions (APN 051-430-001 to 018) (AR-19-14):

A. GENERAL CONDITIONS

1. The applicant shall defend, indemnify, and hold harmless the City in any action brought by a third party to challenge the land use entitlement. In addition, if there is any referendum or other election action to contest or overturn these approvals, the applicant shall either withdraw the application or pay all City costs for such an election.

2. The project shall be implemented as indicated on the application form and accompanying materials provided to the City and in compliance with the Antioch Municipal Code, or as amended by the Planning Commission.

3. No building permit will be issued unless the plan conforms to the plans as approved by the Planning Commission and the standards of the City.

4. This approval expires two years from the date of approval (expires August 19, 2022), unless a building permit has been issued and construction has diligently commenced thereon and has not expired, or an extension has been approved by the Zoning Administrator. Requests for extensions must be received in writing with the appropriate fees prior to the expiration of this approval. No more than one one-year extension shall be granted.

5. No permits or approvals, whether discretionary or mandatory, shall be considered if the applicant is not current on fees, reimbursement payments, and any other payments that are due.

6. No signs shall be installed on this site without prior City approval.

B. PROJECT SPECIFIC CONDITIONS

1. The Oakley Knolls Design Review shall comply with all previous project conditions of approval, except as modified herein, and mitigation measures adopted for the Oakley Knolls Subdivision, including those found in the following adopted City Council resolutions:

    - Resolution adopting the Oakley Knolls Initial Study and Mitigated Negative Declaration (ISMND) (Resolution 2018-47);
    - Resolution approving a Vesting Tentative Map/Final Development Plan for the Oakley Knolls Subdivision (Resolution 2018-48); and
    - Ordinance adopting a zoning map amendment from Planned Development District (PD) to Planned Development District (PD-15-01) (Ordinance No. 2142-C-S)

2. This design review approval applies to the construction of approximately 28 single-family homes, fencing, walls, and other associated improvements as depicted on the plans submitted to the Planning Division (date stamped Received August 03, 2020) that include the following:

   a. Four floor plans with three elevations.

   b. The four plans will offer a Spanish, Cottage, and Traditional elevation.

3. The homes will be plotted per the approved plan set. Any changes to the plotting shall require approval of the Community Development Director prior to issuance of building permits for the homes.

4. The design of Parcel "F" park shall be consistent with the plans submitted to the City on August , 2020 and shall include an all abilities play structure.

* * * * * * * *

I HEREBY CERTIFY the foregoing resolution was duly adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 19th day of August 2020.

AYES:
NOES:
ABSTAIN:
ABSENT:

_____

Forrest Ebbs
Secretary to the Planning Commission

RESOLUTION NO. 2018/47

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING THE MITIGATED NEGATIVE DECLARATION FOR THE OAKLEY KNOLLS PROJECT AS ADEQUATE FOR ADDRESSING THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

WHEREAS, the City received an application from Discovery Builders, Inc. for approval of a Planned Development Rezone, Final Development Plan with Design Review, and a Vesting Tentative Map, to subdivide an approximately 5.56-acre undeveloped parcel to construct 28 single-family residences, a 7,665 square-foot private park, three bio-retention basins, and other supporting infrastructure (PD-15-01). The Project is located on Oakley Road at the southern terminus of Honeynut Street (APN 051-430-001 to 018); and,

WHEREAS, the City, as lead agency under the California Environmental Quality Act ("CEQA"), has completed the Mitigated Negative Declaration ("MND") for the Project in accordance with Section 15070 of Title 14 of the California Code of Regulations; and,

WHEREAS, this document contains the City's CEQA findings supporting adoption of the MND; and,

WHEREAS, consistent with CEQA requirements, the MND was released for public and agency review on March 1, 2018 with the comment period ending on March 20, 2018. Staff received no comment letters during the review period; and,

WHEREAS, the MND must be adopted per Resolution as outlined by State law; and,

WHEREAS, the Planning Commission has reviewed the IS/MND for this Project; and,

WHEREAS, on March 21, 2018, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary and recommended adoption to the City Council of the Final IS/MND; and,

WHEREAS, the custodian of the Final IS/MND is the City of Antioch, Community Development Department. The Final IS/MND is available for public review on the second floor of City Hall in the Community Development Department, Monday-Friday 8:00 am – 5:00 pm.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED, as follows:

1. The foregoing recitals are true and correct.

2. The City Council of the City of Antioch hereby FINDS, on the basis of the whole record before it (including the Initial Study and all comments received) that:

   a. The City of Antioch exercised overall control and direction over the CEQA review for the Project, including the preparation of the Final Initial Study and Mitigated Negative Declaration, and independently reviewed the Final IS/MND; and,

   b. There is no substantial evidence that the Project will have a significant effect on the environment once mitigation measures have been followed and assuming approval of the Zoning Ordinance amendment; and,

   c. The Final IS/MND reflect the City's independent judgment and analysis.

3. The City Council hereby APROVES AND ADOPTS the Initial Study / Mitigated Negative Declaration for the Project (Exhibit A).

* * * * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 10th day of April, 2018, by the following vote:

AYES: Council Members Tiscareno, Ogorchock and Mayor Wright

NOES: Council Members Wilson and Thorpe

ABSENT: None

ABSTAIN: None

ARNE SIMONSEN, CMC
CITY CLERK OF THE CITY OF ANTIOCH

RESOLUTION NO. 2018/48

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING A VESTING TENTATIVE SUBDIVISION MAP AND FINAL DEVELOPMENT PLAN FOR THE OAKLEY KNOLLS PROJECT

WHEREAS, the City received an application from Discovery Builders, Inc. for approval of a Vesting Tentative Map and Final Development Plan to subdivide an approximately 5.56-acre undeveloped parcel and to grant Final Development Plan approval to construct 28 single-family residences, a 7,665 square-foot private park, three bio-retention basins, and other supporting infrastructure (PD-15-01). The Project is located on Oakley Road at the southern terminus of Honeynut Street (APN 051-430-001 to 018); and,

WHEREAS, an Initial Study / Mitigated Negative Declaration was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15162; and,

WHEREAS, on March 21, 2018, the Planning Commission held a duly noticed public hearing on the matter, and received and considered evidence, both oral and documentary and recommended adoption of the Initial Study / Mitigated Negative Declaration to the City Council; and,

WHEREAS, on March 21, 2018, the Planning Commission recommended approval of a rezone to Planned Development (PD-15-01) to the City Council; and,

WHEREAS, the City Council duly gave notice of public hearing as required by law; and,

WHEREAS, on April 10, 2018, the City Council duly held a public hearing on the matter, and received and considered evidence, both oral and documentary; and,

WHEREAS, on April 10, 2018, the City Council introduced an ordinance to rezone the subject property to Planned Development (PD-15-01); and,

WHEREAS, on April 10, 2018, the City Council duly held a public hearing on the matter, and received and considered evidence, both oral and documentary.

NOW THEREFORE BE IT RESOLVED, that the City Council does hereby make the following findings for approval of a Vesting Tentative Subdivision Map:

1. That the Vesting Tentative Subdivision Map, design and improvements are consistent with the General Plan, as required by Section 66473.5 of the Subdivision Map Act and the City's Subdivision Regulations. The site has a proposed General Plan Designation of Mixed Use and proposed Planned Development zoning and the Vesting Tentative Subdivision Map will

accommodate uses that are consistent with the proposed General Plan designation.

2. That the Vesting Tentative Subdivision Map complies with the rules, regulations, standards and criteria of the City's Subdivision Regulations. The proposed Vesting Tentative Subdivision Map meets the City's criteria for the map. The City's Planning and Engineering staff have reviewed the Vesting Tentative Subdivision Map and evaluated the effects of the map proposed and have determined that the Vesting Tentative Subdivision Map as conditioned complies with and conforms to all the applicable rules, regulations, standards, and criteria of the City's Subdivision Regulations.

3. The Conditions of approval protect the public safety, health and general welfare of the users of the project and surrounding area. In addition, the conditions ensure the project is consistent with City standards.

NOW THEREFORE BE IT RESOLVED, that the City Council does hereby make the following required findings for approval of a Final Development Plan:

1. Each individual unit of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability, and the uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another zoning district. The proposed uses include single-family residential, along with ancillary park, detention basins, and landscape parcel. Each of these uses will be beneficial to the neighborhood and provide amenities, such as the park, that could not be achieved under traditional zoning.

2. The streets and thoroughfares proposed meet the standards of the city's Growth Management Program and adequate utility service can be supplied to all phases of the development. The project includes the development and dedication of public streets that meet all City standards. In addition, adequate utility service can be supplied to the project.

3. Any commercial component is justified economically at the location(s). No commercial component is proposed.

4. Any residential component will be in harmony with the character of the surrounding neighborhood and community and will result in densities no higher than that permitted by the General Plan. The proposed residential component will contain single-family homes which are similar in character to the single-family homes to the immediate north of the project in the Almondridge Neighborhood. The General Plan density for the Medium Low Density Residential neighborhood is 6 units per acre. The proposed project would produce a gross density of 5 units per acre.

5. Any industrial component conforms to applicable desirable standards and will constitute an efficient, well-organized development with adequate provisions for railroad and/or truck access and necessary storage and will not adversely affect adjacent or surrounding development. No industrial component is proposed.

6. Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan which offer certain unusual redeeming features to compensate for any deviations that may be permitted. The proposal includes the dedication of a 7,665 square-foot park that will be improved with amenities including landscaping, furniture and play equipment. The provision of a park is not ordinarily required as part of a standard subdivision. This unusual redeeming feature will compensate for the requested deviations, which primarily include lot size and setback standards. Whereas, strict application of the typical standards would result in larger private yards, the shared park will compensate for the smaller private yards by offering a consolidated, more efficient open space amenity.

7. The area surrounding the P-D District can be planned and zoned in coordination and substantial compatibility with the proposed development. The proposed project does not preclude development of the sites to the east or west of the project and offers a potential connection to the property to the east.

8. The P-D District conforms with the General Plan of the city. The proposed P-D district conforms with the General Plan of the city as it provides residential development consistent with the recommended zoning. Further, it has been demonstrated through economic analysis that the project will not incur short or long term expense to the City through the provision of ordinary services. The project will annex into the CFD-16-01, which will ensure long term funding of police services necessary to serve the project.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Antioch does hereby **APPROVE** a Vesting Tentative Subdivision Map and a Final Development Plan for the development of the Oakley Knolls project (APN 051-430-001 to 018); subject to the following conditions:

A. GENERAL CONDITIONS

1. The project shall comply with the City of Antioch Municipal Code, unless a specific exception is granted thereto, or is otherwise modified in these conditions.

2. This approval expires two years from the date of approval (Expires March 21, 2020).

3. The project shall be completed in one phase. A single Final Subdivision Map shall be submitted addressing all requirements of the Tentative Subdivision Map approval.

4. The applicant shall defend, indemnify, and hold harmless the City in any action brought by a third party to challenge any land use approval or environmental review for the Project. In addition, if there is any referendum or other election action to contest or overturn these approvals, the applicant shall either withdraw the application or pay all City costs for such an election.

5. A final and unchallenged approval of this project supersedes previous approvals that have been granted for this site.

6. Permits or approvals, whether discretionary or ministerial, will not be considered if the applicant is not current on all fees associated with this or any other project within the City of Antioch, reimbursement and/or other payments that are due the City.

7. All required easements or rights-of-way for improvements shall be obtained by the applicant at no cost to the City of Antioch. Advance permission shall be obtained by the applicant from any property owner or, if required from easement holders, for any work done within such property or easements.

8. All advertising signs shall be consistent with the Sign Ordinance or as approved by the Community Development Director. New off-site signage is not permitted.

9. The applicant shall provide a "checklist" of universal design accessibility features to home buyers as required by Section 17959.6 of the Health and Safety Code.

B. <u>VESTING TENTATIVE MAP</u>

1. The Vesting Tentative Map approval is subject to the time lines established in the State of California Subdivision Map Act.

2. Approval is based upon substantial conformance with the Vesting Tentative Map submitted to the City of Antioch on November 14, 2017.

3. Approval of this Vesting Tentative Map shall not be construed as a guarantee of future extension or re-approvals of this or similar maps.

4. Approval of this Vesting Tentative Map does not suggest approval of individual site plans, landscaping or other elements of the project.

C. DISTRICTS AND ANNEXATION

1. The developer shall annex into the Almondridge District 5 Zone 1 Lighting and Landscape District (LLD) or establish a public services CFD. The developer shall accept a level of annual assessments sufficient to maintain the street lights within and streetlights and landscaping adjacent to the project area excluding those areas to be maintained by the HOA and include a proportionate share of maintenance for Almondridge Park. The annual assessment shall cover the actual annual cost of maintenance and will escalate with the cost of living as described in the Engineer's Report.

2. Prior to filing of the first final map for recording, the applicant shall annex into the police financing CFD 16-01.

D. HOME OWNERS ASSOCIATION AND CC&Rs

1. The applicant shall establish a Home Owners Association (HOA) for this project in conformance with the regulations set forth by the California Department of Real Estate. The HOA shall be responsible for enforcing CC&Rs and maintaining:
   a. Parcel "F" park
   b. Parcel "B" bioretention basin
   c. Parcel "C" bioretention basin
   d. Parcel "D" bioretention basin
   e. Parcel "E"
   f. Landscaping in City right-of-way north of the northerly curb line of Oakley Road.
   g. Landscaping in the cul-de-sac island
   h. Storm drain facilities (basins and pipes from structure to the basins).
   i. The City shall be reimbursed if it maintains landscape, storm drain facilities, and all other HOA facilities and amenities that are not maintained by the HOA to an acceptable City level.
   j. All front yard landscaping for residential lots is to be maintained by the HOA.

2. Subject to approval by the state, the CC&Rs shall include a provision indicating that the City of Antioch is named as a third-party beneficiary with the right, but not the obligation, to enforce the provisions of the CC&Rs relating to the maintenance and repair of the property and

improvements, including but not limited to landscaping, streets, curbs, gutters, street lights, parking, open space, storm water facilities and the prohibition of nuisances. The City shall have the same rights and remedies as the Association, Manager or Owners are afforded under the CC&Rs, including but not limited to rights of entry. This right of enforcement is in addition to all other legal and equitable remedies available to the City, including the right to refuse to issue building permits for any building or structure that is not in compliance with applicable federal, state or local laws, regulations, permits or approvals. Neither action nor inaction by the City shall constitute a waiver or relinquishment of any rights or remedies. In addition, the CC&Rs shall include a provision that any design approvals required by the CC&Rs for construction, reconstruction and remodeling are in addition to any approvals needed from the City as well. Further, the CC&Rs cannot be terminated or amended materially without the prior written consent of the Community Development Director and City Attorney of the City of Antioch. The CC&Rs for this project shall be reviewed and approved by the City Attorney and the Community Development Director prior to submittal of the Final Subdivision Map. Material changes are those that would change the fundamental purpose of the development including but not limited to:

a. City approvals of uses or external modifications.

b. Property ownership or maintenance obligations including, but not limited to, common areas, storm water and landscaping.

3. The following restrictions shall be stated in the CC&Rs and disclosed to future buyers:

a. The parking of recreational vehicles, commercial vehicles, trailers, or boats shall be prohibited on any portion of the project site, including in rear or side yards, except within the enclosed garage.

b. The paved driveways shall not be widened for any purpose.

c. Fences shall be maintained in their original condition.

d. Front yard landscaping shall be maintained it its original condition.

4. The applicant and then the HOA, once the CC&Rs are operative, shall maintain all undeveloped areas within this subdivision in an attractive manner, which shall also ensure fire safety.

D. FINAL SUBDIVISION MAP REQUIREMENTS

1. The Final Subdivision Map submittal shall include all of the required information described in Title 9, Chapter 4, Article 5: Final Maps, of the Antioch Municipal Code, including, but not limited to:

   a. Improvement security in one of the following forms:

      i. Bond or bonds issued by one or more duly authorized corporate securities in an amount equal to 100% of the total estimated costs of the improvements for faithful performance, and in an amount equal to 100% of the total estimated costs of the improvements for labor and materials.

      ii. A deposit, either with the city or a responsible escrow agent or trust company, at the option of the City Engineer, of money or negotiable bonds of the kind approved for securing deposits of public moneys, in the amounts and for security as specified above, to be released in the same manner as described above for bonds.

      iii. An irrevocable letter of credit in form acceptable to the City Attorney issued by a financial institution acceptable to the City Attorney in an amount equal to 100% of the total estimated costs of the improvements for faithful performance, no part thereof to be released until the final completion and acceptance of the work by the Council, and in an amount equal to 100% of the total estimated costs of the improvements for labor and materials, no part thereof to be released until the expiration of six months after the completion and acceptance of the work by the Council.

      iv. An instrument of credit from an agency of the state, federal or local government when any agency of such governments provides at least twenty percent of the financing for the portion of the act or agreement requiring security, or from one or more financial institutions subject to regulation by the state or federal government and pledging that the funds necessary to carry out the act or agreement are on deposit and guaranteed for payment, or a letter of credit issued by such financial institution. Such instrument of credit shall be in the amounts, for the security specified, and shall be released, in the same manner described above for bonds and letters of credit.

      v. A lien upon the property to be divided, created by contract between the owner and the city, if the City Engineer finds

that it would not be in the public interest to require the installation of the required improvement sooner than two years after the recordation of the map.

b. An original, signed subdivision agreement, to be executed by the subdivider or his agent, guaranteeing the completion of the construction of the improvements required by the governing body within a specified time and payment therefore, satisfactory to the City Attorney as to legality and satisfactory to the City Engineer as to amount.

c. A letter from the Tax Collector showing that all payable taxes have been paid and a bond for the payment of taxes then a lien but not yet payable, as required by the Subdivision Map Act.

d. A cash payment, or receipt therefore, of all the fees required for the checking and filing of the maps and the inspections of the construction; payment for the street signs to be furnished and installed by the city, if required by the subdivider; a cash deposit for the payment of such fire hydrant rental fees as may be established by the respective fire districts or water company or district having jurisdiction; and any other applicable fees or deposits.

e. Deeds for the easements or rights-of-way for road purposes map.

f. Written evidence acceptable to the city, in the form of rights of entry or permanent easements across private property outside the subdivision, permitting or granting access to perform the necessary construction work and permitting the maintenance of the facility.

g. Agreements acceptable to the city, executed by the owners of existing utility easements within the proposed roads rights-of-way, consenting to the dedication of roads or consenting to the joint use of the rights-of-way as may be required by the city for the purpose use and convenience of the roads.

h. A surety bond acceptable to the city, guaranteeing the payment of the taxes and assessments which will be a lien on the property, as set forth in the Subdivision Map Act, when applicable.

i. Evidence of payment of drainage district fees.

j. Payment of map maintenance fee.

k. Payment of the assessment district apportionment fee, if applicable.

l. Evidence of annexation into Police Services Fee CFD

m. Evidence of payment of Contra Costa County Flood Control District fees.

n. A preliminary soil report, prepared by a civil engineer who is registered by the state, based upon adequate test borings or

excavations of every subdivision, as defined in Cal. Gov't Code §§ 66490 and 66491. The preliminary soil report may be waived if the City Engineer shall determine that, due to the knowledge of such department as to the soil qualities of the subdivision, no preliminary analysis is necessary.

2. Concurrent with, or prior to, submittal of the Final Subdivision Map, the applicant shall pay all required Park in-lieu fees as recommended by the Park and Recreation Commission (estimated amount of $42,000).

3. Concurrent with, or prior to, submittal of the Final Subdivision Map, the applicant shall submit evidence of annexation into all required districts, including Community Facilities Districts and Lighting and Landscape Districts.

4. All easements of record that are no longer required and affect individual lots or parcels within this project site shall be removed prior to or concurrently with the recordation of the Final Subdivision Map.

E. GRADING PLAN AND PERMIT

1. No grading shall occur on the site, for any purpose, unless and until authorized by a Grading Permit issued by the Building Official.

2. All grading shall conform to Appendix J of the 2016 ICC Building Code.

3. An application for a Grading Permit must contain, at minimum, the content prescribed in Section J104 (Appendix J) of the 2016 ICC Building Code.

4. The City Engineer reserves the right to determine if it is necessary to engage soils and structural engineers, as well as any other professionals, deemed necessary to review and verify the adequacy of the Grading Plans submitted for this project. If deemed necessary by the City Engineer, this condition may include field inspections by such professionals to verify implementation of the plans. Costs for these services shall be borne by the applicant.

5. Include erosion control/storm water quality measures in the final grading plan that specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydro seeding, gravel bags and siltation fences and are subject to review and approval of the City Engineer. If no grading plan is required, necessary erosion control/storm water quality measures shall be shown on the site plan submitted for an on-site permit, subject to review and approval of the City Engineer. The applicant shall be responsible for

ensuring that all contractors and subcontractors are aware of and implement such measures.

6. Prior to initiating construction or grading, the applicant shall request and coordinate an on-site pre-construction meeting with City staff, including representatives from the Community Development Department and Public Works Department.

7. Construction or grading access from Honeynut Street or the adjacent PG&E right-of-way is not permitted. A semi-permanent barrier, approved by the City Engineer, shall be installed prior to construction and maintained until all project construction is complete and the final Certificate of Occupancy is issued.

8. Prior to the commencement of the grading, the subdivider shall pay to the City the costs for inspections of the work and the checking and testing of the materials at the rate established by resolution of the Council.

9. The grading operation shall take place at a time, and in a manner, so as not to allow erosion and sedimentation. The slopes shall be landscaped and reseeded as soon as possible after the grading operation ceases. Erosion measures shall be implemented during all construction phases in accordance with an approved erosion and sedimentation control plan.

10. Sound wall locations and elevations for each phase of the project shall be included on the grading plan.

11. The entire project site shall drain to approved drainage facilities as determined by the City Engineer.

12. All grading shall be accomplished in a manner that precludes surface water drainage across any property line. No drainage shall be conveyed to the adjacent property.

13. All lots shall be graded to drain positively from the rear to the street or as approved by the City Engineer.

14. The swales adjacent to the house structure shall have a minimum of a one (1) percent slope or as directed by the City Engineer.

15. All off-site grading is subject to the coordination and approval of the affected property owners and the City Engineer. The applicant shall submit written authorization to "access, enter, or grade" adjacent properties prior to performing any work.

16. Any sale of a portion (or portions) of this project to multiple developers shall include the necessary agreement and/or grading easements to assure that project-wide grading conforms to the approved map and conditions of this resolution.

17. The grading plan for this development shall be approved by the City Engineer.

18. All elevations shown on the improvement plans shall be on the USGS 1929 sea level datum or as approved by the City Engineer.

19. No retaining walls shall be constructed in City right-of-way or other City maintained parcels unless approved by the City Engineer.

20. All retaining walls shall be of masonry construction.

21. All retaining walls shall be reduced in height to the maximum extent practicable and the walls shall meet the height requirements in the front yard setback and sight distance triangles as required by the City Engineer.

22. The back to back or side to side grading transitions from lot to lot shall have a maximum slope of 2:1, and shall be accommodated entirely on the lower lot or as approved by the City Engineer.

23. The minimum concrete gutter flow slope shall be 0.75%.

24. All property lines shall be located at the top of slope.

25. Toe of slopes shall be constructed one (1') foot behind right-of-way line.

F. BUILDING PERMIT AND CONSTRUCTION

1. Building Permits for any homes, including model homes, will not be issued until the following improvements are completed:

    a. All public right-of-way improvements, including, but not limited to:

        i. Construction of Hickorynut Street, Honeynut Street, Honeycomb Court, and Oakley Road widening improvements,

        ii. Installation of street lights, sidewalks, water mains and fire hydrants, sewer, and storm drain infrastructure, retaining walls as necessary, roadway paving, driveway cuts, curb ramps, landscaping and any other improvements within the public right-of-way.

    b. All project grading.

c. Construction of all bioretention basins.

d. Masonry project walls along Oakley Road and Hickorynut Street.

e. Installation of the semi-permanent barrier at Hickorynut Street.

2. Prior to the placement of any sales trailers, plans shall be submitted to the Building Official for review and approval. Any trailer shall be placed out of the public right-of-way and shall have its own parking lot.

3. The model home complex parking lot location and design shall be subject to the City Engineer approval.

4. The use of construction equipment shall be as outlined in the Antioch Municipal Code (AMC), these conditions, and the mitigation measures.

5. The project shall be in compliance with and supply all the necessary documentation for AMC 6-3.2: Construction and Demolition Debris Recycling. Specifically, the applicant shall submit a comprehensive Waste Management Plan for the entire project concurrently with, or prior to, the first Building Permit application. The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.

6. Standard dust control methods and designs shall be used to stabilize the dust generated by construction activities. The applicant shall post dust control signage with a contact number of the applicant, City staff, and the air quality control board. The project is also subject to water conservation imposed by state regulators.

A. LANDSCAPE DESIGN

1. All front yard landscaping and irrigation shall be completed prior to Final Occupancy or issuance of a Certificate of Occupancy for individual units.

2. The masonry project wall shall be continued along the western fence line of Lot 13 for a distance of 30 northward'.

3. The following fencing requirements shall apply to Parcel B:

   a. The southern boundary shall be enclosed with the masonry project wall and shall be set back a minimum of 5' from the project boundary to account for necessary footings. The wall shall be continued along the eastern boundary for a distance of 40' northward such that it aligns with the masonry project wall across Hickorynut Street.

   b. The typical wood fence shall be installed along the entire western, northern and southern boundaries of Parcel B. The fence shall be

modified, if necessary, to ensure that a sight-line obstruction for the driveway of Lot 12 is not created. Such modifications are subject to approval by the Community Development Director.

4. All street trees and/or front yard trees shall be a minimum of 15 gallons in size and located entirely outside of the public right-of-way. They shall be located entirely within the front or corner side yards and at least 5' from the back edge of the sidewalk.

5. The fence plan shall be modified such that no fence greater than 6' in height is located within twenty feet of a front property line or ten feet of a corner side property line. This affects, at minimum, Lots 13, 22, and 26.

6. Rear and side yard fencing shall be provided for all units. All fences shall be located at the top of slope, or as approved by the City Engineer.

7. In cases where a fence is to be built in conjunction with a retaining wall, and the wall face is exposed to the street, the fence shall be setback a minimum of three feet (3') behind the retaining wall per City Ordinance 9-5.1603.

8. All portions of wood fences visible from the public right-of-way shall be stained with either a transparent stain or a semi-solid stain. The stain shall be uniform throughout the project. The CC&Rs must make a reference to the stain, shall require that home owners' maintain all fences in their original condition, shall prohibit modification of the fence design or materials, including adding lattice panels atop the fence, and shall prohibit differing paint or stain colors.

B. <u>ROADWAY, SIDEWALK, DRIVEWAY, AND CURB RAMP DESIGN</u>

1. The location of sidewalks, driveways, and curb ramps shall be as described on the Tentative Subdivision Map, except as changed by these Conditions of Approval.

2. The final design of the sidewalks, driveways, and curb ramps are subject to review and approval. At minimum, they shall meet the following requirements:

3. Monolithic sidewalks with beveled curb shall be 6 inches thick and reinforced as approved by the City Engineer. Detached sidewalks that will be crossed by vehicles at driveway locations shall be 6 inches thick and reinforced as approved by the City Engineer. Sidewalk at driveway approaches shall be ADA complaint.

4. The southeastern corner of the intersection of Honeynut Street and Hickorynut Street shall be constructed as an ordinary radius. The curb

line on the adjacent northern portion of Honeynut Street shall be extended to this radius.

5. A minimum of a 20 foot tangent shall extend beyond the return at intersections at public streets, or as approved by the City Engineer.

6. All lot sidelines shall be perpendicular or radial to the fronting street centerline at public streets for a distance of 20 feet, or as approved by the City Engineer.

7. Sight distance triangles shall be maintained per 9-5.1101, Site Obstructions at Intersections of the Antioch Municipal Code or as approved by the City Engineer.

8. The proposed street names approved by Planning Commission shall be as listed below. Changes to street names will require Planning Commission review and approval.
   a. Hickorynut Street
   b. Honeycomb Court

9. All improvements for each lot (water meters, sewer cleanouts, etc.) shall be contained outside of the driveway and within the lot and the projection of its sidelines, or as approved by the City Engineer.

10. One on-street parking space per lot shall be located within close proximity to the unit served as shown on the parking plan dated April 20, 2015.

C. UTILITIES

1. Public utilities shall be constructed to their ultimate size and configuration with the road construction in which they are to be located.

2. All existing and proposed utilities shall be undergrounded (e.g. transformers and PMH boxes) and subsurface in accordance with the Antioch Municipal Code.

3. Underground utilities shall be designed to flow approximately parallel to the centerline of the street, or as approved by the City Engineer.

4. All sewage shall flow by gravity to the intersecting street sewer main.

5. All public utilities shall be installed in streets avoiding between lot locations unless approved by the City Engineer.

6. Prior to the recordation of the final map, the applicant shall submit hydrology and hydraulic analyses with a storm water control plan to the

City for review and approval and to Contra Costa County Flood Control for review at no cost to the City as directed by the City Engineer.

7. The applicant shall provide adequate water pressure and volume to serve this development. This will include a minimum residual pressure of 20 psi with all losses included at the highest point of water service and a minimum static pressure of 50 psi or as approved by the City Engineer. See Fire Requirements 3.c. for additional water flow conditions.

8. The houses shall be constructed with rain gutters and downspouts that direct water away from the foundations as approved by the City Engineer.

D. FIRE REQUIREMENTS

1. The applicant shall provide an adequate reliable water supply for fire protection with a minimum fire flow of 1750 GPM. Required flow shall be delivered from not more than one hydrant flowing simultaneously for the duration of 120 minutes while maintaining 20-pounds residual pressure in the main. (508.1), (B105) CFC

2. The applicant shall provide hydrants of the East Bay type, which shall be maintained by the City.

3. Premises identification shall be provided. Such numbers shall contrast with their background and be a minimum of four inches high with ½-inch stroke or larger as required to be readily visible from the street. (505.1) CFC, (501.2) CBC.

4. All proposed homes shall be protected with an approved automatic fire sprinkler system complying with the 2013 edition of NFPA 13D or Section R313.3 of the 2013 California Residential Code. Submit a minimum of two (2) sets of plans for each model home to this office for review and approval prior to installation. (903.2) CFC, (R313.3) CFC.

5. Plan review and inspection fees shall be submitted at the time of plan review submittal. Checks may be made payable to Contra Costa County Fire Protection District (CCCFPD). Submit plans to: Contra Costa County Fire Protection District, 4005 Port Chicago Hwy, Suite 250, Concord, CA 94520.

6. The developer shall submit a computer-aided design (CAD) digital file copy of the site plan to the Fire District upon final approval of the site improvements plans or subdivision map. CAD file shall be saved in the latest AutoCAD.DXF file format. (501) CFC.\

E. FEES

1. The applicant shall pay all City fees in the amounts at the time of Building Permit submittal, unless otherwise specified, which have been established by the City Council and as required by the Antioch Municipal Code. Fees include but are not limited to:

    a. Any acreage and utility connection fees which have been established by the City Council prior to the filing of the final map and as required by the Antioch Municipal Code.

    b. Traffic signal fees as adopted by the City Council.

    c. Park in lieu fee shall be paid as stated in the City Ordinance and due at the recording of the final map.

    d. Development Impact Fees as established in the City master fee schedule at the time of the issuance of the building permits.

2. The applicant shall pay all pass thru fees. Fees include, but are not limited to, the following:

    a. East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fee in effect at the time of building permit issuance.

    b. Contra Costa County Fire Protection District Fire Development Fee in place at the time of building permit issuance.

    c. Contra Costa County Map Maintenance Fee in affect at the time of recordation of the final map(s). (Currently $50 per lot or parcel).

    d. Contra Costa County Flood Control District.

    e. School Impact Fees

    f. Delta Diablo Sewer Fees

    g. Contra Costa Water Fees.

F. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

1. The project shall comply with all Federal, State, and City regulations for the National Pollution Discharge Elimination System (NPDES) (AMC§6-9). (Note: Per State Regulations, NPDES Requirements are those in affect at the time of the Final Discretional Approval.) Under NPDES regulations, the project is subject to provision C.3: New development and redevelopment regulations for storm water treatment. Provision C.3 requires that the project include storm water treatment and source control measures, as well as run-off flow controls, so that post-project runoff does not exceed estimated pre-project runoff.

2. Prior to issuance of a Grading Permit, the applicant shall complete the following:

   a. Submit a Storm Water Control Plan (SWCP) and an Operation and Maintenance Plan (O&M) for approval by the City Engineer.

   b. Submit proof of filing of a Notice of Intent (NOI) by providing the unique Waste Discharge Identification Number (WDID#) issued from the Regional Water Quality Control Board.

   c. Submit a copy of the Storm Water Pollution Prevention Plan (SWPPP). The SWPPP and O&M shall include, at minimum, the following provisions:

      i. The general contractor and all subcontractors and suppliers of materials and equipment shall implement the Best Management Practices (BMPs).

      ii. Install appropriate clean water devices at all private storm drain locations immediately prior to entering the public storm drain system.

      iii. Install on all catch basins "No Dumping, Drains to River" decal buttons.

      iv. If sidewalks are pressure washed, debris shall be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged into the storm drain. If any cleaning agent or degreaser is used, wash water shall be collected and discharged to the sanitary sewer, subject to the approval of the sanitary sewer District.

      v. Construction site cleanup and control of construction debris shall also be addressed in this program.

      vi. Failure to comply with the approved construction BMP may result in the issuance of correction notices, citations, or a project stop work order.

      vii. Sweep or vacuum the model home parking lot a minimum of once a month and prevent the accumulation of litter and debris on the site. Corners and hard to reach areas shall be swept manually.

      viii. Ensure that the area surrounding the project such as the streets stay free and clear of construction debris such as silt, dirt, dust, and tracked mud coming in from or in any way related to project construction. Areas that are exposed for extended periods shall be watered regularly to reduce wind erosion. Paved areas and access roads shall be swept on a regular basis. All trucks shall be covered.

ix. Clean all on-site storm drain facilities a minimum of twice a year, once immediately prior to October 15 and once in January. Additional cleaning may be required if found necessary by City Inspectors and/or City Engineer.

3. The SWCP shall be certified by a registered civil engineer, and by a registered architect or landscape architect as applicable. Professionals certifying the SWCP shall be registered in the State of California and submit verification of training, on design of treatment measures for water quality, not more than three years prior to the signature date by an organization with storm water treatment measure design expertise (e.g., a university, American Society of Civil Engineers, American Society of Landscape Architects, American Public Works Association, or the California Water Environment Association), and verify understanding of groundwater protection principles applicable to the project site (see Provision C.3.i of Regional Water Quality Control Board Order R2 2003 0022).

4. Both the approved SWCP and O&M plans shall be referenced in the project CC&Rs.

5. Prior to issuance of any Building Permit, the applicant shall complete the following:

   a. Execute any agreements identified in the Storm Water Control Plan that pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs.

   b. Submit plans to the City Engineer consistent with the approved Storm Water Control Plan, and include drawings and specifications necessary for construction of permanent site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent source control BMPs, and other features that control storm water flow and potential storm water pollutants.

G. FINAL IS/MND

1. The applicant shall comply with all mitigation measures identified in the Initial Study/Mitigated Negative Declaration.

H. PLANNED DEVELOPMENT

1. This action includes approval of the Final Development Planned as proposed and modified by the Conditions of Approval.

2. Approved land uses include Single-Family Residential Uses and all Accessory Uses and other uses permitted by the Antioch Municipal Code for the Single-Family Residential District (R-6).

3. The approved modified setbacks are as follows:
   a. Front Yard: 20' to garage, 15' to living space.
   b. Side Yard: 4', except as required by these conditions for trash receptacle storage.
   c. Rear Yard: 10'

4. The submitted architectural plans shall serve as basic design approval for the purposes of the Final Development and Planned Development. The applicant shall apply to the Design Review Board (Planning Commission) for approval of final Design Review for the individual lots. The house designs shall conform to the City of Antioch Citywide Design Guidelines and shall reflect any modifications required by these Conditions of Approval. The following elements are not approved as part of this application, but are subject to independent review and approval by the Design Review Board:

   a. House plans and elevations
   b. Landscape species selection
   c. Masonry project wall and project fence design, colors and materials

5. The Design Review application shall also address the following:

   a. A trash/recycling/yard waste receptacle storage location shall be identified on each site plan. This must be located behind the gate and shall be a minimum of 5' wide and 10' deep.
   b. Architectural plans shall identify all base design details that are provided, at minimum, to homebuyers. Optional or buyer-upgraded materials shall be clearly and separately described.
   c. Elevations shall not include landscaping backgrounds.
   d. Each model elevation shall include a version that utilizes a material besides stucco, such as horizontal siding, for at least 75% of the front elevation. Such a material should wrap at least 10' down the sides of the structure. As an alternative, one model may have all versions utilizing a material besides stucco as described above.
   e. All front yard landscape plans shall identify any utilities or other obstructions in the front yard or adjacent right-of-way.
   f. Building articulation shall be demonstrated on all front and corner side elevations. No more than 40% of the wall surface should be in

a single uninterrupted plan. Articulations should be at least 18" in depth.

I. CEQA MITIGATION MEASURES

1. MM AIR-1: Dust Control Measures: The selected contractor shall be required to prepare and implement a dust control plan prior to construction. A range of mitigation measures will be conducted throughout the construction period to limit and control dust, including the use of water or other such agents to be placed on roads, grading and excavation areas, and exposed soil in a manner that minimizes the generation of dust. In the absence of rain, these measures will be implemented in all seasons during which grading, excavation, and earth moving, or other work occurs. The Dust Control Plan measures shall include:

a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.;

b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered;

c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited

d. All vehicle speeds on unpaved roads shall be limited to 15 mph;

e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; and

f. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

2. MM AIR-2: Implement BMPs to Reduce Impacts on Air Quality from Construction Equipment

a. The following mitigation measures shall be implemented to ensure emissions generated during proposed project construction activities are maintained at regulatory levels by requiring the following actions by the construction contractor:

b. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;

c. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

3 MM AIR-3: The following mitigation measure shall be implemented to ensure that VOC levels are kept at minimum during architectural coating activities.

a Use low VOC (i.e., ROG) coatings as described in the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings)

4 MM BIO-1: Avoid Disturbance of Western Burrowing Owls and active Western Burrowing Owl Burrows.

a. A pre-construction survey would be conducted by a qualified biologist for burrowing owls within 30 days of the on-set of construction. This survey would be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFW 2012). All suitable habitats of the site would be covered during this survey.

b. If pre-construction surveys undertaken during the breeding season (February 1 through August 31) locate active nest burrows within or near construction zones, these nests, and an appropriate buffer around them (as determined by a qualified biologist) would remain off-limits to construction until the breeding season is over or until a qualified biologist has determined that the natal burrow is no longer in use.

c. During the non-breeding season (September 1 through January 31), resident owls may be relocated to alternative habitat. The relocation of resident owls must be according to a relocation plan prepared by a qualified biologist. Passive relocation would be the preferred method of relocation. This plan must provide for the owl's relocation to nearby lands possessing available nesting and foraging habitat.

5 MM BIO-2: Avoid Disturbance of Nesting Special Status and Non-Special Status Raptors and other Migratory Birds, including Swainson's Hawk and White-tailed Kite.

a. Depending on the specific construction timeframe, to avoid disturbing nesting raptors and other migratory birds, the following measures would be implemented:

i. If construction activities are scheduled to occur during the

nesting season (approximately February 15 through August 31), a qualified wildlife biologist shall be retained to conduct a pre-construction nesting survey within the appropriate habitat.

ii. Surveys shall be conducted within the project site and all potential nesting habitat within 500 feet of this area (this distance covers recommended Swainson's hawk and western burrowing owl buffers);

iii. The surveys should be conducted within one week before initiation of construction activities at any time between February 15 and August 31. If no active nests are detected, then no additional mitigation is required; or

iv. If surveys indicate that migratory bird nests are found in any areas that would be directly or indirectly affected by construction activities, a no-disturbance buffer shall be established around the site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged (typically late June to mid-July). The extent of these buffers shall be determined by a qualified biologist and shall depend on the special status species present, the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances.

b. If construction activities begin outside the breeding season (approximately September 1 through February 14) then construction may proceed until it is determined that an active migratory bird or raptor nest would be subject to abandonment as a result of construction activities. Optimally, all necessary vegetation removal should be conducted before the breeding season so that nesting birds would not be present in the construction area during construction activities. If any bird nests are in the project site under pre-existing construction conditions, then it is assumed that they are habituated (or would habituate) to the construction activities. Under this scenario, the pre-construction survey described previously should still be conducted on or after February 15 to identify any active nests in the vicinity. Active sites should be monitored by a qualified biologist periodically until after the breeding season or after the young have fledged (typically late June to mid-July). If active nests are identified on or immediately adjacent to the project site, then all non-essential construction activities (e.g., equipment storage and meetings) should be avoided

in the immediate vicinity of the nest site, but the remainder of construction activities may proceed.

6 MM CUL-1: If any cultural resource is encountered during ground disturbance or subsurface construction activities (e.g., trenching, grading), all construction activities within a 50-foot radius of the identified potential resource shall cease until a Secretary of the Interior qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) 523 series forms. All forms and associated reports would be submitted to the NWIC of the California Historical Resources Information System (CHRIS). The archaeologist shall determine whether the resource requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the resource is determined to be eligible for listing on the California Register of Historical Resources or as a unique archaeological resource as defined in Public Resources Code Section 15064.5, the archaeologist shall develop a plan for the treatment of the resource. This shall contain appropriate mitigation measures, including avoidance, preservation in place, data recovery excavation, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.

7 MM CUL-2: If a prehistoric or ethnographic period archaeological resource is encountered during ground disturbance or subsurface construction activities (e.g., trenching, grading), all construction activities within a 50-foot radius of the identified potential resource shall cease and a list of representatives of California Native American Tribes identified by the NAHC would be contacted. Construction activities shall not resume until the tribal representative has had an opportunity to evaluate the archaeological resource for its potential as a tribal cultural resource. If it is determined that the cultural materials do constitute a tribal cultural resource, further mitigation and/or recommendations for the treatment and protection of the resource would be developed in consultation with the Tribes.

8 MM CUL-3: If ground-disturbing activities uncover previously unknown human remains, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed:

a. There shall be no further excavation or disturbance of the area where the human remains were found or within 50 feet of the find until the Contra Costa County Coroner and the appropriate City representative are contacted. Duly authorized representatives of the Coroner and the City shall be permitted onto the project site and shall take all actions consistent with Health and Safety Code Section 7050.5 and Government Code Sections 27460, et seq. Excavation or disturbance of the area where the human remains were found or within 50 feet of the find shall not be permitted to re-commence until the Coroner determines that the remains are not subject to the provisions of law concerning investigation of the

circumstances, manner, and cause of any death. If the Coroner determines the remains are Native American, the Coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The "most likely descendant" may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the "most likely descendant" does not make recommendations within 48 hours, the land owner shall reinter the remains in an area of the property secure from further disturbance. If the land owner does not accept the recommendations from the "most likely descendant", the owner or the "most likely descendant" may request mediation by NAHC.

9 MM GEO-1: Prior to issuance of building permit, the project Applicant shall submit plans to the City for review and approval demonstrating project compliance with the latest adopted edition of the California Building Standards Code seismic requirements and the recommendations of a design-level geotechnical investigation. All soil engineering recommendations and structural foundations shall be designed by a licensed professional engineer. The approved plans shall be incorporated into the proposed project. All onsite soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

10 MM HAZ-1: Construction contractors shall ensure that during construction, staging areas and building areas where spark-producing equipment is used shall be cleared of non-native vegetation or other materials that could serve as fuel for combustion. To the extent feasible, the contractor shall keep these areas clear of combustible materials to maintain a firebreak.

11 MM HAZ-2: Construction contractors shall ensure that any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.

12 MM HYD-1: Prior to the issuance of any construction related permits, the City would prepare and submit an NOI to the State Water Board and prepare a SWPPP in compliance with the NPDES GCP requirements. The final drainage plan would demonstrate the ability of the planned onsite storm drainage to adequately collect onsite stormwater flows in accordance with all applicable standards and requirements by: minimizing impervious surfaces, and directing flows to BMPs; integrating appropriately sized BMPs to minimize impact on local water quality by controlling runoff from erosion and potential contaminants; and incorporating bio-retention in combination with site planning, and dispersion of runoff to meet Low Impact Development (LID) requirements.

13 MM TRANS-1: Prior to the issuance of building permits, the applicant shall prepare a detailed site design plan to the City for review and approval that demonstrates that all project driveways, crosswalks, bicycle crossings, trails, and retaining walls would provide clear sight lines. The approved plan shall be incorporated in the proposed project.

14 MM TRANS-2: Features shall be incorporated into the design of Project driveway crossings to warn both drivers and perimeter path users of the crossing. These design features may include, but are not limited to, warning signs, pedestrian activated warning lights, colorized crossing areas, specialized crosswalk treatments, or other features as approved by the City.

* * * * * * * * *

HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 10th day of April 2018 by the following vote:

AYES: Council Members Tiscareno, Ogorchock and Mayor Wright

NOES: Council Members Wilson and Thorpe

ABSENT: None

ABSTAIN: None

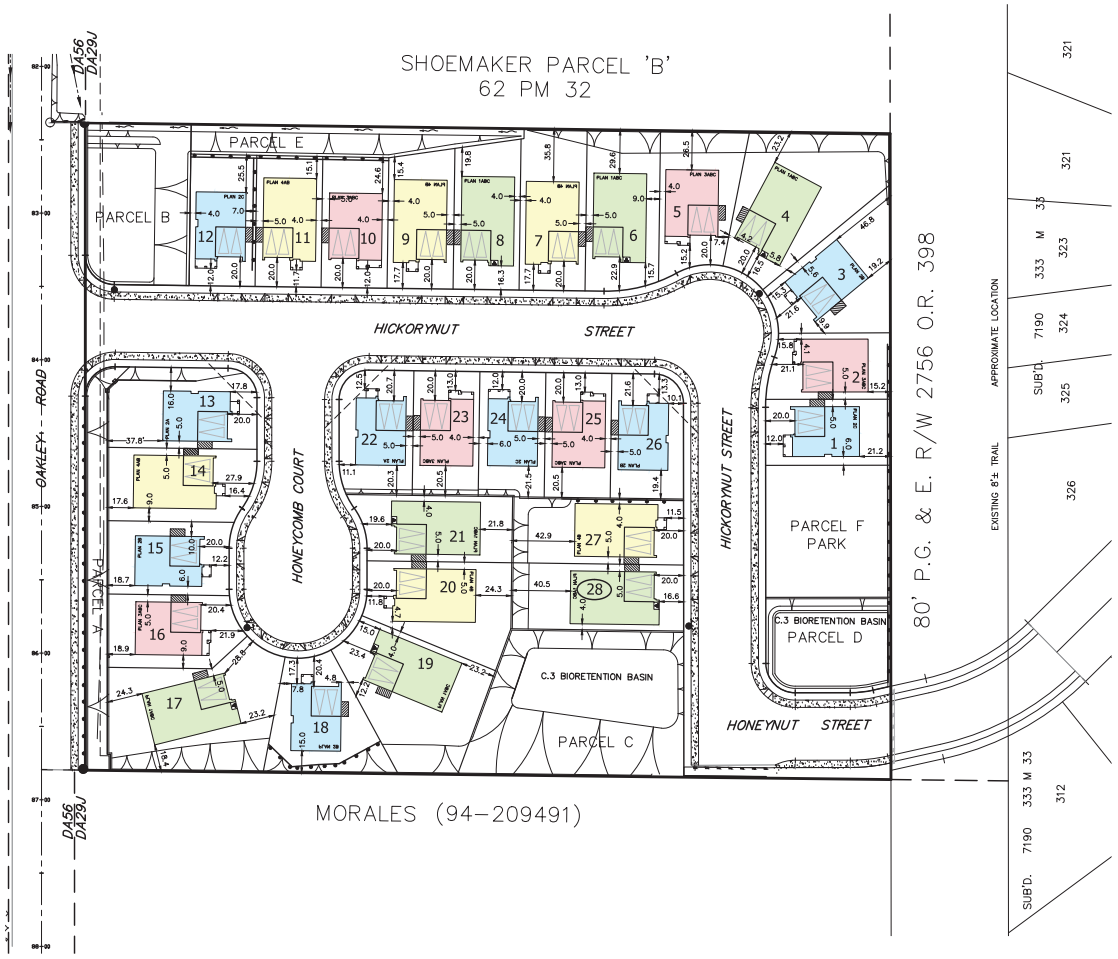
ARNE SIMONSEN, CMC
CITY CLERK OF THE CITY OF ANTIOCH

OAKLEY KNOLLS

ANTIOCH, CA

DISCOVERY DESIGN GROUP

Discovery Builders Inc.
Date 03/27/2020



(IN FEET)
1 INCH = 40 FT.

DISTRIBUTION TABLE

PLAN#	1 SINGLE STORY	2 TWO STORY	3 TWO STORY	4 TWO STORY
COUNT	7	9	6	6
PERCENT	0.25%	32.2%	21.4%	21.4%

BUILDING SETBACKS:

GARAGE	20 FEET
LIVING	15 FEET
PORCH	10 FEET
CORNER SIDE	10 FEET
SIDEYARD	4 FEET
REAR YARD	15 FEET

GRAND TOTAL HOMES: 28
TOTAL PERCENT: 100.0%

MASTER PLOTTING PLAN

DISCOVERY BUILDERS, INC.

OAKLEY KNOLLS

ANTIOCH, CA

DISCOVERY DESIGN GROUP

JULY 28, 2020

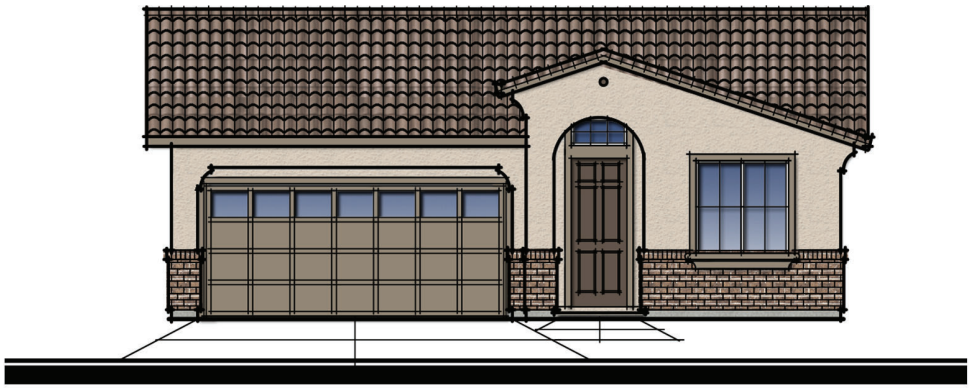
D2

MATERIAL LEGEND

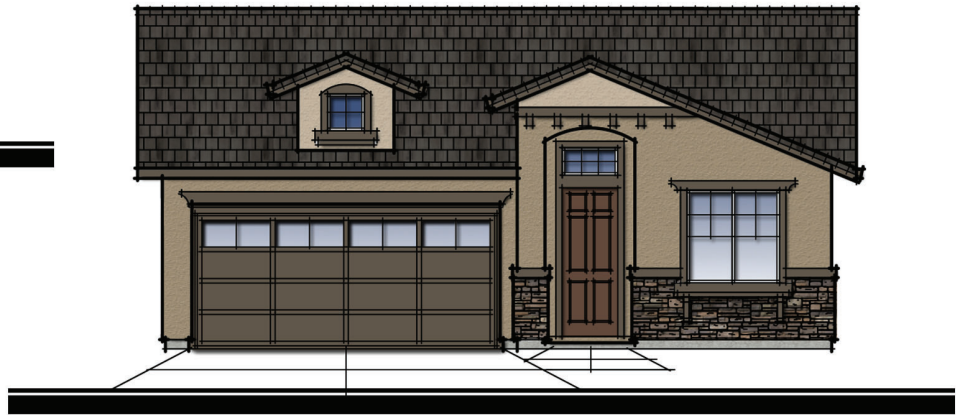
A VILLA CONCRETE TILE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
MOCK VENTS
SIMULATED BRICK VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

B FLAT CONCRETE TILE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
SIMULATED STONE VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

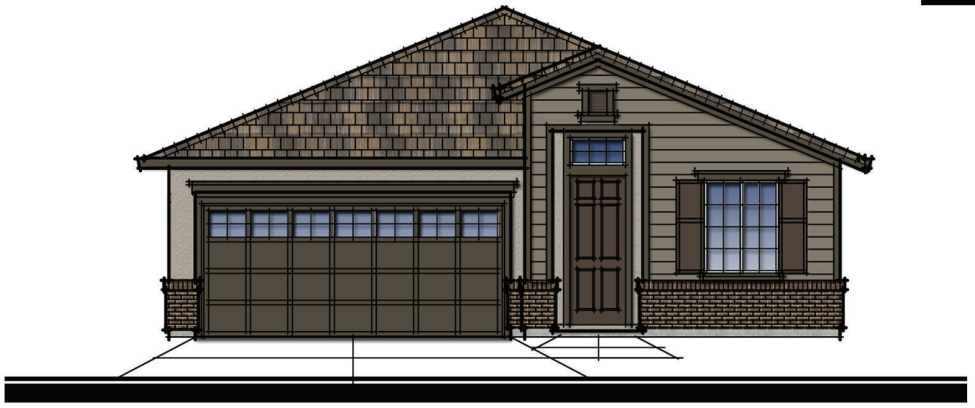
C FLAT CONCRETE TILE ROOFING
GABLE & HIP ROOFS
STUCCO BODY
STUCCO TRIM
LAP SIDING
TRIM
MOCK SHUTTERS
SIMULATED BRICK VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES



Elevation A - Scheme #1
'Spanish'



Elevation B - Scheme #5
'Cottage'



Elevation C - Scheme #9
'Traditional'

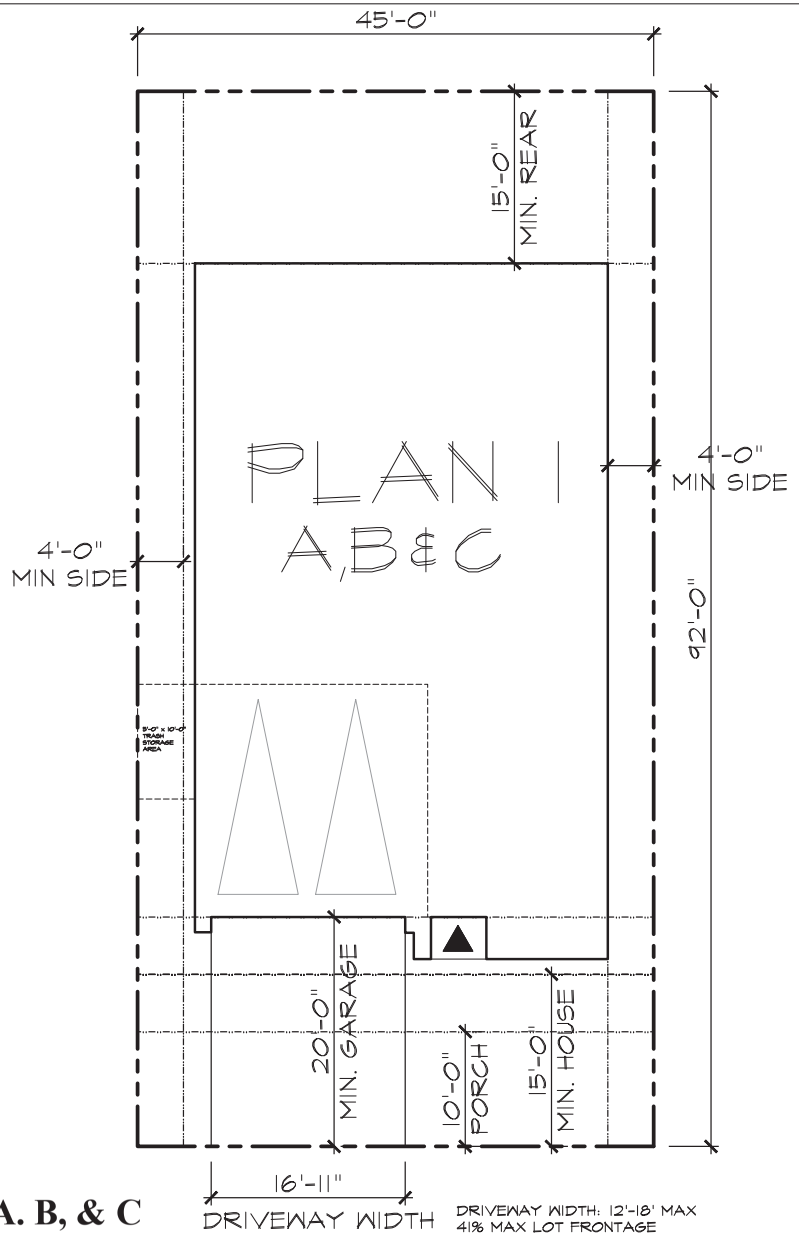
Front Elevations
Plan 1

OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
D a t e 03/27/2020
Revised Date 07/31/2020

D3



DRIVEWAY WIDTH: 12'-18' MAX
41% MAX LOT FRONTAGE

Site Plan - Elevation A. B, & C

City of Antioch
P-D Zoning District

FRONT SETBACK - TO LIVING	15' MIN.
FRONT SETBACK - TO GARAGE	20' MIN.
SIDE SETBACK	4' MIN.
REAR YARD SETBACK	15' MIN.
PORCH SETBACK	10' MIN.

Plan 1
Site Plan

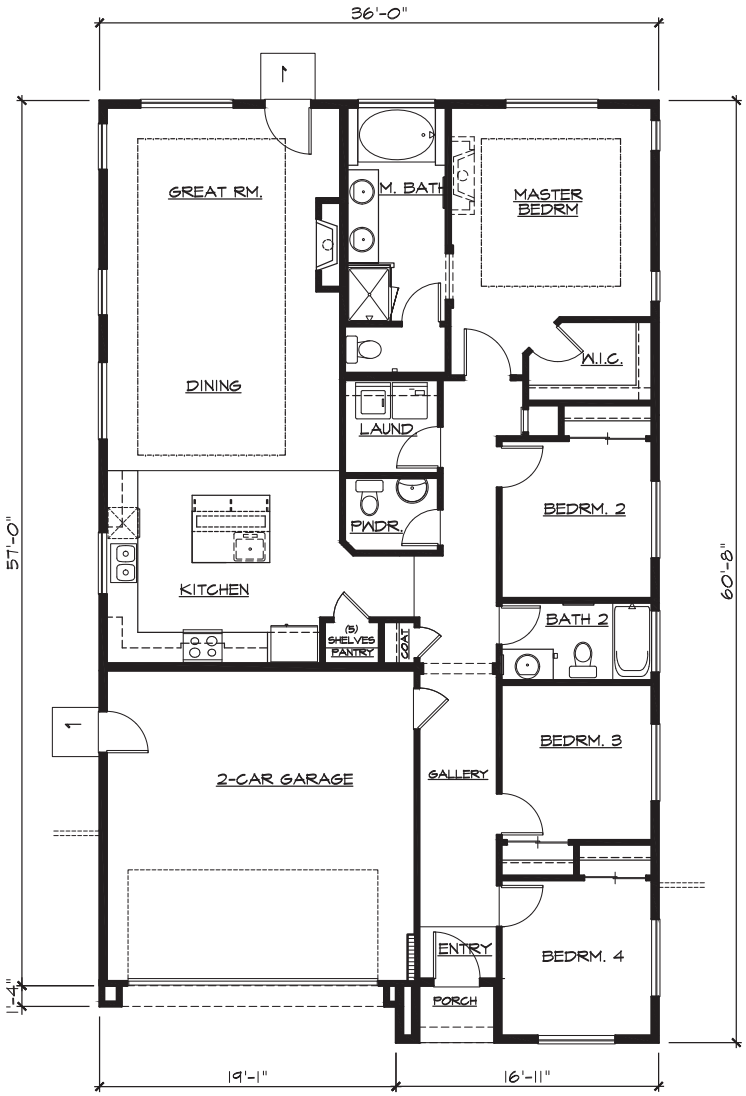
0 2 4 6 8 16

OAKLEY KNOLLS
ANTIOCH, CA

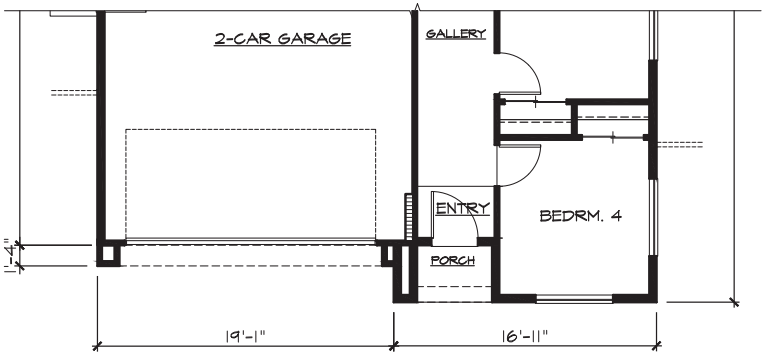
DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 03/27/2020
Revised Date 07/31/2020

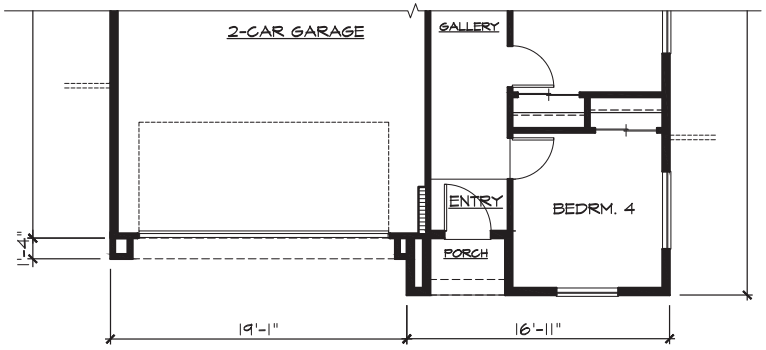
D4



Floor Plan - Elevation A



Floor Plan - Elevation B



Floor Plan - Elevation C

SQUARE FOOTAGE	
TOTAL LIVING AREA	1679 SF
GARAGE	412 SF
PORCH	18 SF

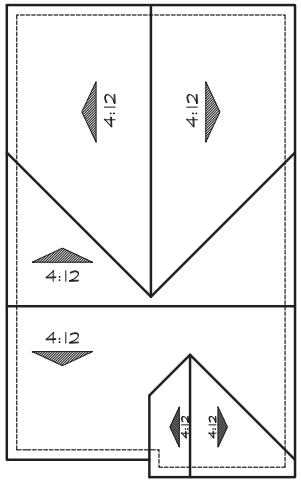
Plan 1
First Floor Plan

0 2 4 6 8 16

OAKLEY KNOLLS
ANTIOCH, CA

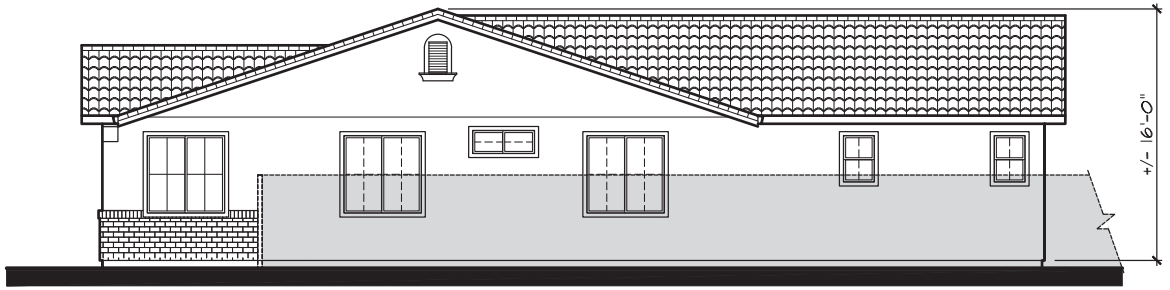
DISCOVERY DESIGN GROUP
Discovery Builders, Inc.
Date 03/27/2020
Revised Date 07/31/2020

D5



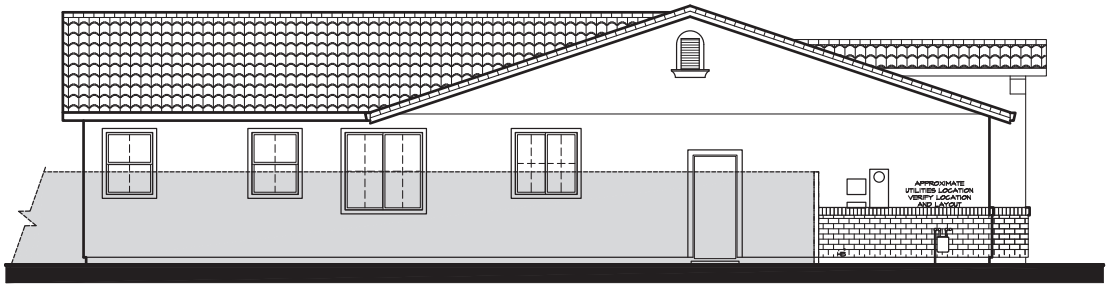
Roof Plan 'A'

0 2 4 6 8 16



Right

Rear



Left

OAKLEY KNOLLS

ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

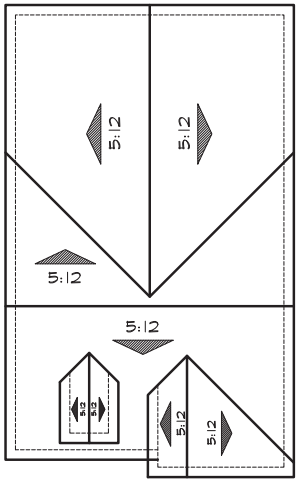
Discovery Builders, Inc.
Date 03/27/2020
Revised Date 07/31/2020

Plan 1
Elevations 'A'

0 2 4 6 8 16

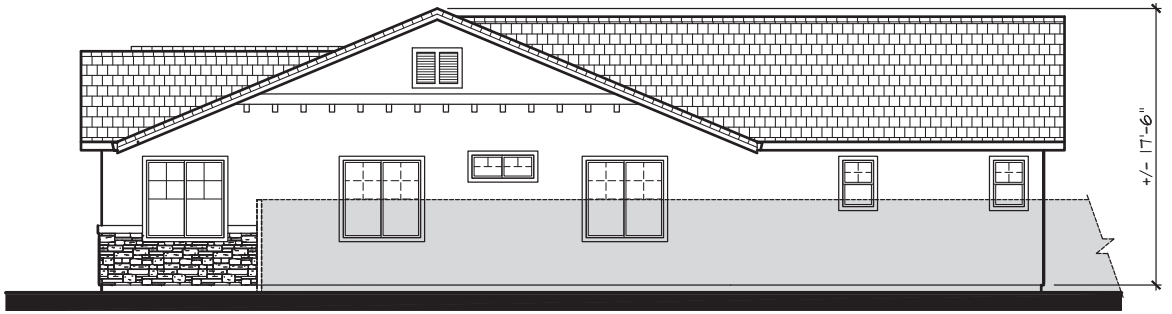
DENOTES ENHANCEMENTS AT SIDE & REAR ELEVATIONS FACING STREETS.

D6



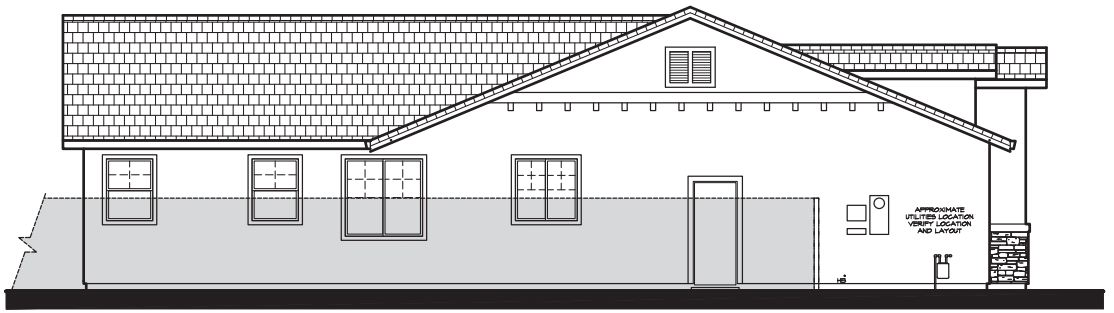
Roof Plan 'B'

0 2 4 6 8 16



Right

Rear



Left

Plan 1
Elevations 'B'

0 2 4 6 8 16

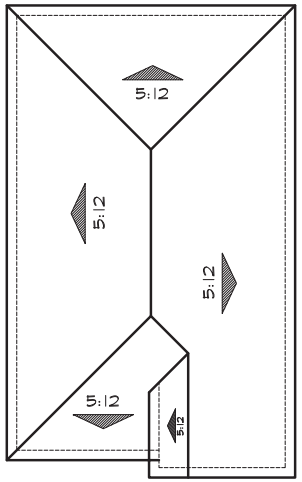
DENOTES ENHANCEMENTS AT SIDE & REAR ELEVATIONS FACING STREETS.

OAKLEY KNOLLS

ANTIOCH, CA

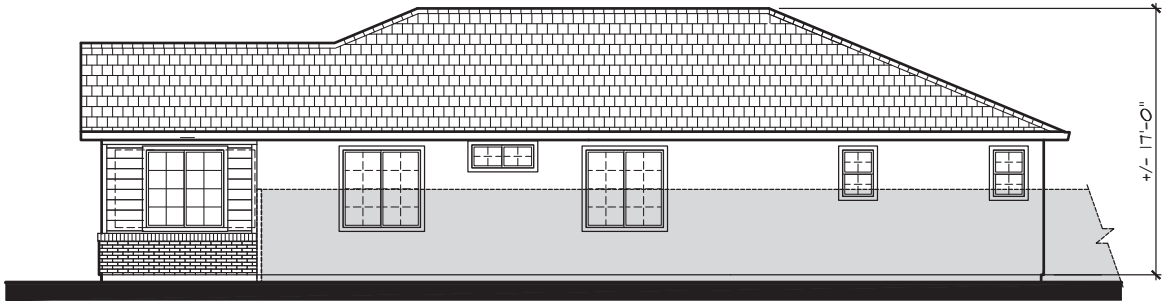
DISCOVERY DESIGN GROUP

Discovery Builders, Inc.
Date 03/27/2020
Revised Date 07/31/2020



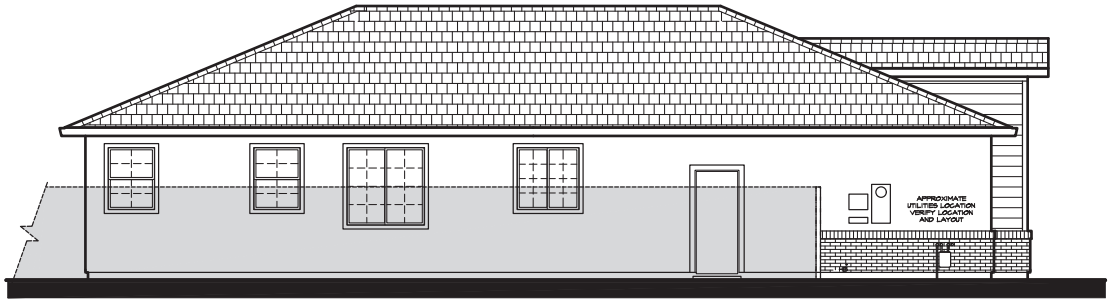
Roof Plan 'C'

0 2 4 6 8 16



Right

Rear



Left

Plan 1
Elevations 'C'

0 2 4 6 8 16

DENOTES ENHANCEMENTS AT SIDE & REAR ELEVATIONS FACING STREETS.

OAKLEY KNOLLS

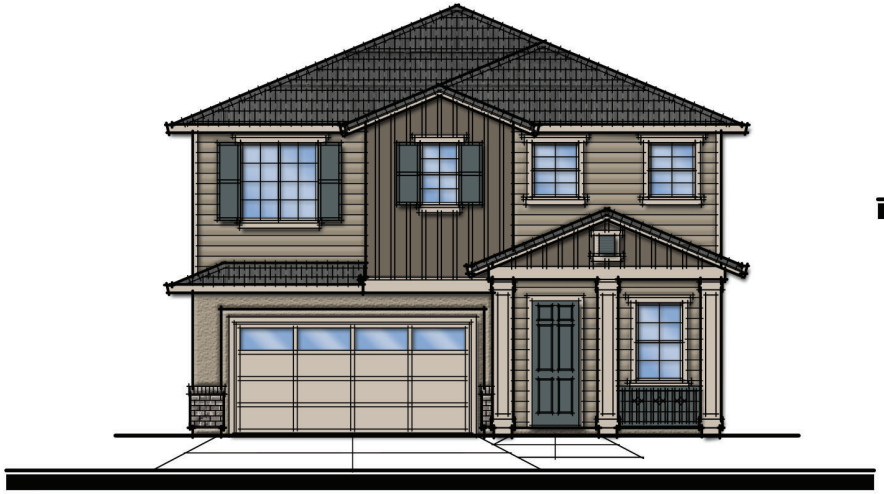
ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 03/27/2020
Revised Date 07/31/2020

D8

Elevation A - Scheme #2
'Spanish'



Elevation C - Scheme #11
'Traditional'

MATERIAL LEGEND

A VILLA CONCRETE TILE ROOFING
GABLE & HIP ROOFS
STUCCO BODY
STUCCO TRIM
MOCK VENTS
SIMULATED BRICK VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

B FLAT CONCRETE TILE ROOFING
GABLE & HIP ROOFS
STUCCO BODY
STUCCO TRIM
MOCK VENTS
SIMULATED STONE VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

C FLAT CONCRETE TILE ROOFING
GABLE & HIP ROOFS
STUCCO BODY
STUCCO TRIM
LAP SIDING
BOARD AND BATTEN
WOOD RAILING
MOCK SHUTTERS
SIMULATED BRICK VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

Elevation B - Scheme #8
'Cottage'

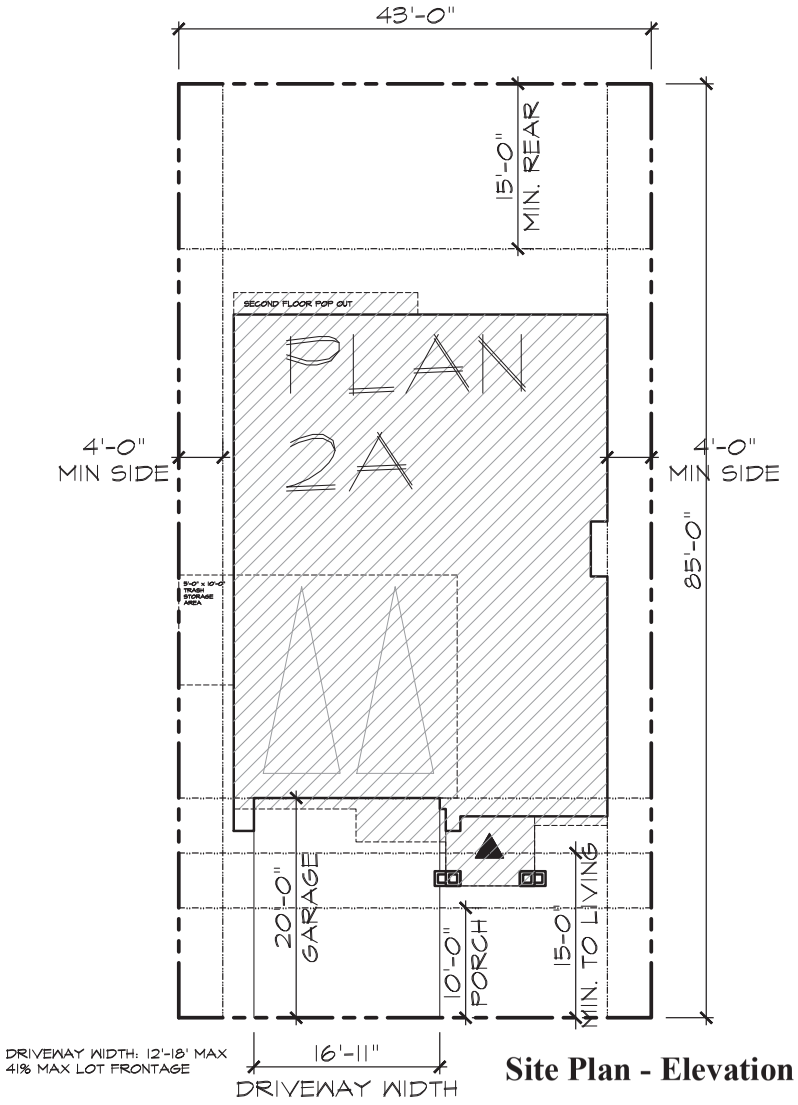
Front Elevations
Plan 2
OAKLEY KNOLLS

ANTIOCH, CA

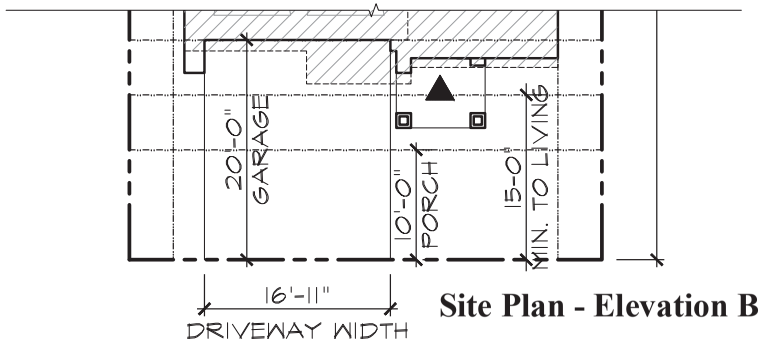
DISCOVERY
DESIGN
GROUP

Discovery Builders Inc.
Date 03/27/2020

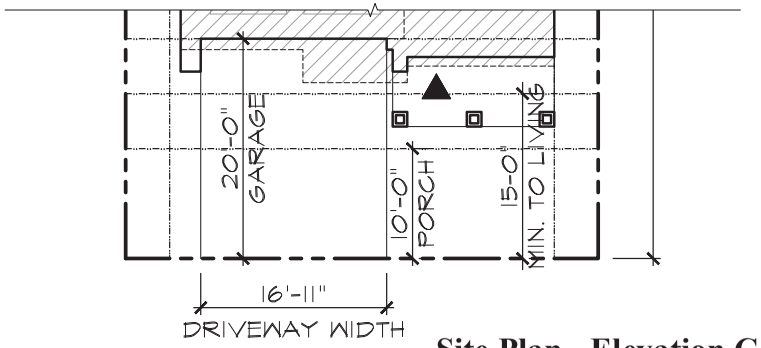
D9



Site Plan - Elevation A



Site Plan - Elevation B



Site Plan - Elevation C

SECOND FLOOR

City of Antioch

P-D Zoning District

FRONT SETBACK - TO LIVING	15' MIN.
FRONT SETBACK - TO GARAGE	20' MIN.
SIDE SETBACK	4' MIN.
REAR YARD SETBACK	15' MIN.
PORCH SETBACK	10' MIN.

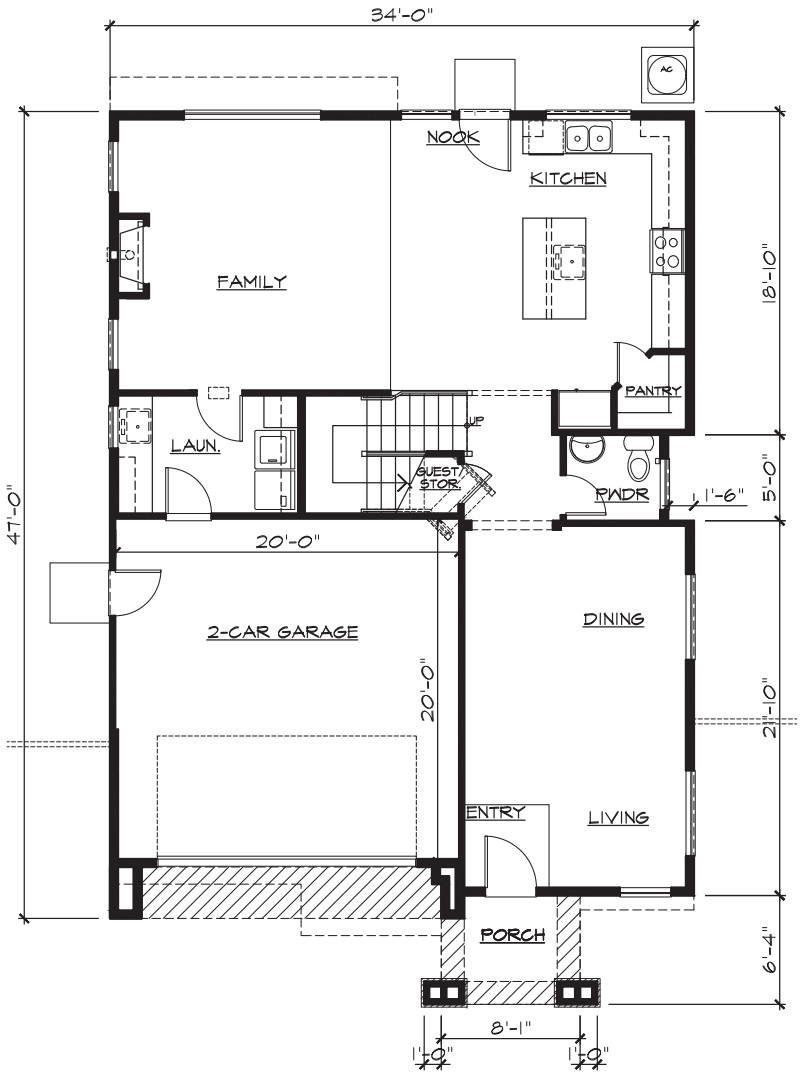
Plan 2
Site Plan

0 2 4 6 8 16

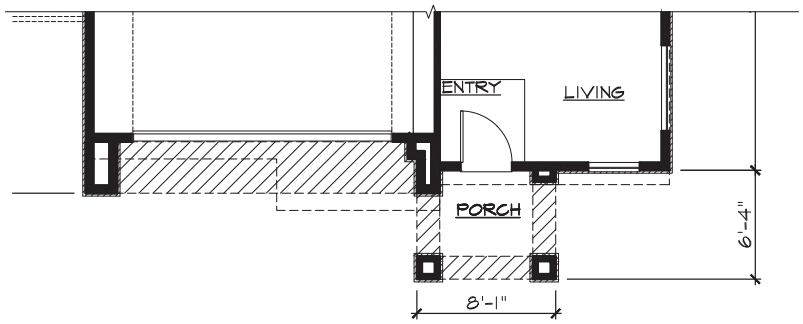
OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY DESIGN GROUP
Discovery Builders, Inc.
Date 03/27/2020

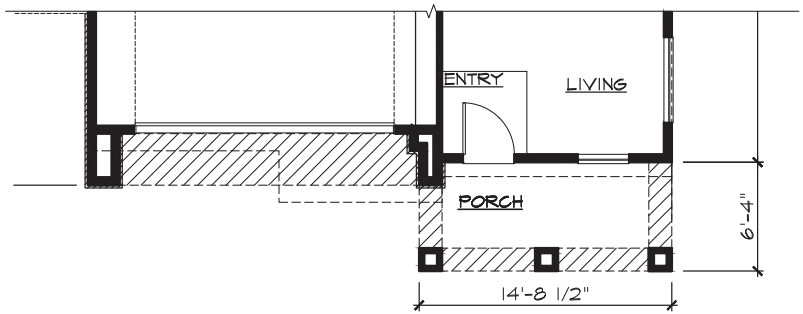
D10



Floor Plan - Elevation A



Floor Plan - Elevation B



Floor Plan - Elevation C

Plan 2
First Floor Plan

0 2 4 6 8 16

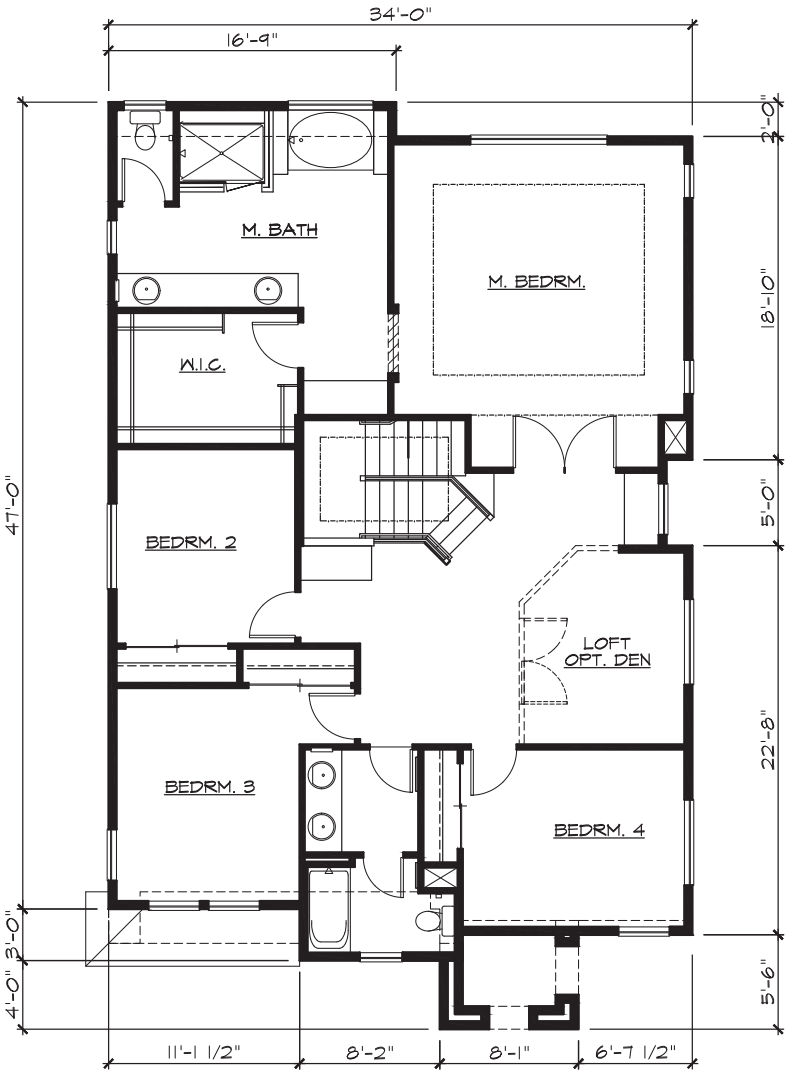
SQUARE FOOTAGE	
FIRST FLOOR	1098 SF
SECOND FLOOR	1543 SF
TOTAL LIVING AREA	2641 SF
GARAGE	413 SF
PORCH A & B	49 SF
PORCH C	91 SF

OAKLEY KNOLLS
ANTIOCH, CA

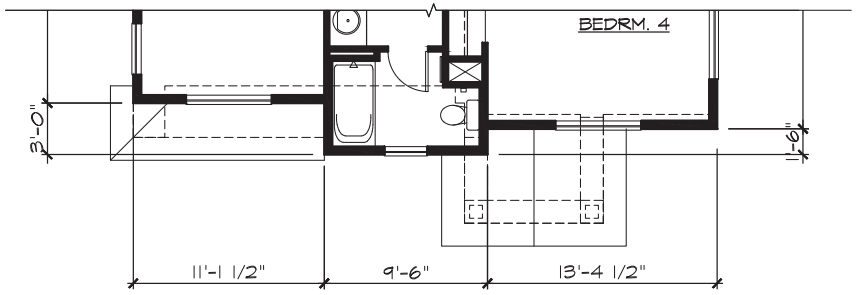
DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 03/27/2020

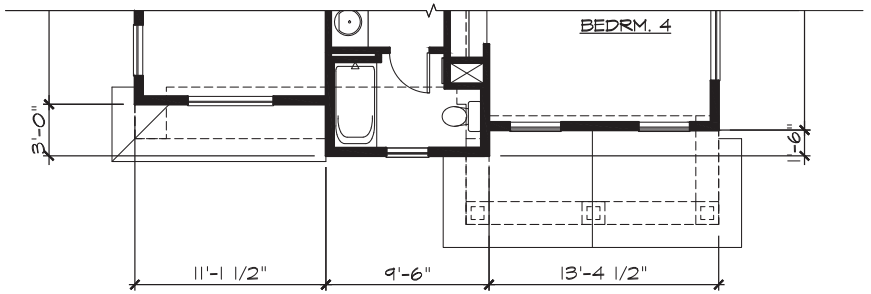
D11



Floor Plan - Elevation A



Floor Plan - Elevation B



Floor Plan - Elevation C

Plan 2
Second Floor Plan

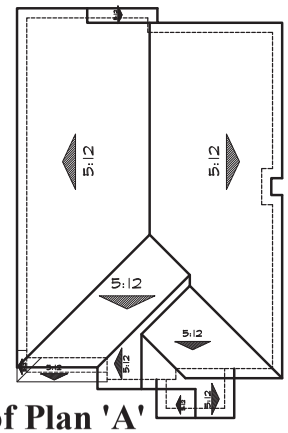
0 2 4 6 8 16

OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 03/27/2020

D12



Roof Plan 'A'

0 2 4 6 8 16

Right

Rear

Left

Plan 2
Elevations 'A'

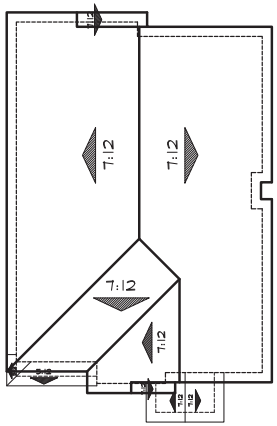
0 2 4 6 8 16

OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

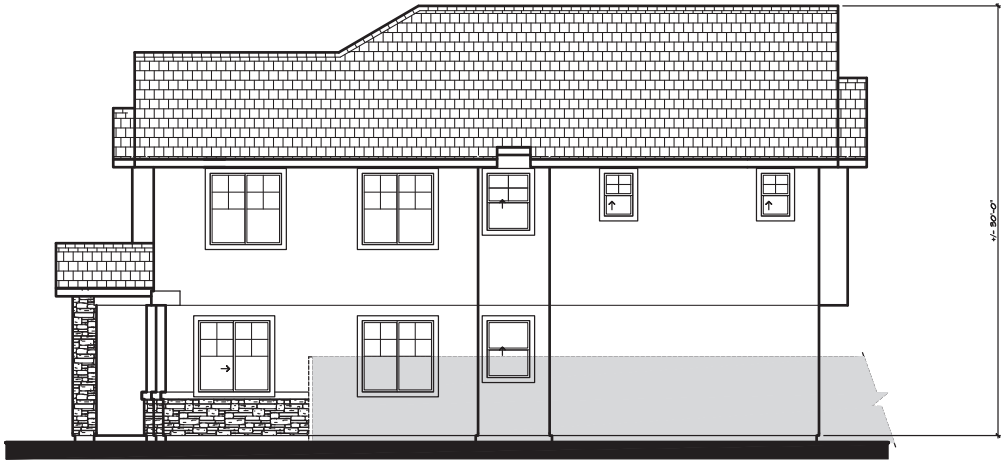
Discovery Builders, Inc.
Date 03/27/2020

D13



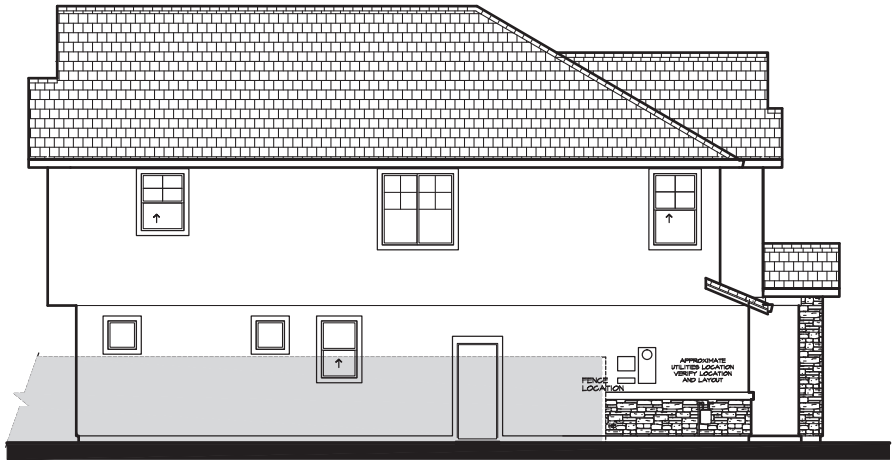
Roof Plan 'B'

0 2 4 6 8 16



Right

Rear



Left

Plan 2
Elevations 'B'

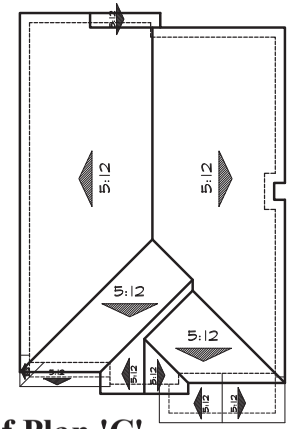
0 2 4 6 8 16

OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 03/27/2020

D14

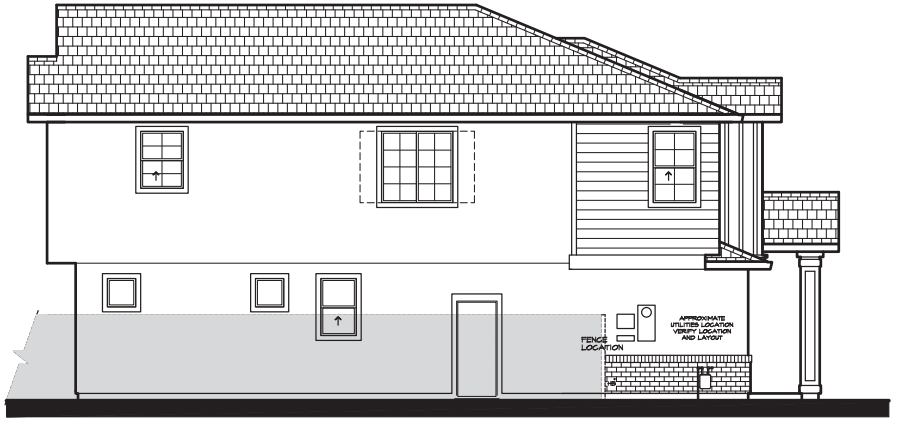


Roof Plan 'C'

0 2 4 6 8 16

Right

Rear



Left

Plan 2
Elevations 'C'

0 2 4 6 8 16

DENOTES ENHANCEMENTS AT SIDE & REAR ELEVATIONS FACING STREETS.

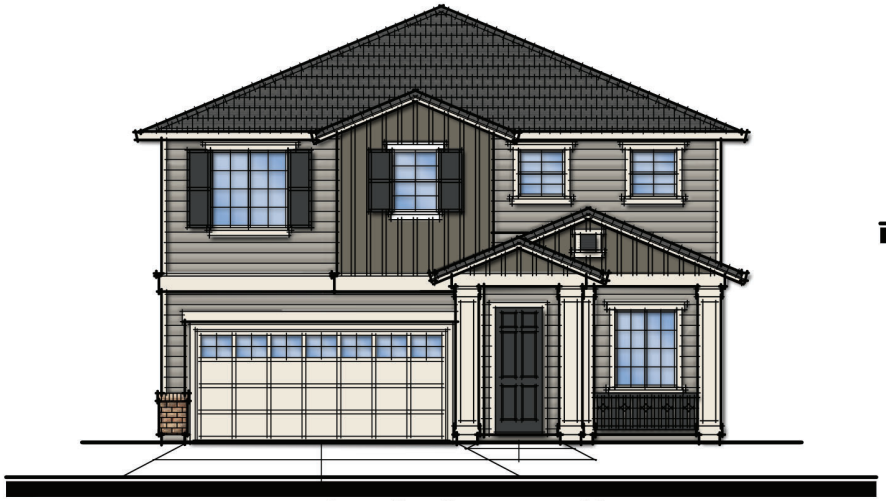
OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY DESIGN GROUP

Discovery Builders, Inc.
Date 03/27/2020

D15

Elevation A - Scheme #3
'Spanish'



Elevation C - Scheme #10
'Traditional'

MATERIAL LEGEND

A VILLA CONCRETE TILE ROOFING
GABLE & HIP ROOFS
STUCCO BODY
STUCCO TRIM
MOCK VENTS
IRON RAILING
MOCK SHUTTERS
SIMULATED BRICK VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

B FLAT CONCRETE TILE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
WOOD RAILING
SHINGLE SIDING
SIMULATED STONE VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

C FLAT CONCRETE TILE ROOFING
GABLE & HIP ROOFS
LAP SIDING
WOOD TRIM
BOARD & BAT
MOCK VENTS
WOOD RAILING
MOCK SHUTTERS
SIMULATED BRICK VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

Elevation B - Scheme #6
'Cottage'

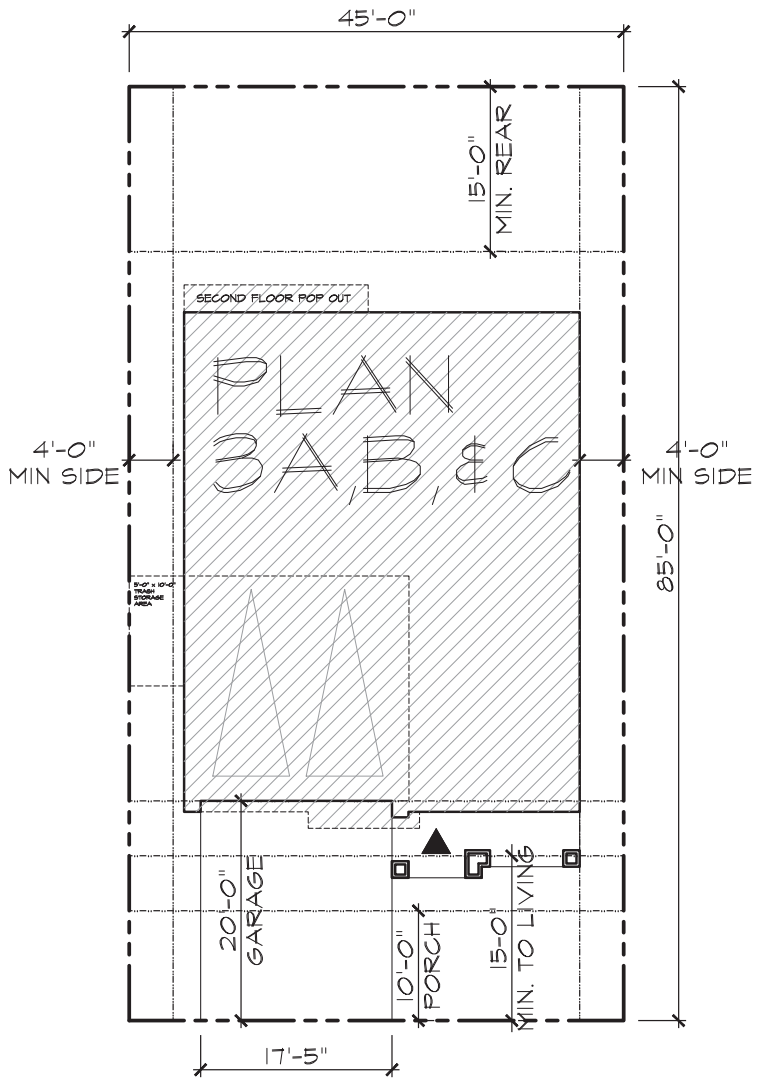
Front Elevations
Plan 3
OAKLEY KNOLLS

ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders Inc.
Date 03/27/2020

D16



Site Plan - Elevation A, B, & C

SECOND FLOOR

City of Antioch

P-D Zoning District

FRONT SETBACK - TO LIVING	15' MIN.
FRONT SETBACK - TO GARAGE	20' MIN.
SIDE SETBACK	4' MIN.
REAR YARD SETBACK	15' MIN.
PORCH SETBACK	10' MIN.

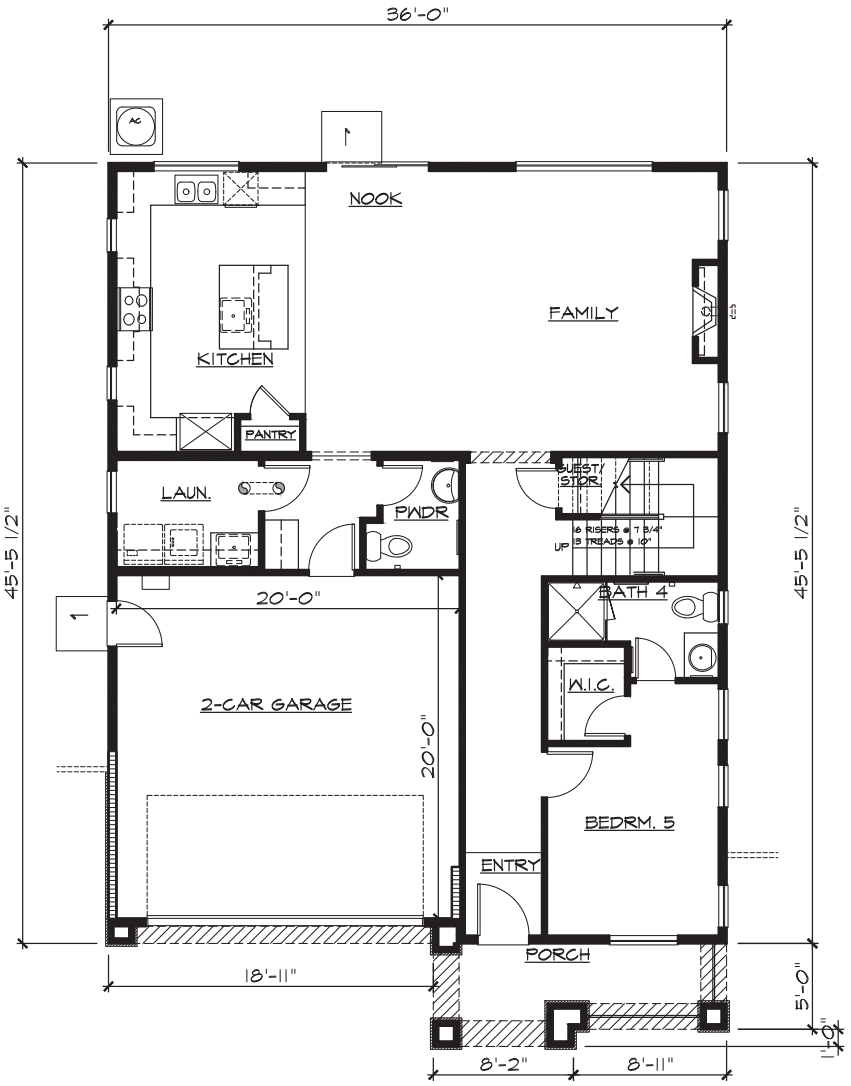
Plan 3
Site Plan

0 2 4 6 8 16

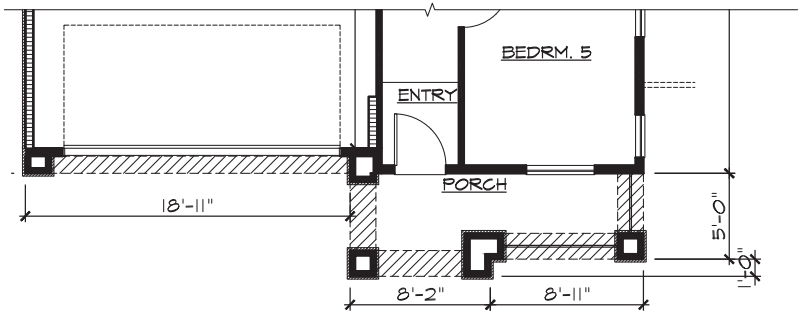
OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY DESIGN GROUP
Discovery Builders, Inc.
Date 03/27/2020

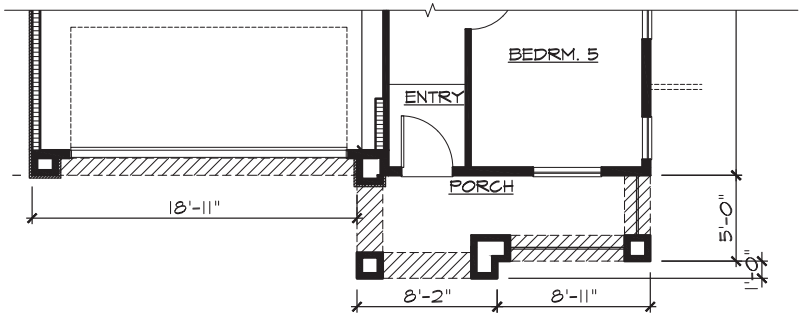
D17



Floor Plan - Elevation A



Floor Plan - Elevation B



Floor Plan - Elevation C

Plan 3
First Floor Plan

0 2 4 6 8 16

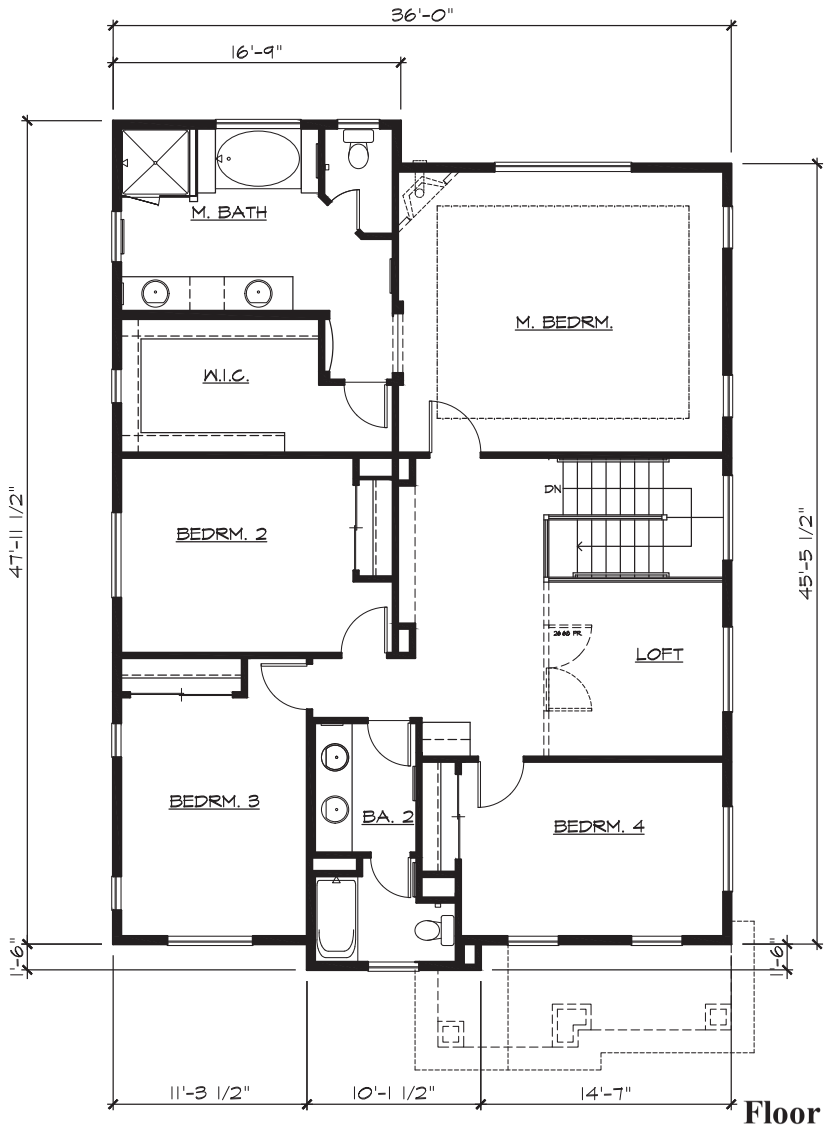
SQUARE FOOTAGE	
FIRST FLOOR	1198 SF
SECOND FLOOR	1621 SF
TOTAL LIVING AREA	2819 SF
GARAGE	418 SF
PORCH	95 SF

OAKLEY KNOLLS
ANTIOCH, CA

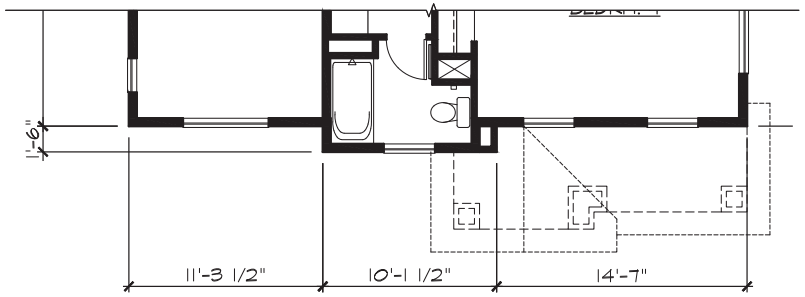
DISCOVERY DESIGN GROUP

Discovery Builders, Inc.
Date 03/27/2020

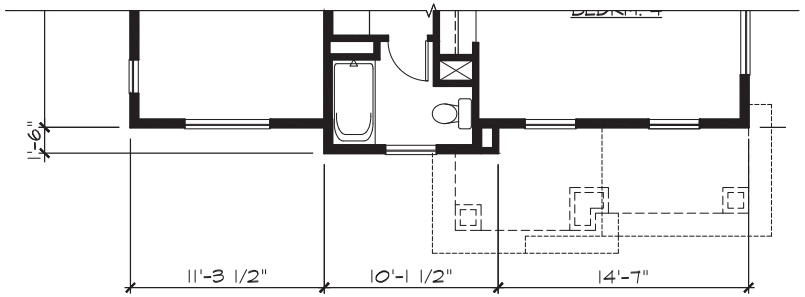
D18



Floor Plan - Elevation A



Floor Plan - Elevation B



Floor Plan - Elevation C

Plan 3
Second Floor Plan

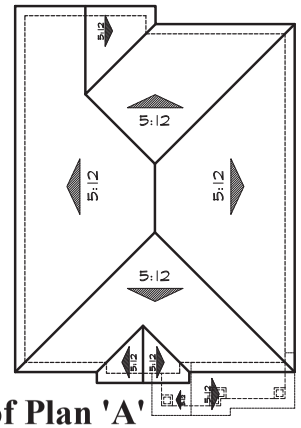
0 2 4 6 8 16

OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 03/27/2020

D19



Roof Plan 'A'

0 2 4 6 8 16

Right

Rear

Left

Plan 3
Elevations 'A'

0 2 4 6 8 16

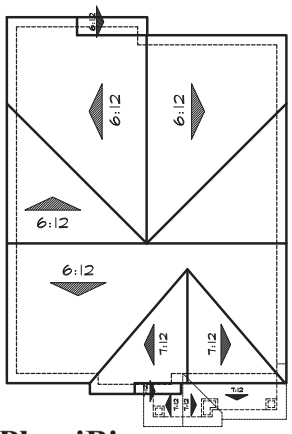
DENOTES ENHANCEMENTS AT SIDE & REAR ELEVATIONS FACING STREETS.

OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY DESIGN GROUP

Discovery Builders, Inc.
Date 03/27/2020

D20



Roof Plan 'B'

0 2 4 6 8 16

Right

Left

Plan 3
Elevations 'B'

0 2 4 6 8 16

OAKLEY KNOLLS

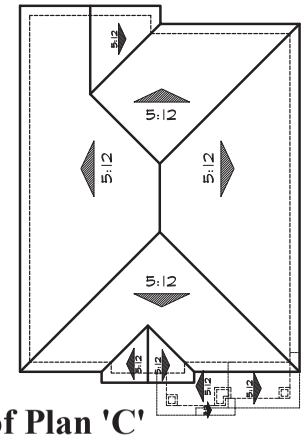
ANTIOCH, CA

DISCOVERY DESIGN GROUP

Discovery Builders, Inc.

Date 03/27/2020

D21



Roof Plan 'C'

0 2 4 6 8 16

Right

Rear

Left

Plan 3
Elevations 'C'

0 2 4 6 8 16

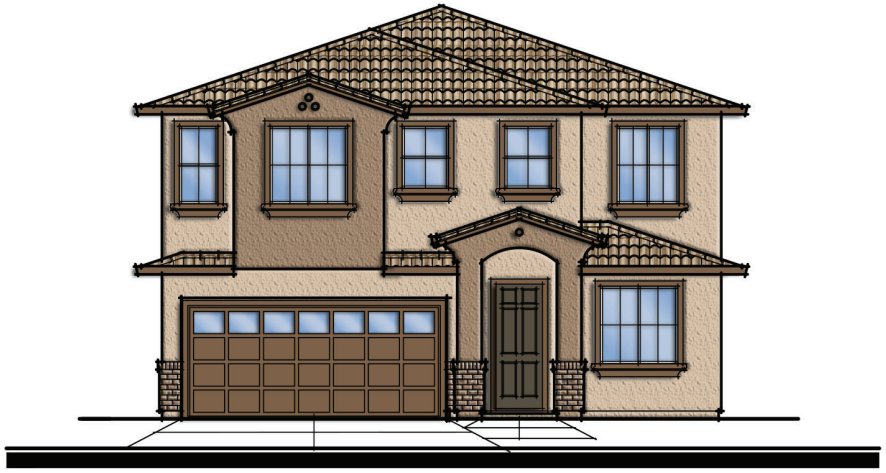
DENOTES ENHANCEMENTS AT SIDE & REAR ELEVATIONS FACING STREETS.

OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY DESIGN GROUP

Discovery Builders, Inc.
Date 03/27/2020

D22



Elevation A - Scheme #4
'Spanish'

Elevation C - Scheme #11
'Traditional'

MATERIAL LEGEND

A VILLA CONCRETE TILE ROOFING
GABLE & HIP ROOFS
STUCCO BODY
STUCCO TRIM
MOCK VENTS
SIMULATED BRICK VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

B FLAT CONCRETE TILE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
MOCK VENTS
MOCK SHUTTERS
SIMULATED STONE VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

C FLAT CONCRETE TILE ROOFING
GABLE & HIP ROOFS
LAP SIDING
WOOD TRIM
BOARD & BAT
MOCK SHUTTERS
SIMULATED BRICK VENEER
ROLL-UP GARAGE DOORS
W/ OPT. WINDOW LITES

Elevation B - Scheme #7
'Cottage'

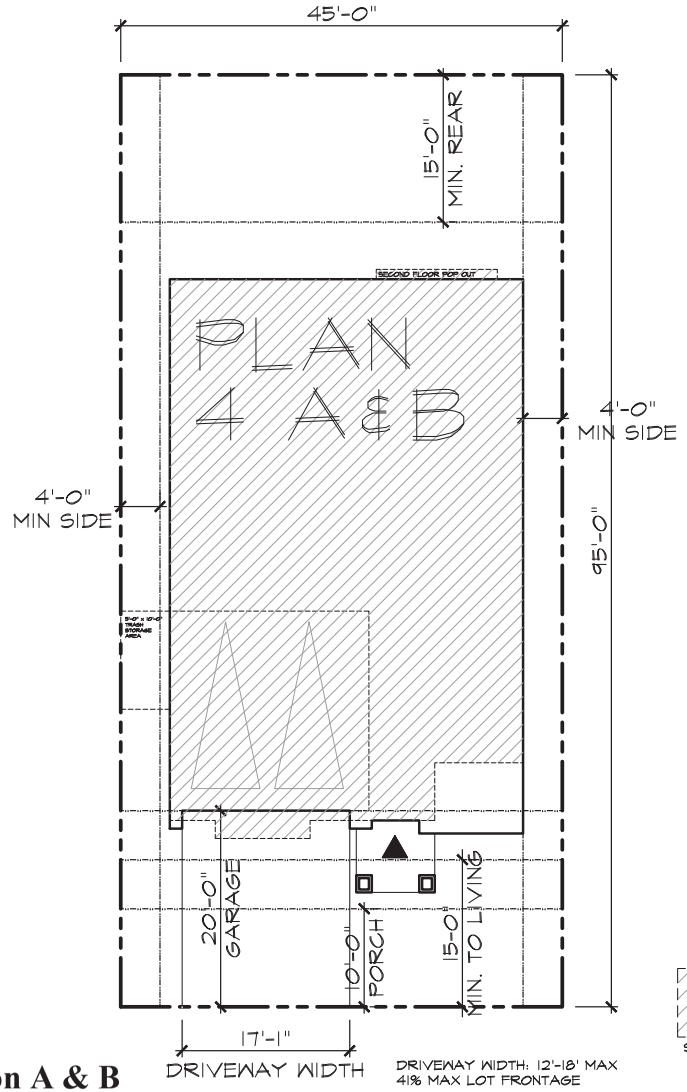
Front Elevations
Plan 4
OAKLEY KNOLLS

ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

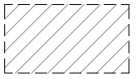
Discovery Builders Inc.
Date 03/27/2020

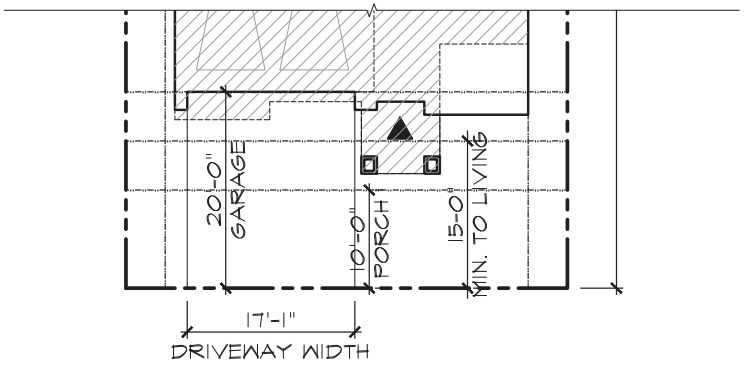
D23



Site Plan - Elevation A & B

DRIVEWAY WIDTH: 12'-18' MAX
41% MAX LOT FRONTAGE





Site Plan - Elevation C

City of Antioch

P-D Zoning District

FRONT SETBACK - TO LIVING	15' MIN.
FRONT SETBACK - TO GARAGE	20' MIN.
SIDE SETBACK	4' MIN.
REAR YARD SETBACK	15' MIN.
PORCH SETBACK	10' MIN.

Plan 4
Site Plan

0 2 4 6 8 16

OAKLEY KNOLLS

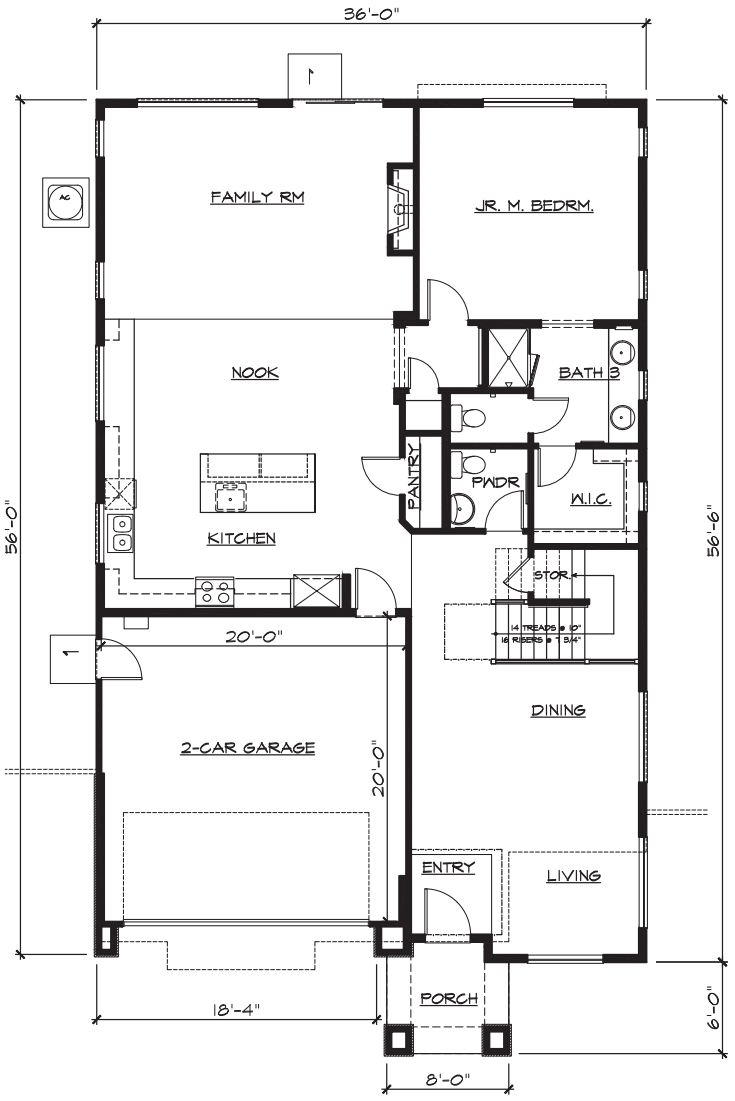
ANTIOCH, CA

DISCOVERY DESIGN GROUP

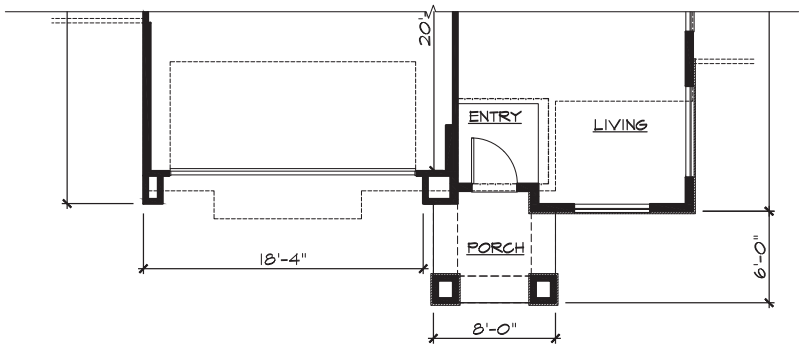
Discovery Builders, Inc.

Date 03/27/2020

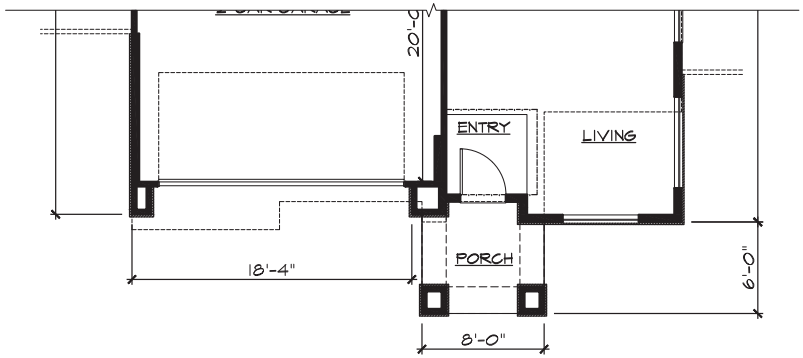
D24



Floor Plan - Elevation A



Floor Plan - Elevation B



Floor Plan - Elevation C

Plan 4
First Floor Plan

0 2 4 6 8 16

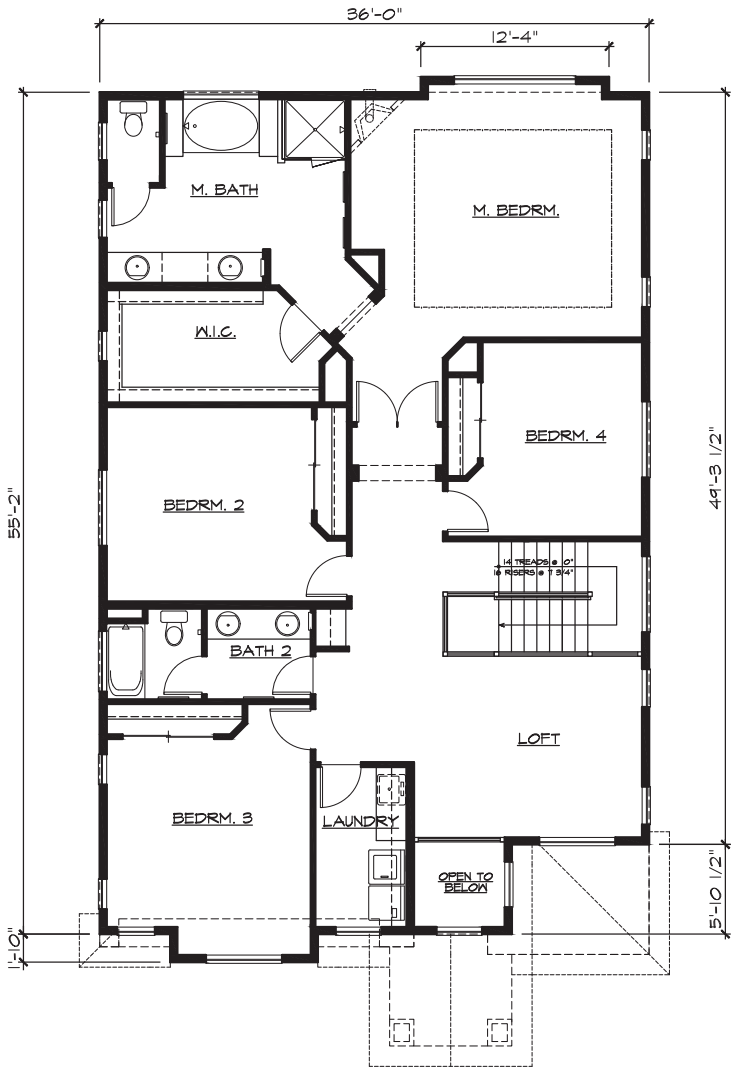
SQUARE FOOTAGE	
FIRST FLOOR	1567 SF
SECOND FLOOR	1850 SF
TOTAL LIVING AREA	3417 SF
GARAGE	413 SF
PORCH	55 SF

OAKLEY KNOLLS
ANTIOCH, CA

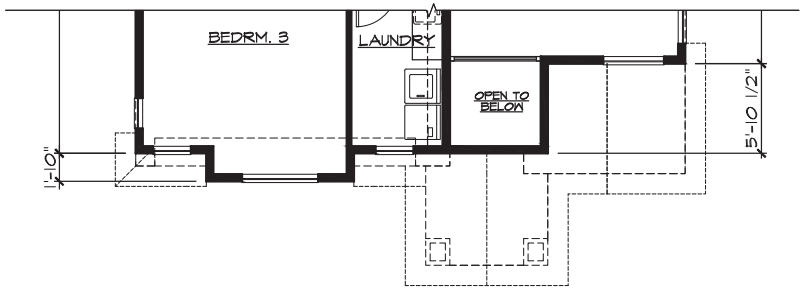
DISCOVERY DESIGN GROUP

Discovery Builders, Inc.
Date 03/27/2020

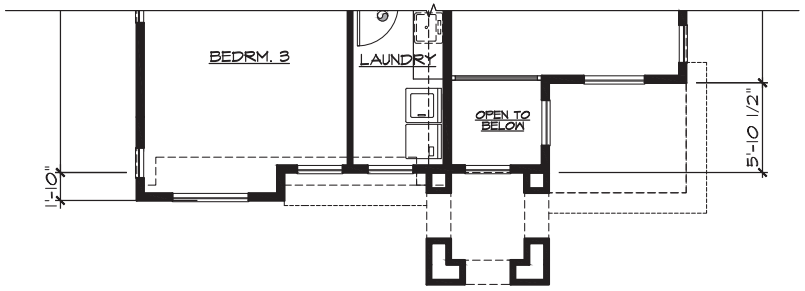
D25



Floor Plan - Elevation A



Floor Plan - Elevation B



Floor Plan - Elevation C

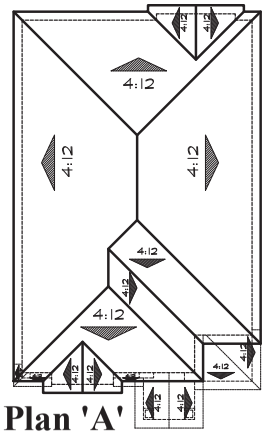
Plan 4
Second Floor Plan

0 2 4 6 8 16

OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY DESIGN GROUP
Discovery Builders, Inc.
Date 03/27/2020

D26

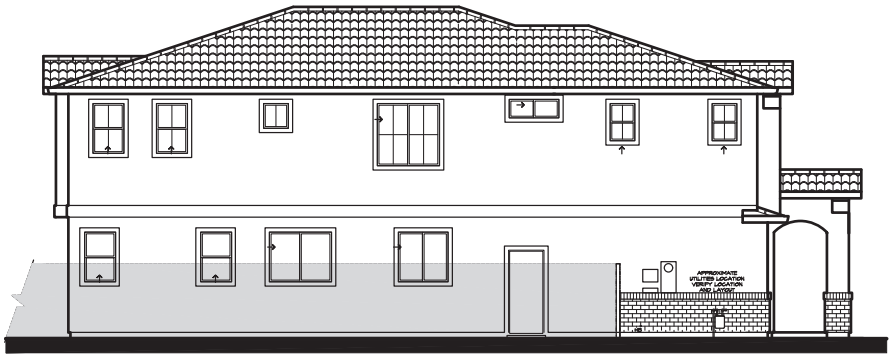


Roof Plan 'A'

0 2 4 6 8 16

Right

Rear



Left

Plan 4
Elevations 'A'

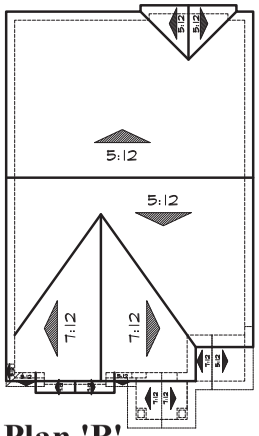
0 2 4 6 8 16

OAKLEY KNOLLS
ANTIOCH, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 03/27/2020

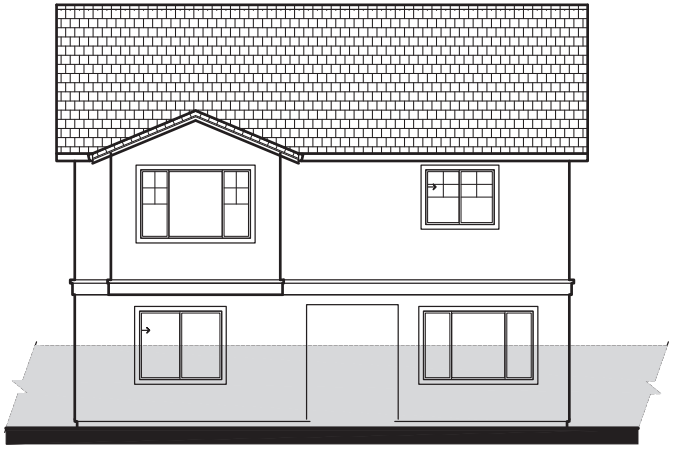
D27



Roof Plan 'B'

0 2 4 6 8 16

Right



Rear

Left

Plan 4
Elevations 'B'

0 2 4 6 8 16

DENOTES ENHANCEMENTS AT SIDE & REAR ELEVATIONS FACING STREETS.

OAKLEY KNOLLS

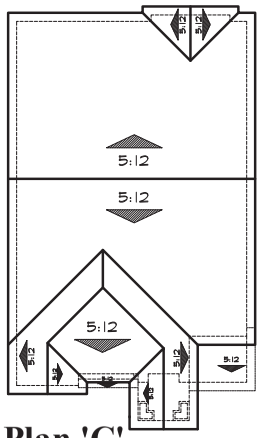
ANTIOCH, CA

DISCOVERY DESIGN GROUP

Discovery Builders, Inc.

Date 03/27/2020

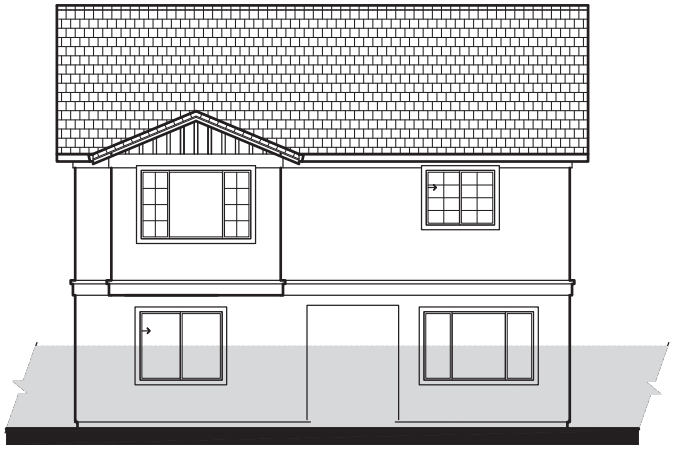
D28



Roof Plan 'C'

0 2 4 6 8 16

Right



Rear

Left

Plan 4
Elevations 'C'

0 2 4 6 8 16

DENOTES ENHANCEMENTS AT SIDE & REAR ELEVATIONS FACING STREETS.

OAKLEY KNOLLS
ANTIOCH, CA

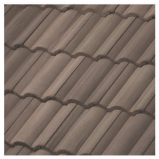
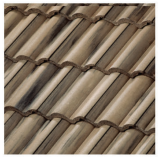
DISCOVERY DESIGN GROUP

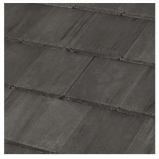
Discovery Builders, Inc.
Date 03/27/2020

D29

SUBDIVISION: OAKLEY KNOLLS

ANTIOCH, CA

SCHEME	VILLA TILE	BODY 1	BODY 2	TRIM	ACCENT	BRICK
SCHEME 1 "SPANISH"	1VICS3233 BROWN BLEND 	KMW28-1 CLAM	KM5784-3 CREEK BAY	KM5792-3 STACKED STONE	KM4582 BEAVER BELT	SANDY CREEK 
SCHEME 2 "SPANISH"	1VICS6464 CA MISSION BLEND 	KMW10-1 POGP SANDS	KM4937-3 PAW PRINT	KM5777 CANNERY PARK	KM4897-5 YIN MIST	COASTAL BLUFF 
SCHEME 3 "SPANISH"	1VICS7330 VERONA CLAY 	KM4634-2 COMMUNITY	KM4630-3 HOWLING COYOTE	KM46 ACOUSTIC WHITE	KMA56-5 PINYON PINE	MOROCCAN SAND 
SCHEME 4 "SPANISH"	1VICS0024 DESERT SAGE 	KM5710 SUNDAY DRIVE	232 TOSCANA	KM5706 BONNIE'S BENCH	KM4812 JUNGLE COVER	SANDY CREEK 

SCHEME	FLAT TILE	BODY 1	BODY 2	TRIM	ACCENT	STONE
SCHEME 5 "COTTAGE"	1FACS1430 CHARCOAL BLEND 	KM4706 RUSTIC HACIENDA	KM4718-2 WAGON WHEEL	KM4575-5 MUD ROOM	KMA76-5 LOG CABIN	GRAND MESA COUNTRY LEDGESTONE 
SCHEME 6 "COTTAGE"	1FACS1132 CHARCOAL BROWN BLEND 	HL4201 ADOBE WHITE	KM5705-3 PIONEER VILLAGE	KM5800-5 SAUSALITO RIDGE	KMA82-5 LAMP POST	BURNT OCHRE DEL MARE LEDGESTONE 

D30

ROOFING: BORAL CONCRETE TILE OR EQUIVALENT

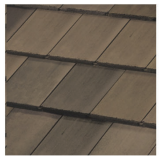
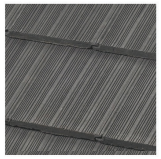
STONE: BORAL CULTURED STONE/CULTURED BRICK EQUIVALENT

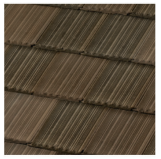
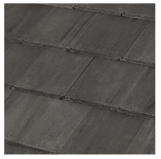
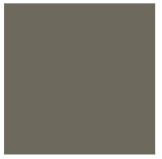
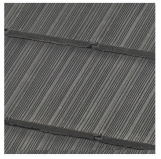
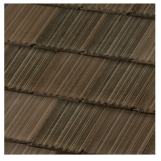
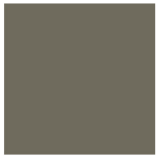
PAINT: KELLY MOORE OR EQUIVALENT

REVISED: 06/19/2019

SUBDIVISION: OAKLEY KNOLLS

ANTIOCH, CA

SCHEME	FLAT TILE	BODY 1	BODY 2	TRIM	ACCENT	STONE
SCHEME 7 "COTTAGE"	1FACS1132 CHARCOAL BROWN BLEND 	KM4566-3 CITY LOFT 	KM4559-3 MINK 	KM5800-5 SAUALITO RIDGE 	KMA66-5 SANTANA SOUL 	CHARDONNAY LIMESTONE 
SCHEME 8 "COTTAGE"	1FBCF1430 CHARCOAL BLEND 	KM4908-1 BASHFUL EMU 	KM4896-3 STONE HEART 	KM49 ANTIQUE WHITE	KMA82-5 LAMP POST 	SKYLINE COUNTRY LEDGESTONE 

SCHEME	FLAT TILE	BODY 1	BODY 2	TRIM	ACCENT	BRICK
SCHEME 9 "TRADITIONAL"	1FBCF1132 CHARCOAL BROWN BLEND 	KM4929-2 WARM GRAY FLANNEL 	KM4937-3 PAW PRINT 	KM4939-5 ARROWHEAD 	KM417 OXFORD BROWN 	TOBACCO ROAD 
SCHEME 10 "TRADITIONAL"	1FACS1430 CHARCOAL BLEND 	KM4942-2 TIN MAN 	KM4945-6 SECRET PASSAGEWAY 	KM4786-1 FRESH LINEN	KM407 CARBON 	ALAMO 
SCHEME 11 "TRADITIONAL"	1FBCF1430 CHARCOAL BLEND 	KM305 IRONWOOD 	KM4938-3 GROUCHY BADGER 	KM216 MALIBU BEIGE 	KM5804-5 YACHT CLUB 	CAPERS ISLAND 
SCHEME 12 "TRADITIONAL"	1FBCF1132 CHARCOAL BROWN BLEND 	KM49 ANTIQUE WHITE	KM5767-2 GREIGE 	KM5772-3 PALM LANE 	KM4818-5 KNIT CARDIGAN 	OLD GUIGNARD 

D31

ROOFING: BORAL CONCRETE TILE OR EQUIVALENT
STONE: BORAL CULTURED STONE/CULTURED BRICK EQUIVALENT
PAINT: KELLY MOORE OR EQUIVALENT

REVISED: 06/19/2019

SUBDIVISION 9353
OAKLEY KNOLLS
ANTIOCH, CALIFORNIA

LANDSCAPE CONSTRUCTION DOCUMENTS
DISCOVERY BUILDERS, INC.

WELO PROJECT INFORMATION

Water Efficient Landscape Ordinance Project Information

Date: 5-28-20

Project: Oakley Knolls

Project Applicant: Thomas Baak and Associates, LLP
Contact: Rick Stover
Address: 1620 North Main Street, Suite 4, Walnut Creek, CA 94596
Email: rstover@tbaak.com
Phone: 925.933.2583 ext 105

Property Owner/ or Representative: Discovery Builders, Inc.
Contact: Monte Davis
Address: 4061 Port Chicago Highway, Suite H, Concord, CA 94520
Email: mdavis@discoverybuilders.com
Phone: 925.682.6419

Project Address: Oakley Road, Antioch, CA

Total Landscape Area (square feet): HOA Maintained Streets/Park/Stormwater Basins - 38,014 SF

Project Type: Residential Subdivision

Water Supply Type: Diablo Water District potable water supplies

Documentation Package:

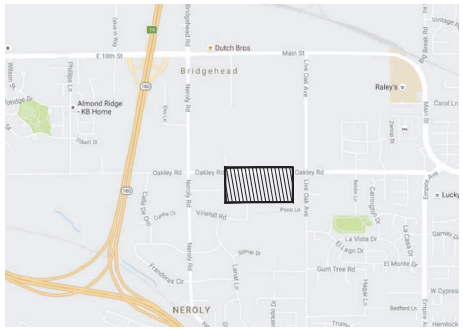
Water Efficient Landscape Worksheet: YES
Soil Management Report: REFER TO PLANTING NOTES
Landscape Design Plan: YES
Irrigation Design Plan: YES
Grading Design Plan: REFER TO CIVIL ENGINEER PLANS

Applicant Statement:

"I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete landscape documentation package."

Applicant Signature — Date: 5-28-20

NOTE: WELO COMPLIANCE CALCULATIONS ARE LOCATED ON CORRESPONDING IRRIGATION SHEETS:
TYPICAL FRONT YARDS, SHEET L-1.3 & L-1.4
HOA MAINTAINED PARCELS, SHEET L-2.2



VICINITY MAP

SHEET INDEX:

APPROVALS:

REVIEWED FOR CONFORMANCE WITH CITY OF ANTIOCH STANDARDS AND REQUIREMENTS. APPROVAL FOR CONSTRUCTION IS SUBJECT TO THE INFORMATION SHOWN HEREIN. THE CITY OF ANTIOCH AND THE UNDERSIGNED ARE NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY EXIST ON THESE PLANS.

CITY ENGINEER — DATE

D32

REVISIONS
No. | Date | Check | Comments
1 | 1-20

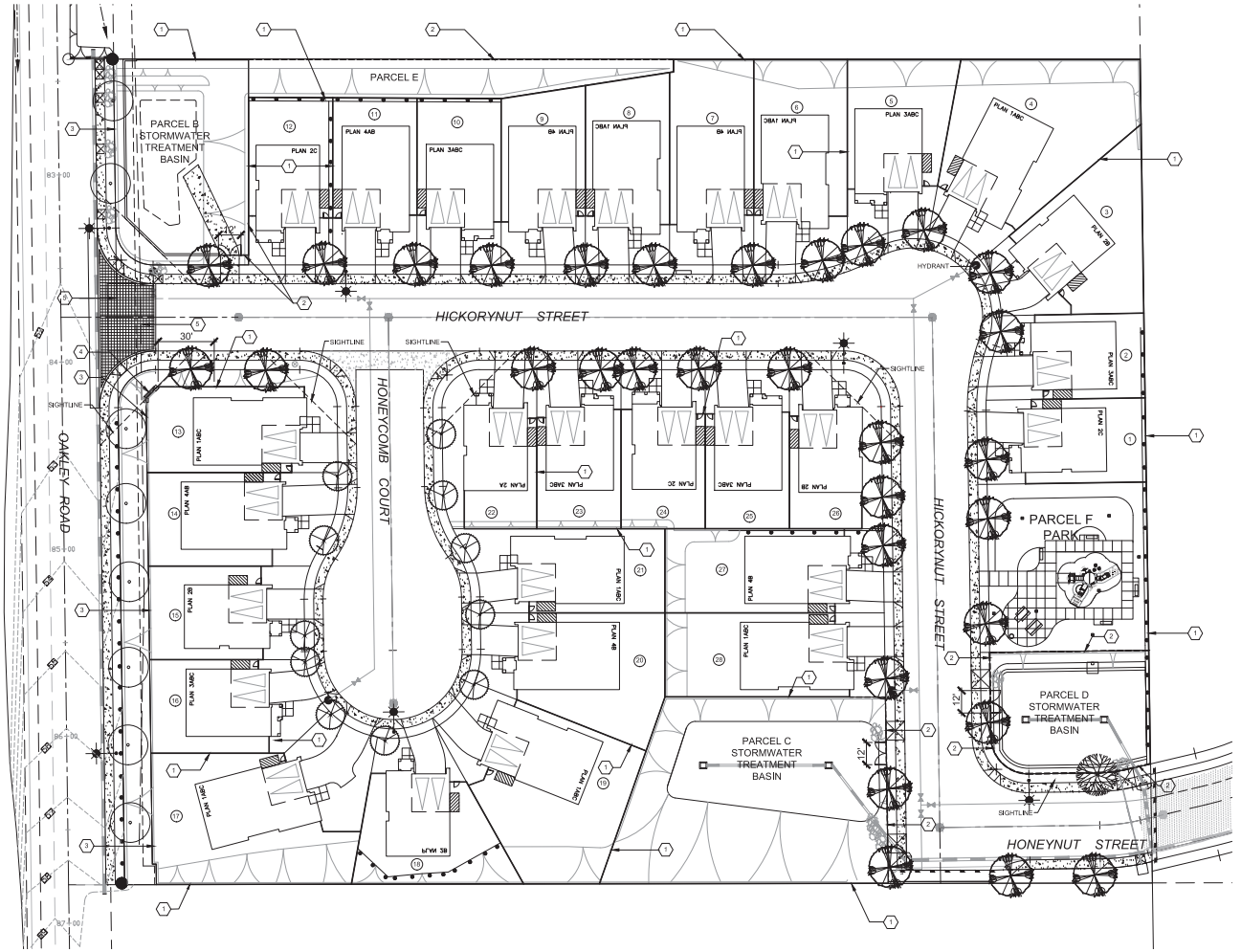
Thomas Baak & Associates, LLP
Landscape Architects
1620 North Main Street, Suite 4
Walnut Creek, CA 94596
Ph: 925.933.2583

OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

COVER SHEET

DESIGNED: RS | DRAWN: KD
CHECKED: | JOB NO:
DATE: 1-15-20
SCALE: NOTED

SHEET L-0 OF 19 SHEETS



PLANT MATERIALS LIST:

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS WATER NEEDS
TREES: TO BE 15 GAL. SIZE			
	CELTIS SINENSIS	COMMON HACKBERRY	MEDIUM
	LAGERSTROEMIA IND. 'TUSCARORA'	CRAPE MYRTLE (STANDARD)	LOW
	PLATANUS ACERIFOLIA 'COLUMBIA'	LONDON PLANETREE	MEDIUM
	QUERCUS AGRIFOLIA	CALIFORNIA LIVE OAK	VERY LOW
	ULMUS 'FRONTIER'	CHINESE ELM	MEDIUM

LEGEND:

1. 6' HT. SOLID WOOD FENCE AT RESIDENCES; SEE DETAIL 1/L-1.2
2. 3' HT, BLACK VINYL-CLAD CHAIN LINK FENCE AT STORMWATER BASIN; SEE DETAIL 2/L-1.2
3. NEW PROJECT SOUNDWALL TO MATCH EXISTING; SEE DETAIL3/L-1.2
4. NEW PROJECT SIGN ON ENTRY CORNER SOUNDWALL PANEL; SEE DETAIL 4/L-1.2
5. COLORED STAMPED CONCRETE; 18" GRID PATTERN FIELD WITH 12" WIDE SMOOTH TROWEL BANDS; PROVIDE "DAVIS#860" COBBLESTONE INTEGRAL COLOR; SEE CIVIL ENGINEERING PLANS FOR DETAIL SECTION

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

REFER TO SHEET L-1.2 FOR WALL & FENCE DETAILS

D33

REVISIONS

Mark	Date	Comments
1	1-2-20	

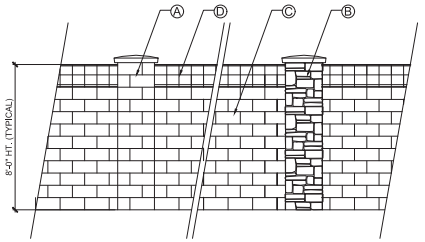
Thomas Rusk & Associates, LLP
Landscape Architects
1620 North Main Street, Suite 4
Walnut Creek, CA 94596
Ph: 925.933.2585

OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

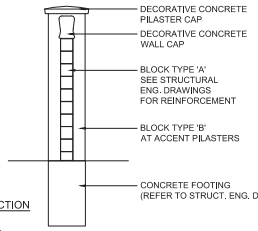
STREET TREE AND FENCING PLAN

DESIGNED:	DRAWN:
RS	KD
CHECKED:	JOB NO:
DATE: 1-15-20	
SCALE: NOTED	

SHEET
L-1.1
OF 19 SHEETS



ELEVATION



SECTION

ITEM DESCRIPTIONS:

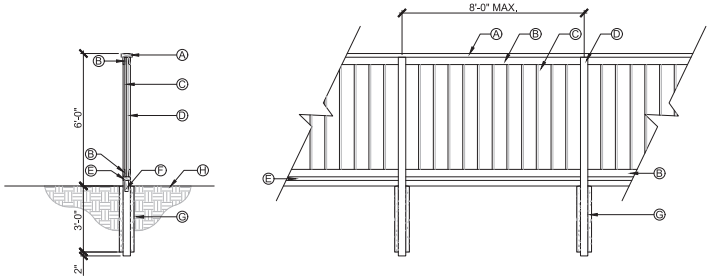
A - PILASTERS CMU BLOCK W/ SPLIT-FACE FINISH AND PRECAST STONE CAP, ON WALLS FACING SCHOOL STREET ONLY; CMU TYPE B' 8x8x16 *BASALITE* (D-113 COLOR); PRECAST CAP BY *HANDAL STONE* (SAND COLOR); OR APPROVED EQUALS.
B - PILASTERS WITH STONE VENEER AND PRECAST STONE CAP, ON WALL FACING OAKLEY ROAD ONLY; STONE VENEER TO BE *ELDORADO STONE* 'CLIFFSTONE' WITH MONTECITO COLOR BLEND, PRECAST CAP BY *HANDAL STONE* (SAND COLOR); OR APPROVED EQUAL.
C - 8x8x16 CMU MASONRY BLOCK WITH SPLIT-FACE FINISH, CMU 'TYPE A' 8x8x16 *BASALITE* (D-345 COLOR); OR APPROVED EQUAL.
D - DECORATIVE WALL CAP CONTINUOUS BETWEEN PILASTERS; 'REGAL BY *BASALITE* (COLOR AND FINISH TO MATCH PILASTER CAP).

NOTES:

1. THIS DETAIL IS FOR DESIGN APPEARANCE AND BIDDING PURPOSES ONLY. OWNER TO PROVIDE UPDATES AND VERIFY APPROVED SOUNDWALL DETAIL. WALL CONTRACTOR IS RESPONSIBLE FOR ALL STRUCTURAL DESIGN AND CALCULATIONS, REINFORCING, FOOTINGS, ETC.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ARCHITECT OR OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
3. FINAL STRUCTURAL PLANS TO BE PROVIDED BY CONTRACTOR FOR REVIEW AND APPROVAL BY THE CITY.

3 PROJECT WALL DETAIL (PROTO II THEME)

NO SCALE



ITEM DESCRIPTIONS:

A - 2"X6" CAP; CONTINUOUS
B - 1"X4" CLEATS; BOTH SIDES
C - 1"X8" BOARDS; ANGLE SET WITH 1" OVERLAP
D - 4"X4" PTDF POST AT 8' O.C. MAX.
E - 2"X4" BOTTOM STRINGER
F - 2"X6" PTDF KICKER
G - 8"ØX36" DEEP CONCRETE FOOTING
H - FINISH GRADE

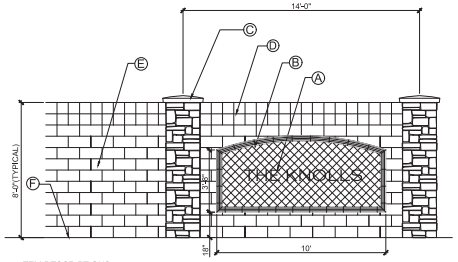
NOTES:

ALL WOOD TO BE ROUGH SAWN REDWOOD UNLESS NOTED OTHERWISE.

HOLD TOP RAIL LEVEL; STEP FENCE & ALTER PANEL WIDTH AS NECESSARY TO CONFORM TO GRADES.

1 WOOD FENCE DETAIL

NO SCALE

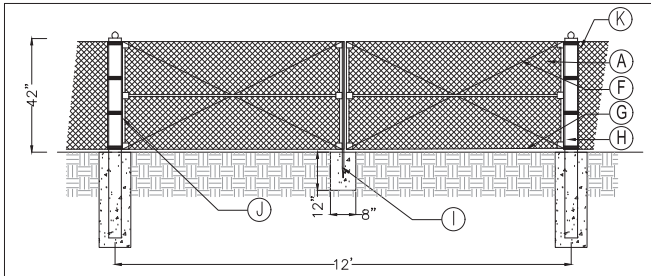


ITEM DESCRIPTIONS:

A - GOLD LETTERS APPLIED TO TILE SURFACE; FONT TO BE DETERMINED.
B - 6x6 CERAMIC TILE FIELD (BLACK COLOR) WITH 4" WIDE PRECAST CONCRETE TRIM; PRECAST CONCRETE COLOR TO BE DETERMINED.
C - PILASTERS WITH STONE VENEER AND PRECAST STONE CAP, ON WALL; STONE VENEER TO BE *ELDORADO STONE* 'CLIFF STONE' WITH MONTECITO COLOR; PRECAST CAP BY *HANDAL STONE* (SAND COLOR); OR APPROVED EQUAL.
D - DECORATIVE WALL CAP CONTINUOUS BETWEEN PILASTERS; 'REGAL BY *BASALITE* (COLOR AND FINISH TO MATCH PILASTER CAP).
E - 8x8x16 CMU MASONRY BLOCK WITH SPLIT-FACE FINISH, CMU 'TYPE A' 8x8x16 *BASALITE* (D-345 COLOR); OR APPROVED EQUAL.
F - FINISH GRADE

4 PROJECT MONUMENT SIGN WALL DETAIL

NO SCALE

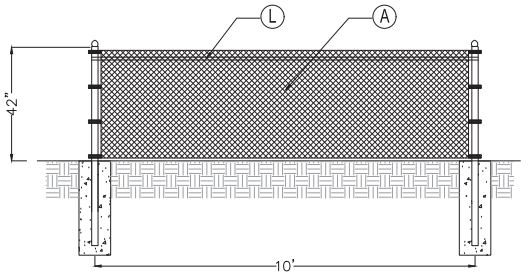


CHAIN LINK GATE DETAIL

NO SCALE

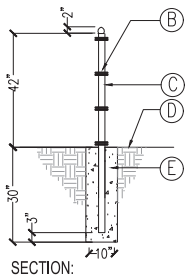
DESCRIPTION:

A - #11 CAGE WIRE FABRIC WITH 2" MESH AND CLASS 1 COATING
B - STEEL CLAMPS AT 14" +- TYP.
C - 2.375 O.D. POST
D - FINISH GRADE
E - 8" DIAMETER x 24" DEEP CONCRETE FOOTING AT POSTS
F - 3/8" ROD WITH TURN-BUCKLE (TIE BARIC TO RODS WITH HOG RINGS AT 18" O.C.(TYP.)
G - NO.7 GUAGE GALV. TENSION WIRE WITH CLASS I COATING
H - 4" DIAMETER GATE POST
I - INDUSTRIAL GRADE GATE LATCH W/ LATCH FORK AND LOCK KEEPER GUIDE
J - 1.9" O.D. GATE FRAMES
K - STEEL STRETCHER BAR
L - 1.66" O.D. BRACE



2 CHAIN LINK FENCE DETAIL

NO SCALE



SECTION:

NOTES:

1. CENTERLINE OF CHAINLINK FENCE SHALL BE 6" INSIDE RIGHT OF WAY UNLESS OTHERWISE INDICATED
2. ALL HARDWARE SHALL BE INDUSTRIAL HARDWARE GRADE
3. BRACING IS THE SAME ON BOTH SIDES OF CORNER POSTS
4. INSTALL INDUSTRIAL GRADE GATE STOPS AS DIRECTED BY THE ENGINEER
5. TIE WIRE AND HOG RINGS SHALL BE NO. 9 GUAGE GALVANIZED STEEL, CLASS A
6. ALL CHAINLINK FABRIC TO BE VINYL CLAD BLACK COLOR
7. ALL HARDWARE TO RECEIVE (2) COATS RUSTOLIUM PAINT SATIN BLACK FINISH

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REVISIONS

No.	Date	Check	Comments
1	2-20		

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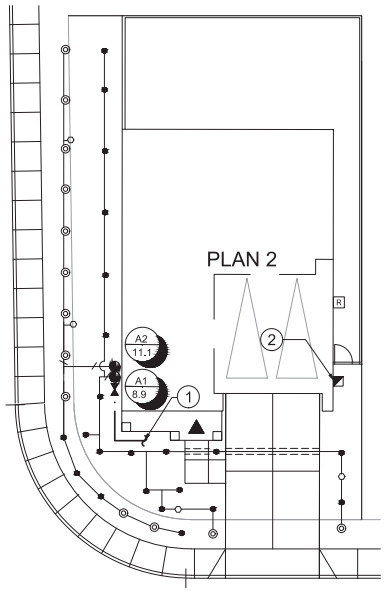
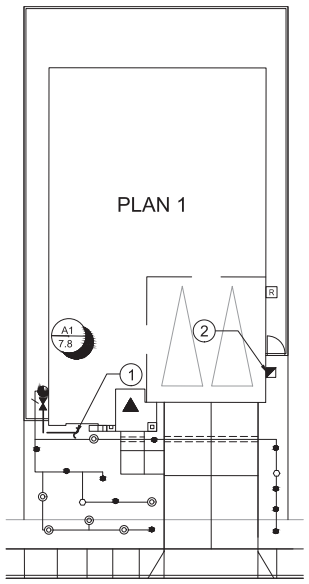
OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

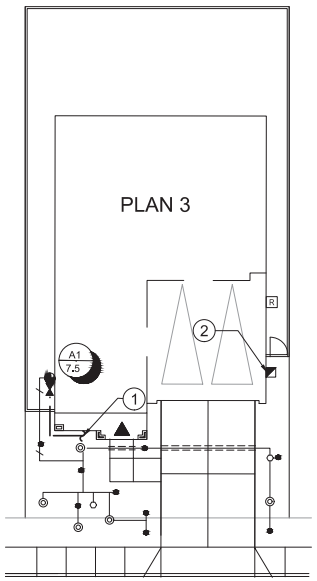
FENCE AND WALL DETAILS

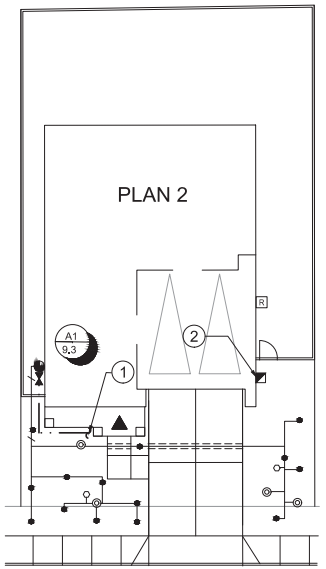
DESIGNED:	DRAWN:
RS	KD
CHECKED:	JOB NO:
DATE: 1-15-20	
SCALE: NOTED	

SHEET
L-1.2
OF 19 SHEETS









WATER EFFICIENT LANDSCAPE WORKSHEET - BY VALVE - PLAN 2 CORNER

REFERENCE EVAPOTRANSPIRATION (ETo): 48.3

VALVE #	HYDROZONE / (PLANT WATER USE)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% OF TOTAL LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
A1	LOW WATER USE	SHRUBS	0.3	BUBBLER	0.81	0.37037037	795	294.4444444	8817.4	56%
A2	LOW WATER USE	SHRUBS	0.3	BUBBLER	0.81	0.37037037	631	233.7037037	6998.5	44%
						TOTALS:	1426	528		100%
SPECIAL LANDSCAPE AREAS:										
REC. AREA						1		0	0	
POOL						1		0	0	
WATER FEATURE 2						1		0	0	
						TOTALS:	0	0		
								ETWU TOTAL:	15,816	
								MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):	23,487	

ETAF CALCULATIONS:

REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	528
TOTAL LANDSCAPE AREA	1,426
AVERAGE ETAF	0.37

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	528
TOTAL LANDSCAPE AREA	1,426
SITEWIDE ETAF	0.37

WATER EFFICIENT LANDSCAPE WORKSHEET - BY VALVE - PLAN 3

REFERENCE EVAPOTRANSPIRATION (ETo): 48.3

VALVE #	HYDROZONE / (PLANT WATER USE)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% OF TOTAL LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
A1	LOW WATER USE	SHRUBS	0.3	BUBBLER	0.81	0.37037037	512	189.6296296	5678.6	100%
						TOTALS:	512	190		100%
SPECIAL LANDSCAPE AREAS:										
REC. AREA						1		0	0	
POOL						1		0	0	
WATER FEATURE 2						1		0	0	
						TOTALS:	0	0		
								ETWU TOTAL:	5,679	
								MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):	8,433	

ETAF CALCULATIONS:

REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	190
TOTAL LANDSCAPE AREA	512
AVERAGE ETAF	0.37

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	190
TOTAL LANDSCAPE AREA	512
SITEWIDE ETAF	0.37

WATER EFFICIENT LANDSCAPE WORKSHEET - BY VALVE - PLAN 1

REFERENCE EVAPOTRANSPIRATION (ETo): 48.3

VALVE #	HYDROZONE / (PLANT WATER USE)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% OF TOTAL LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
A1	LOW WATER USE	SHRUBS	0.3	BUBBLER	0.81	0.37037037	556	205.9259259	6166.7	100%
						TOTALS:	556	206		100%
SPECIAL LANDSCAPE AREAS:										
REC. AREA						1		0	0	
POOL						1		0	0	
WATER FEATURE 2						1		0	0	
						TOTALS:	0	0		
								ETWU TOTAL:	6,167	
								MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):	9,157	

ETAF CALCULATIONS:

REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	206
TOTAL LANDSCAPE AREA	556
AVERAGE ETAF	0.37

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	206
TOTAL LANDSCAPE AREA	556
SITEWIDE ETAF	0.37

WATER EFFICIENT LANDSCAPE WORKSHEET - BY VALVE - PLAN 2

REFERENCE EVAPOTRANSPIRATION (ETo): 48.3

VALVE #	HYDROZONE / (PLANT WATER USE)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% OF TOTAL LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
A1	LOW WATER USE	SHRUBS	0.3	BUBBLER	0.81	0.37037037	602	222.962963	6676.8	100%
						TOTALS:	602	223		100%
SPECIAL LANDSCAPE AREAS:										
REC. AREA						1		0	0	
POOL						1		0	0	
WATER FEATURE 2						1		0	0	
						TOTALS:	0	0		
								ETWU TOTAL:	6,677	
								MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):	9,915	

ETAF CALCULATIONS:

REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	223
TOTAL LANDSCAPE AREA	602
AVERAGE ETAF	0.37

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	223
TOTAL LANDSCAPE AREA	602
SITEWIDE ETAF	0.37

GRAPHIC NOTE:

IRRIGATION PLAN IS A SCHEMATIC REPRESENTATION OF THE DESIGN. ALL IRRIGATION PIPES AND VALVES SHOWN IN PAVING AREAS SHALL BE INSTALLED IN ADJACENT PLANTERS ALONG BACK OF PAVING AS SITE CONSTRAINTS ALLOW. SLEEVE LOCATIONS ARE SHOWN RELATIVE TO RELATED SITE PAVING LOCATIONS.

LANDSCAPE IRRIGATION AUDITS:

WATER AUDITS FOR THE LANDSCAPE IRRIGATION SYSTEM SHALL BE CONDUCTED ONCE EVERY FIVE YEARS (60 MONTHS) AFTER FINAL ACCEPTANCE OF THE PROJECT LANDSCAPE INSTALLATION. THE AUDITS SHALL BE CONDUCTED BY A CERTIFIED LANDSCAPE IRRIGATION AUDITOR IN ACCORDANCE WITH THE CALIFORNIA LANDSCAPE WATER MANAGEMENT PROGRAM, AS DESCRIBED IN THE LANDSCAPE IRRIGATION AUDITOR HANDBOOK.

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

REFER TO SHEET L-1.4 FOR IRRIGATION LEGEND, NOTES AND DETAILS

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REVISIONS

No.	Date	Check	Comments
1	1-2-20		

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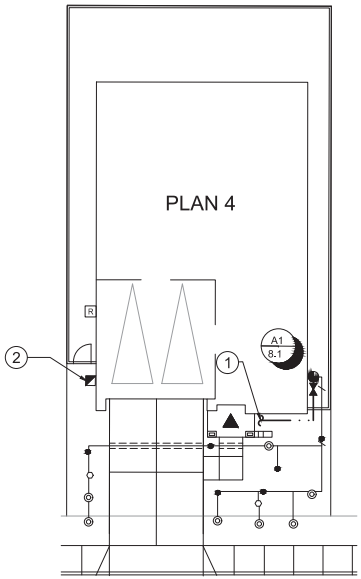
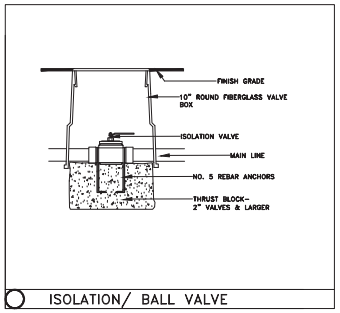
OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

TYPICAL FRONT YARD IRRIGATION PLANS

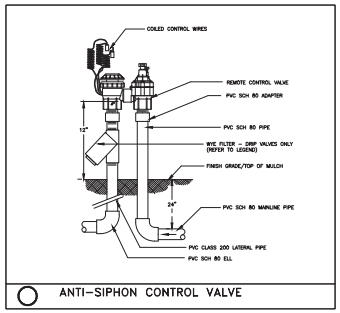
DESIGNED: RS | DRAWN: KD
CHECKED: | JOB NO:
DATE: 1-15-20
SCALE: NOTED

SHEET L-1.3
OF 19 SHEETS

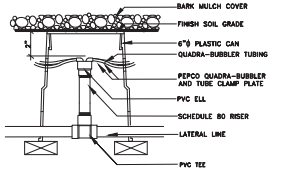




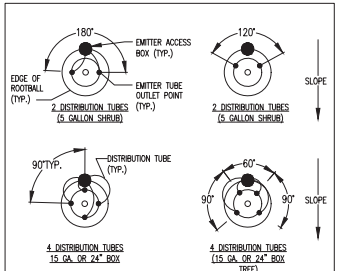
ISOLATION/ BALL VALVE



ANTI-SIPHON CONTROL VALVE



QUADRA-BUBBLER (QB SERIES) DETAIL



EMITTER OUTLET PLACEMENT DETAIL

IRRIGATION NOTES:

GENERAL NOTES: DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE DESIGN OF THE SYSTEM. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, NOTIFY LANDSCAPE ARCHITECT OF ANY ASPECTS OF LAYOUT, WHICH WILL PROVIDE INCOMPLETE OR INSUFFICIENT WATER COVERAGE OF PLANT MATERIAL AND DO NOT PROCEED UNTIL THE INSTRUCTIONS ARE OBTAINED. IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY. IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL THE GRADE DIFFERENCES, LOCATION OF WALKS, RETAINING WALLS, ETC. PRIOR TO CONSTRUCTIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PROTECT IN PLACE (BY ALL MEANS NECESSARY) ALL EXISTING UTILITIES UNLESS OTHERWISE SPECIFIED ON THE PANS, CITY STANDARD DRAWINGS, SPECIFICATIONS, SPECIFIC NOTES & DETAIL DRAWINGS AND THE SOILS REPORT TAKE PRECEDENCE OVER GENERAL DRAWINGS AND PLANS UNLESS OTHERWISE DIRECTED. ANY DEVIATION FROM APPROVED PLANS DURING CONSTRUCTION WILL REQUIRE 48 HOURS PRIOR NOTICE TO THE LANDSCAPE ARCHITECT. AT LEAST ONE SET OF PLANS SHALL BE ON THE SITE AT ALL TIMES FOR INSPECTION. IRRIGATION CONTRACTOR SHALL COMPLY WITH ALL STATE, COUNTY AND CITY LAWS AND ORDINANCES, AND REGULATIONS OF THE DEPARTMENT OF INDUSTRIAL RELATIONS, O.S.H.A. AND INDUSTRIAL ACCIDENT COMMISSION RELATING TO THE SAFETY AND CHARACTER OF WORK, EQUIPMENT AND LABOR PERSONNEL. THE IRRIGATION CONSULTANT ASSUMES NO RESPONSIBILITY BEYOND THE ADEQUACY OF THE DESIGN CONTAINED HEREIN.

DRAWINGS: DUE TO THE SCALE OF DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES, ETC., WHICH MAY BE REQUIRED. THE CONTRACTOR SHALL ALSO CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL OF HIS WORK, PLAN HIS WORK ACCORDINGLY AND FURNISH SUCH FITTINGS, ETC. AS MAY BE NECESSARY TO MEET SUCH CONDITIONS. DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THE WORK SHALL BE INSTALLED IN SUCH A MANNER AS TO AVOID CONFLICTS BETWEEN IRRIGATION SYSTEM, PLANTING AND ARCHITECTURAL FEATURES. ALL PIPING, VALVES, ETC. SHOWN WITHIN PAVED AREAS ARE FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS WHERE POSSIBLE.

CONTROLLER: IRRIGATION CONTRACTOR IS TO PROGRAM TIMING OF STATIONS ON CONTROLLER TO IRRIGATE IN THE MOST EFFICIENT, WATER CONSERVING MANNER POSSIBLE. IT IS THE RESPONSIBILITY OF THE LANDSCAPE MAINTENANCE CONTRACTOR AND/OR THE OWNER TO PROGRAM THE IRRIGATION CONTROLLERS TO PROVIDE THE MINIMUM AMOUNT OF WATER NEEDED TO SUSTAIN PROPER PLANT HEALTH. THIS INCLUDES MAKING ADJUSTMENTS TO THE PROGRAM FOR SEASONAL WEATHER CHANGES, PLANT MATERIAL NEEDS, WATER REQUIREMENTS, CHANGES IN ELEVATION, SUN, SHADE AND WIND EXPOSURES. CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE, EROSION, PUDDLING, ETC. DUE TO IMPROPER PROGRAMMING. ELECTRICAL CONTRACTOR TO SUPPLY 120-VOLT A.C. (2.5 AMP) SERVICE & DISCONNECT, JUNCTION BOX AND CONDUIT, AS NECESSARY, TO CONTROLLER LOCATION. IRRIGATION CONTRACTOR TO MAKE FINAL CONNECTION FROM ELECTRICAL STUB-OUT TO CONTROLLER. INSTALL NEW 9-VOLT DURACELL BATTERY(S) IN EACH CONTROLLER (IF REQUIRED) TO RETAIN PROGRAM IN MEMORY DURING TEMPORARY POWER FAILURES. CONTROLLER SHALL HAVE GROUND WIRE AS PER MANUFACTURER'S INSTRUCTIONS.

VALVES: ISOLATION AND CONTROL VALVE LOCATIONS SHOWN ARE DIAGRAMMATIC. INSTALL IN GROUNDCOVER / SHRUB AREAS WHERE POSSIBLE (NOT IN LAWN AREA), AND AT THE EDGES OF THE PLANTING AREAS SO AS TO NOT INTERFERE WITH PLANT HOLE EXCAVATION. INSTALL VALVE 12 INCHES FROM AND PERPENDICULAR TO: WALKS, CURBS, LAWN, ETC. AND EACH SHALL BE 12 INCHES APART, THE SHORT SIDE OF VALVE SHALL BE PARALLEL TO WALK, CURB, LAWN EDGE, ETC. IF PRESSURE EXCEEDS 80 PSI, CONTRACTOR SHALL INSTALL PRESSURE REDUCING EQUIPMENT AS REQUIRED.

WIRING: CONTROL WIRES SHALL BE U.L. APPROVED FOR DIRECT BURIAL IN GROUND. COPPER SIZE #14-1, COMMON GROUND WIRE SHALL HAVE WHITE INSULATION JACKET. CONTROL WIRE SHALL HAVE INSULATION JACKET OF COLOR OTHER THAN WHITE. SPLICING SHALL BE DONE WITH 3M #3570 SCOTCHLOK SEAL PACKS, SPLICING OF 24-VOLT WIRES WILL NOT BE PERMITTED EXCEPT IN VALVE BOXES. LEAVE A 24 INCH COIL OF EXCEL WIRE AT EACH SPLICE AND AT 100 FEET ON CENTER ALONG WIRE RUN. TAPE WIRE IN BUNDLES AT 10 FEET ON CENTER. NO TAPING PERMITTED IN SLEEVES. INSTALL A CONTROL WIRE FOR EACH EXTRA STATION LEFT ON THE CONTROLLER AND A SPARE CONTROL WIRE OF A DIFFERENT COLOR ALONG THE ENTIRE MAIN LINE. LOOP 24 INCHES OF EXCESS WIRE INTO EACH SINGLE VALVE BOX AND INTO ONE VALVE BOX IN EACH GROUP OF VALVES. INSTALL 'RAINBIRD' #LSP-1 LINE SURGE PROTECTOR EVERY 500 FT. OF 2-WIRE WIRE PATH.

MULTI-OUTLET DRIP SYSTEM: CONTRACTOR SHALL INSTALL DRIP HEADS IN PLASTIC CANS PER DETAIL. INSTALL POT PLUGS IN ANY AND ALL UNUSED DRIP EMITTER PORTS. DISTRIBUTION TUBIN SHALL NOT EXTEND BEYOND MANUACTURER'S RECOMMENDATIONS (6 FT. MAX.). SECURE DISTRIBUTION TUBING TO GRADE WITH TUBING METAL STAPLES AT A MAXIMUM SPACING OF 24 INCHES. PROVIDE PLASTIC STAKE SUPPORTS AT DISTRIBUTION TUBING TERMINUS TO ANCHOR AND SECURE EMITTERS OVER ROOTBALL. EVENLY SPACE MULTIPLE EMITTER INSTALLATIONS AROUND PLANT ROOTBALL. INSTALL 'BUG PLUGS' IN EVERY DISTRIBUTION TUBING TERMINUS.

PIPING/TRENCHING: INSTALL MAIN LINE PIPING WITH CONCRETE THRUST BLOCKS AS PER MANUFACTURER'S RECOMMENDATION. MAIN AND LATERAL LINES SHALL BE SURROUNDED WITH A MINIMUM OF 2" OF SAND OR ROCK FREE SOIL. PIPE SEALANT COMPOUND SHALL BE RECTOR SEAL T+2, PERMATEX 51 OR LASCO #60530S. PRESSURE THE MAIN LINE @ 150 PSI FOR 2 HOURS AND THE LATERAL LINES @ 100 PSI FOR 2 HOURS. WHERE IT IS NECESSARY TO EXCAVATE ADJACENT TO EXISTING TREES, THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO TREES, AND TREE ROOT SYSTEMS. EXCAVATION IN AREA WHERE TWO (2) INCH AND LARGER ROOTS EXIST SHALL BE DONE BY HAND, CUT ROOTS ONE (1) INCH AND LARGER IN DIAMETER SHALL BE PAINTED WITH TWO COATS OF TREE SEAL, OR EQUAL. TRENCHES ADJACENT TO TREES SHOULD BE CLOSED WITHIN TWENTY-FOUR (24) HOURS. AND WHERE THIS IS NOT POSSIBLE, THE SIDE OF THE TRENCH ADJACENT TO THE TREE SHALL BE KEPT SHADED WITH WET BURLAP OR CANVAS.

SLEEVES: THE IRRIGATION CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR AND OTHER SUBCONTRACTORS FOR THE LOCATION AND THE INSTALLATION OF SLEEVES, CONDUIT OR PIPE THROUGH WALLS, UNDER ROADWAYS, PAVING, STRUCTURES, ETC. PRIOR TO CONSTRUCTION. IN ADDITION TO THE SLEEVES AND CONDUITS SHOWN ON THE DRAWINGS, THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION AND/OR INSTALLATION OF SLEEVES AND CONDUITS OF SUFFICIENT SIZE UNDER ALL PAVED AREAS.

IRRIGATION SYSTEM: THE IRRIGATION SYSTEM IN CURRENTLY POTABLE. SET UP FOR POSSIBLE RETROFIT TO RECYCLED WATER SOURCE IN FUTURE. DESIGN IS BASED ON A MINIMUM OPERATING PRESSURE (PSI) AND A FLOW DEMAND (GPM) AS NOTED ON PLAN. THE IRRIGATION CONTRACTOR SHALL VERIFY WATER PRESSURE PRIOR TO CONSTRUCTION. REPORT ANY DIFFERENCE BETWEEN THE WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT-OF-CONNECTION TO THE LANDSCAPE ARCHITECT. FAILURE TO DO SO WILL RESULT IN THE CONTRACTOR BEING RESPONSIBLE FOR ANY NECESSARY CHANGES DUE TO THIS DIFFERENCE.

GUARANTEE: ALL CONSTRUCTION, PARTS AND PRODUCTS BY THE LANDSCAPE CONTRACTOR AND/OR HIS SUBCONTRACTORS SHALL BE GUARANTEED FOR ONE (1) FULL YEAR AFTER THE BEGINNING OF THE MAINTENANCE PERIOD. THE CONTRACTOR SHALL REPLACE (AT NO EXPENSE TO THE OWNER) ANY AND ALL IRRIGATION PRODUCTS THAT ARE IN AN UNACCEPTABLE CONDITION FOR THE TIME OF USE. REPLACEMENT OF ANY ITEMS SHALL MATCH ORIGINAL DESCRIPTION OF ITEM(S) ON CONSTRUCTION PLANS AND SHALL BE INSTALLED PER SPECIFICATION. THE CONTRACTOR SHALL NOT BE HELD LIABLE FOR LOSS OF IRRIGATION PARTS OR PRODUCTS DUE TO VANDALISM, ACCIDENTAL CAUSES, OR ACTS OF NEGLECT BY OTHERS THAN THE CONTRACTOR, HIS AGENTS OR EMPLOYEES.

DO NOT BID, ORDER MATERIALS OR INSTALL ANY OR ALL OF SYSTEM BEFORE READING THE IRRIGATION NOTES IN THEIR ENTIRETY. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL CHANGES, REVISIONS AND OR ADDITIONS TO SYSTEM DUE TO FAILURE TO DO SO.

IRRIGATION LEGEND:

- 'HUNTER' #XC-400 4-STATION EXTERIOR WALL MOUNT CONTROLLER; PROVIDE 'HUNTER' SOLAR-LYNC RECEIVER UNIT NEXT TO CONTROLLER.
- 'KING BROS' SCHEDULE 80 PVC BALL VALVE; LINE SIZE
- R — 'HUNTER' #WSS-SEN WIRELESS SOLAR-SYNC SENSOR WITH WEATHER BASED OPERATION AND RAIN/FREEZE SHUT-OFF. RECEIVER MOUNTS NEXT TO CONTROLLER. SENSOR MOUNT ON HOUSE EAVE LINE CLEAR OF OVERHANG.
- 'RAINBIRD' #100-ASVF 1" ANTI-SIPHON REMOTE CONTROL VALVE AND 'AMIAD' FILTER WITH #150 MESH SCREEN
- MAIN LINE: 1" CLASS 315 PVC PIPE WITH SCHEDULE 40 PVC SOLVENT- WELD FITTINGS; ALL CUTS TO BE SQUARE, PRIMER TO BE USED PROVIDE 18" (MIN.) COVER
- LATERAL LINE: CLASS 200 PVC PIPE WITH SCHEDULE 40 PVC 3/4" SOLVENT-WELD FITTINGS; SEE PLAN FOR LINE SIZE, 1" ALL CUTS TO BE SQUARE, PRIMER TO BE USED. PROVIDE 12" (MIN.) COVER
- 4" SCHEDULE 40 PVC PIPE SLEEVES UNDER PAVING (6" FOR SHARED PIPES GROUPED IN SLEEVES); PROVIDE 24" (MIN.) COVER BELOW FINISH PAVING
- XX / 0.00 — CONTROLLER STATION NUMBER / GALLONS PER MINUTE
- 'PEPCO' #856 OCTABUBBLER (BLACK, 0.80 GPM HEAD) EMITTER SCHEDULE: (2) PER 5 GAL. PLANT, (1) PER 1 GAL. PLANT
- 'PEPCO' #5633 QUADRABUBBLER (BLACK, 0.40 GPM HEAD) EMITTER SCHEDULE: (2) PER 5 GAL. PLANT, (1) PER 1 GAL. PLANT
- 'PEPCO' #9633 QUADRABUBBLER (RED, 0.65 GPM HEAD) EMITTER SCHEDULE: (1) HEAD PER TREE
- (1) POINT-OF-CONNECTION TO WATER SUPPLY: PROVIDE CONNECTION TO DOMESTIC WATER SERVICE WITH COMPRESSION 'TEE' AND ADAPT TO NEW 1" PVC MAIN LINE. VERIFY LOCATION WITH PROJECT SUPERINTENDENT IN FIELD. VERIFY A MINIMUM AVAILABLE STATIC WATER PRESSURE OF 55 PSI; IF EXCEEDS 80 PSI INSTALL 'WILKINS' #600 PRESSURE REGULATOR IN 10" ROUND VALVE BOX. VERIFY A MINIMUM AVAILABLE FLOW OF 11.1 GPM.(SEE DETAIL SHT. L-1.4)
- (2) EXTERIOR WALL-MOUNT CONTROLLER: PROVIDE 120 VOLT POWER WITHIN RIGID CONDUIT FROM SOURCE STUBBED-OUT BY ELECTRICAL CONTRACTOR TO CONTROLLER LOCATION; FINAL LOCATION ON WALL TO BE COORDINATED WITH PROJECT SUPERINTENDENT. ALL ABOVE GRADE CONTROL WIRES SHALL BE CONTAINED WITHIN PVC ELECTRICAL CONDUIT SECURELY FASTENED TO EXTERIOR WALL OF GARAGE

WATER EFFICIENT LANDSCAPE WORKSHEET - BY VALVE - PLAN 4

REFERENCE EVAPOTRANSPIRATION (ETo): 48.3

VALVE #	HYDROZONE / (PLANT WATER USE)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% OF TOTAL LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
A1	LOW WATER USE	SHRUBS	0.3	BUBBLER	0.81	0.37037037	535	198.1481481	5933.7	100%
						TOTALS:	535	198		100%
SPECIAL LANDSCAPE AREAS:										
	REC. AREA					1		0	0	
	POOL					1		0	0	
	WATER FEATURE 2					1		0	0	
						TOTALS:	0	0		
								ETWU TOTAL:	5,934	
								MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):	8,812	

ETAF CALCULATIONS:

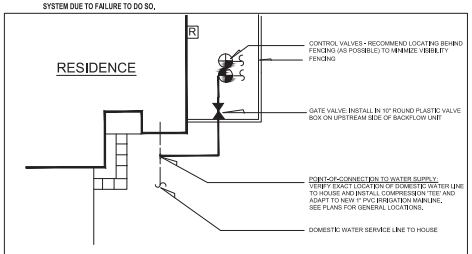
REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	198
TOTAL LANDSCAPE AREA	535
AVERAGE ETAF	0.37

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

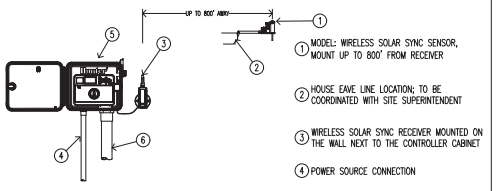
ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	198
TOTAL LANDSCAPE AREA	535
SITEWIDE ETAF	0.37



TYPICAL IRRIGATION POINT-OF-CONNECTION TO WATER SUPPLY

NO SCALE



WIRELESS SOLAR SYNC SYSTEM

Hunter IRRIGATION DETAIL

D36

REVISIONS

No.	Check	Comments
1-12-20		

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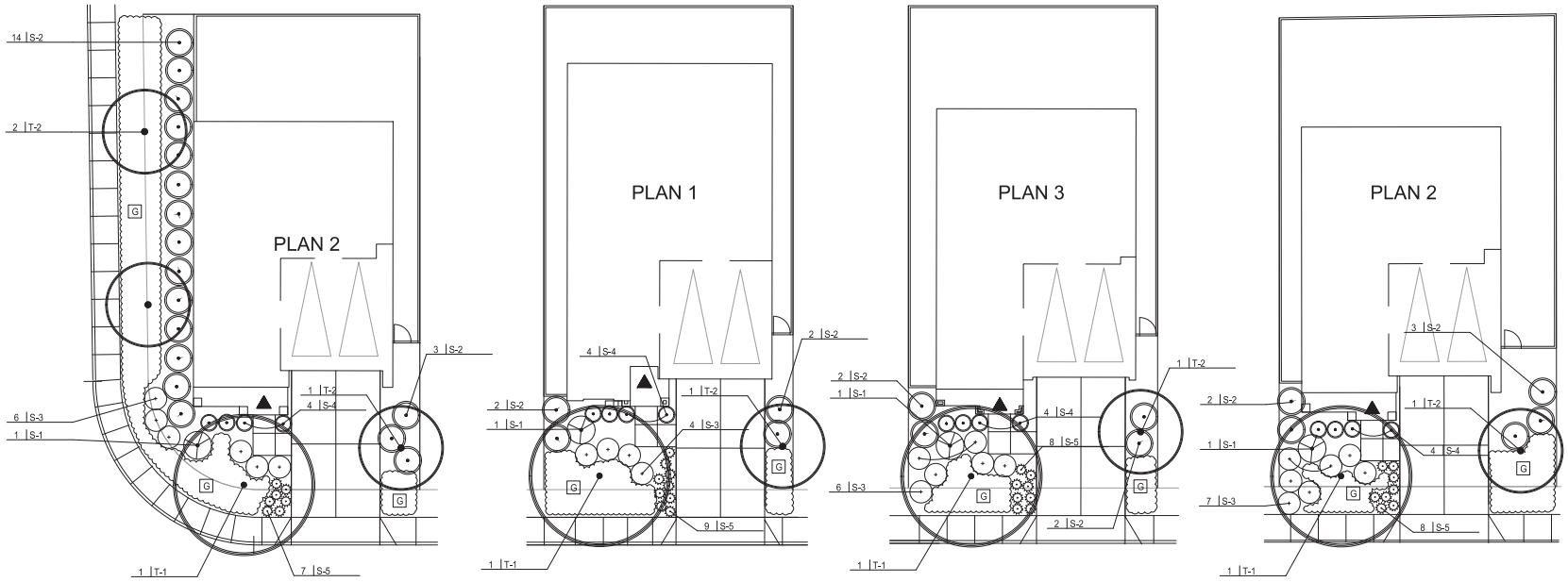
OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

TYPICAL FRONT YARD IRRIGATION NOTES AND DETAILS

DESIGNED:	DRAWN:
RS	KD
CHECKED:	JOB NO:
DATE: 1-15-20	
SCALE: NOTED	

SHEET L-1.4

OF 19 SHEETS



SUGGESTED PLANT MATERIALS LIST: FRONT YARD LANDSCAPE

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS WATER NEEDS
T-1	STREET TREE: REFER TO STREET TREE & FENCING PLAN		
T-2	ACCENT TREE: TO BE 15 GAL. SIZE		
	CERCIS OCCIDENTALIS	(WESTERN REDBUD)	VERY LOW
	LAGERSTROEMIA 'TUSCARORA'	(CRAPE MYRTLE)	LOW
S-1	STANDARD SHRUB: TO BE 5 GAL. SIZE		
	EURYOPS PECTINATUS	(YELLOW DAISY STANDARD)	LOW
	LAVATERA ASSURGENTIFLORA	(TREE MALLOW STANDARD)	LOW
	RHAPHIOLEPIS 'MAJESTIC BEAUTY'	(INDIA HAWTHORN STANDARD)	LOW
S-2	MEDIUM SHRUBS: TO BE 5 GAL. SIZE		
	GRAVILLEA 'NOELLI'	(NOELLI GREVILLEA)	LOW
	NERIUM OLE. 'PETITE PINK'	(DWARF OLEANDER)	LOW
	RHAPHIOLEPIS 'JACK EVANS'	(INDIA HAWTHORN)	LOW
S-3	SPREADING SHRUBS: TO BE 5 GAL. SIZE		
	ABELIA 'BRONZE ANNIVERSARY'	(GLOSSY ABELIA)	MEDIUM
	CISTUS 'SNOW FIRE'	(ROCKROSE)	LOW
	COLEONEMA PUL. 'SUNSET GOLD	(BREATH OF HEAVEN)	MEDIUM
S-4	HEDGING SHRUBS: TO BE 5 GAL. SIZE		
	MYRTUS COMMUNIS 'COMPACTA'	(DWARF MYRTLE)	LOW
	RHAPHIOLEPIS IND. 'CLARA'	(INDIAN HAWTHORN)	LOW
	TEUCRIUM FRU. 'COMPACTUM'	(BUSH GERMANDER)	LOW
S-5	SMALL ACCENT SHRUBS: TO BE 1 GAL. SIZE		
	AGAPANTHUS AFR. 'BLUE STORM'	(LILY OF THE NILE)	MEDIUM
	DIETES IRIDOIDES	(FORTNIGHT LILY)	LOW
	NANDINA 'FIREPOWER'	(DWARF HEAVENLY BAMBOO)	LOW
	PHORMIUM 'JACK SPRATT'	(DWARF NEW ZEALAND FLAX)	LOW
G	GROUNDCOVER: TO BE 1 GAL. SIZE AT 30" O.C.		
	COTONEASTER 'LOWFAST'	(PROSTRATE COTONEASTER)	LOW
	ROSMARINUS 'PROSTRATA'	(PROSTRATE ROSEMARY)	LOW

NOTES FOR PLANT MATERIAL SELECTION:

1. ROTATE PLANT MATERIALS COURT TO COURT SO THAT THE PLANT PALETTE FOR ADJOINING COURTS IS DIFFERENT, ESPECIALLY AT THE FRONT ENTRIES.
2. IF A PLANT MATERIAL GROUPING CROSSES THE PROPERTY LINE BETWEEN LOTS, USE ALL OF ONE SPECIES OF PLANT FOR THAT GROUPING.

ADDITIONAL NOTES:

1. ALL PLANTING AREAS SHALL RECEIVE A 3" LAYER OF FIRBARK TOP DRESSING MULCH (NUGGET NOT SHREDDED).
2. ALL FRONT YARD LANDSCAPE AREAS SHALL BE WATERED BY A WATER CONSERVING AUTOMATIC IRRIGATION SYSTEM AT EACH LOT.
3. ALL TREES TO BE INSTALLED 5 FT. MINIMUM BACK OF WALK (TYPICAL)

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

REFER TO SHEET L-1.6 FOR PLANTING NOTES AND DETAILS

D37

REVISIONS
No. Date Check Comments
1 1-2-20

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OAKLEY KNOLLS
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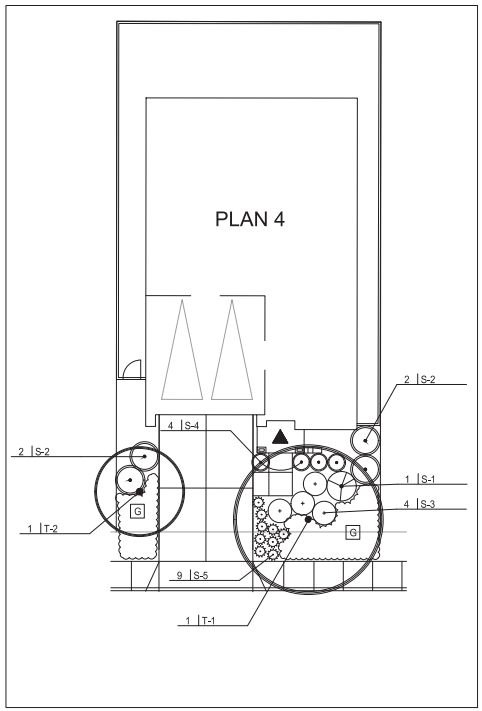
ANTIOCH, CALIFORNIA

TYPICAL FRONT YARD PLANTING PLANS

DESIGNED: RS | DRAWN: KD
CHECKED: | JOB NO:
DATE: 1-15-20
SCALE: NOTED

SHEET L-1.5
OF 19 SHEETS



PLANTING NOTES:

GENERAL NOTES: The Landscape Contractor shall inspect the site and be familiar with all existing site conditions prior to submitting his bid. Contractor shall not willfully proceed with construction as shown when it is obvious that obstructions, landscape area and/or grade differences exist that may not have been known during design, such conditions shall immediately be brought to the attention of the Landscape Architect. The contractor shall assume full responsibility for all necessary revisions due to failure to give such notification. Contractor shall be responsible for making himself familiar with all underground utilities, pipes, structures and obstructions. Contractor shall take sole responsibility for all costs incurred due to damage and/or replacement of these items. Contractor shall be responsible for coordination between trades and subcontractors as required to accomplish landscape operations. The Landscape Contractor shall be responsible for any damage to existing facilities caused by or during the performance of his work. All repairs shall be made at no cost to the Owner. Planting shall be installed in conformance with all applicable local codes and ordinances by experienced workmen and a licensed Landscape Contractor who shall obtain all necessary permits and pay all required fees.

SOIL PREPARATION: The Landscape Contractor shall be responsible for finish grading and all planting area drainage. Positive drainage away from the building as per city codes shall be maintained. No low spots which hold standing water will be accepted. The Landscape Contractor shall incorporate soil preparation amendment into planting areas as noted below. Where rototilling is not possible, incorporate soil amendments into top 6 inches with hand tools. After installation of irrigation system, all planting areas are to be fine graded to within 2 inches and slightly mounded away from edges of top of planter, curb, walk, header, etc. and raked smooth with all rocks and debris over 1 inch in diameter removed.

SOIL PREPARATION AMENDMENTS AND BACKFILL MIX: The Landscape Contractor shall amend existing soil, by rototilling, 6 cu. yd. BFI 'Super Humus' compost and 15 lbs. organic balanced fertilizer 'Phyta-Boost' (7-1-2) per 1,000 sq. ft .available from California Organics or equal into the top 6 inches of soil in all planting areas. (or equal) Pit Planting Mix: for trees and shrubs mix 1/3 organic amendment, 2/3 amended topsoil as noted above.

TREE PLANTING: The trees are to be planted as per detail on plan. Trees shall typically be located a minimum of 4 feet from curbs, walks, headers, buildings, overheads, and other trees within the project, backfill shall be the 'Pit Planting Mix' as noted above. All trees shall receive organic fertilizer 'Phyta boost' 7-1-2 avail. from California Fertilizer Company Inc.(or equal) for 15 gallon trees: 1 cup, for 5 gallon trees and shrubs: 1/2 cup. Thoroughly water trees immediately after planting.

ROOT BARRIERS: All trees planted within 5' of a paved surface shall receive a linear type root barrier 18" deep and 10' long along adjacent paving edges, centered on the tree trunk. (See detail)

SHRUB PLANTING: The shrubs shall be spotted as per plan and the locations approved prior to the digging of the holes. Shrub backfill shall be the 'Pit Planting Mix' as noted in 'Backfill soil mixes'. All shrubs shall receive 'Phyta-Boost' 7-1-2 organic fertilizer avail from California Fertilizer Company Inc.(or equal) at the following rates: For 5 gallon shrubs:1/2 cup for, 1 gallon shrubs:1/4 cup. Thoroughly water shrubs immediately after planting. Do not plant any plant within 2'0" of any building wall.

MULCHING: Mulch all planting areas, excluding lawn and storm water bioswale areas, having a slope less than 2:1 with a 3 inch minimum depth of recycled wood fiber, UV stabilized,dyed-colorfast black with a PH of no higher than 5.0, and free of noxious weeds and foreign materials. #135 Black Chip from 'Re-Uset Inc,' or approved equal.

MAINTENANCE: The Contractor shall maintain the project for 90 days (or as requested by owner) following the approval to begin the maintenance period. During the entire maintenance period, watering, cultivating, weeding, mowing, repair/tightening of stakes and ties, restoration of basins, provision of supplemental water by hand in addition to irrigation system as necessary. No pre-emergence herbicides shall be applied- hand remove weeds. Only organic fertilizers shall be applied such as those specified above. Install per manufacturer's recommendations. At the end of the 90 day maintenance period all areas are to be weed free and all plant material is to be in a healthy, thriving condition. Integrated pest management practices shall be implemented.

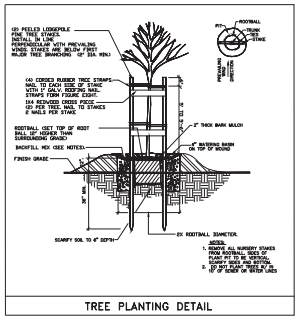
SUBSTITUTIONS: Requests for substitutions of plant varieties shall be made to the Landscape Architect within 15 days after signing of contract.

GUARANTEE: All construction, trees and shrubs by the Landscape Contractor and/or his subcontractors shall be guaranteed for (1) one year after beginning of maintenance period. The contractor shall replace, at no expense to the Owner, any and all landscape materials that are in an unacceptable condition for time of use, and trees or shrubs that are dead or not in a vigorous, healthy growing condition, within two weeks of notification of such condition. Replacement shall be of the same kind and size as the originally specified item and shall be replaced as originally described on the drawings. The Contractor shall not be held liable for loss of plant materials during the guarantee period due to vandalism, accidental causes or acts of neglect by others than the Contractor, his agents and employees.

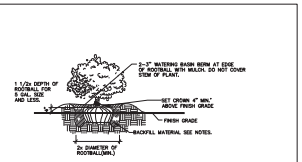
CLEAN UP: At the end of each work day, at the inspection for substantial completion and before acceptance of project, clean paved areas that are dirtied or stained by construction operations, by sweeping or washing, and remove defacements and stains. Remove construction equipment, excess materials and tools. Haul from Owners property the debris resulting from construction, and dispose of legally. Remove remaining temporary protection at time of acceptance by Owner unless otherwise agreed.

FERTILIZERS: Available California Fertilizers Company Inc. 1-800-269-5690 www.organicag.com www.californiaorganicfertilizers.com. Compost available from BFI 408-888-7632 www.bfi.com

EXISTING TREES TO REMAIN: Provide temporary fencing, barricades or guards as necessary to protect existing trees or other plants which are to remain, from above grade damage. Protect root systems from smothering. Do not store construction materials, debris or excavated material within drip line (outer perimeter of tree branches). Restrict vehicular and foot traffic within drip line to prevent excessive compaction of soil over root systems. Arborist's report, when present, takes precedent over these notes.



TREE PLANTING DETAIL



SHRUB PLANTING DETAIL

REVISIONS

Mark	Date	Comments
1	1-2-20	

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OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

TYPICALS PLANTING NOTES AND DETAILS

DESIGNED:	DRAWN:
RS	KD
CHECKED:	JOB NO:
DATE: 1-15-20	
SCALE: NOTED	

SHEET
L-1.6
OF 19 SHEETS

D38

REVISIONS
No. Date Comments

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OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

H.O.A. MAINTAINED
IRRIGATION
PLAN

DESIGNED: RS | DRAWN: KO
CHECKED: | JOB NO:
DATE: 1-15-20
SCALE: NOTED

SHEET L-2.1
OF 19 SHEETS

HONEYNUT STREET
HICKORYNUT STREET
HONEYCOMB COURT
OAKLEY ROAD
HYDRANT
SEE PARK IRRIGATION PLAN (SHEET L-3.4)
PLAN 1ABC
PLAN 2C
PLAN 3ABC
PLAN 4B
PLAN 2B
PLAN 2A
1A
1B
2A
2B
B1 1.5" 26.2
B2 1" 19.3
B3 1" 12.0
B4 1" 8.6
B5 1" 4.0
B6 1" 11.6
B7 1" 3.1
B8 1.5" 25.0
B9 1" 1.0
B10 1.5" 20.0
B11 1.5" 20.7
B12 1" 19.8
B13 1" 1.4
B14 1" 8.2
B15 1.5" 22.5
B16 1.5" 24.3
A6 1" 12.9
A7 1" 14.2
A8 1" 8.5
(IN FEET)
1 INCH = 10' ft.
GRAPHIC SCALE

REFER TO SHEET L-2.2 FOR IRRIGATION LEGEND AND
L-2.4 TO L-2.5 FOR IRRIGATION NOTES AND DETAILS

D39

SITE IRRIGATION LEGEND:

A — 'HUNTER' #PCC-1200 12-STATION EXTERIOR PEDESTAL-MOUNT CONTROLLER IN 'LEMEUR' TYPE 'A' ENCLOSURE, PROVIDE #WSS-SEN SOLAR SYNC RECEIVER HARD WIRED TO CONTROLLER.

S — 'HUNTER' #WSS-SEN SOLAR SYNC WIRELESS WEATHER SENSOR MOUNTED ON POST.

'FEBCO' #LF825-Y 1" REDUCED PRESSURE BACKFLOW PREVENTER ASSEMBLY (LEAD FREE); SET IN 'LE MEUR' BACKFLOW ENCLOSURE W/ INSULATION COVER.

'DATA INDUSTRIAL' #IR100B BRASS FLOW SENSOR WITH 'SUPERIOR' #3100 1" MASTER CONTROL VALVE, NORMALLY OPEN. MOUNT WITHIN 'CARSON BROOKS' PLASTIC VALVE BOX WITH STAINLESS LOCK DOWN BOLTS

'NIBCO' #T-113 CLASS 125 BRONZE GATE VALVE, LINE SIZE. INSTALL IN 'CARSON BROOKS' PLASTIC VALVE BOX WITH STAINLESS LOCK DOWN BOLTS

'RAINBIRD' #44-RC QUICK COUPLER VALVE IN LOCKING PLASTIC VALVE BOX AT 150' O.C. (MAX.); PROVIDE (1) #44K KEY AND HOSE SWIVEL PER (5) Q.C.V.'S

'RAINBIRD' #PEB-PRS-D SERIES REMOTE CONTROL VALVE, SEE PLAN FOR SIZE; MOUNT WITHIN 'CARSON BROOKS' PLASTIC VALVE BOX WITH STAINLESS LOCK DOWN BOLTS

'RAINBIRD' #PEB-PRS-D SERIES REMOTE CONTROL VALVE AND 'AMIAD' FILTER WITH #150 MESH SCREEN. SEE PLAN FOR SIZE; MOUNT WITHIN 'CARSON BROOKS' PLASTIC VALVE BOX WITH STAINLESS LOCK DOWN BOLTS

MAINLINE: SCHEDULE 40 PVC PIPE WITH SCHEDULE 80 PVC FITTINGS; 1-1/2" LINE SIZE THROUGHOUT. PROVIDE 18" (MIN.) COVER.

LATERAL LINE: CLASS 200 PVC PIPE WITH SCHEDULE 40 PVC SOLVENT-WELD FITTINGS; SEE PLANS FOR LINE SIZE. PRIMER TO BE USED. PROVIDE 12" (MIN.) COVER.

- 3/4" LATERAL LINE (0.1-6.6 GPM)
- 1" LATERAL LINE (7.0-14.9 GPM)
- 1-1/4" LATERAL LINE (15.0-24.9 GPM)
- 1-1/2" LATERAL LINE (25.0-32.9 GPM)

SCHEDULE 40 PVC SLEEVE AT PAVING CROSSING; PROVIDE 2X THE LINE SIZE OF THE ENCLOSED IRRIGATION PIPE (I.E. 8" SLEEVE FOR 4" MAINLINE, 4" FOR 2" LATERAL LINE). PROVIDE 24" (MIN.) COVER FOR MAIN LINE; 18" (MIN.) COVER FOR LATERAL LINE.

E — 2" SCHEDULE 40 PVC ELECTRICAL CONDUIT CROSSING AT STREETS

'RAINBIRD' XFD-09-18-500 ON-SURFACE DRIP LINE; EMITTERS AT 18" SPACING, FLOW AT 0.90 GPH; SET LENGTHS ON GRADE IN PARALLEL ROWS 18" APART PROVIDING CONTINUOUS COVERAGE ACROSS ALL PROPOSED SHRUB/GROUND COVER PLANTING AREAS, IN NARROWEST AREAS PROVIDE MINIMAL 2 PARALLEL ROWS OF TUBING. PROVIDE COMPRESSION FITTINGS AND ADAPTORS PER MANUFACTURER'S SPECIFICATIONS; INSTALL #MDCFPCAP END CAP WITH ADAPTOR ON TERMINUS OF EACH DRIP LINE RUN, OR FARTHEST POINT ON LOOP FROM RCV. STAKE TO GRADE WITH TIE-DOWN METAL STAKES AT 3 FT. SPACING (MAX); MANUFACTURER RECOMMENDS NOT EXCEEDING 200 FT. IN ANY SINGLE LENGTH OF TUBING.

'RAINBIRD' FLUSH VALVE; #MDCFCAP REMOVABLE FLUSH CAP W/ #MDCFCOUP COUPLING (ONGRADE DRIP)

A1 — CONTROLLER STATION NUMBER
1.5" — REMOTE CONTROL VALVE
20.4 — GALLONS PER MINUTE

'HUNTER' #PROS-PRS-12-PRS-1000 90 ADJ. ARC. POP-UP HEAD (12" POP-UP) RATED 10' RAD. @ 40 PSI 0.2 GPM

'HUNTER' #PROS-PRS-12-PRS-2000 360 ADJ. ARC. FULL CIRCLE POP-UP HEAD (12" POP-UP) RATED 19' RAD. @ 40 PSI 1.5 GPM

'HUNTER' #PROS-PRS-12-PRS-2000 90 ADJ. ARC. POP-UP HEAD (12" POP-UP) RATED 19' RAD. @ 40 PSI 0.7 GPM

'HUNTER' #PROS-PRS-12-PRS-3000 360 FULL CIRCLE HIGH-POP POP-UP SPRAY HEAD (12" POP-UP) RATED 30' RAD. @ 40 PSI 3.64 GPM

'HUNTER' #PROS-PRS-12-PRS-3000 90 ADJ. ARC. POP-UP SPRAY HEAD (12" POP-UP) RATED 30' RAD. @ 40 PSI 1.82 GPM

'RAINBIRD' #1401 FLOOD BUBBLER (0.25 GPM) ON IPS FLEX RISER SET ON TREE ROOTBALL IN WATER BASIN (2 PER TREE)

IRRIGATION WATER SUPPLY AND CONTROLLER NOTES:

1A — POINT-OF-CONNECTION 'A' TO POTABLE WATER SUPPLY: PROVIDE CONNECTION TO DISCHARGE SIDE OF DEVELOPER PROVIDE 1" POTABLE WATER METER; VERIFY EXACT LOCATION IN FIELD. ADAPT TO NEW 1-1/2" PVC MAIN LINE AND EXTEND TO NEW RP BACKFLOW UNIT, VERIFY A MINIMUM AVAILABLE STATIC WATER PRESSURE OF 65 PSI, VERIFY A MINIMUM AVAILABLE FLOW OF 18.0 GPM

1B — POINT-OF-CONNECTION 'B' TO POTABLE WATER SUPPLY: SEE PARK IRRIGATION PLANS FOR CONNECTION TO WATER SUPPLY. (REFER TO SHEET L-3.4)

2A — EXTERIOR PEDESTAL-MOUNT CONTROLLER 'A' IN ENCLOSURE, SET IN R.O.W.. PROVIDE 120 VOLT POWER WITHIN RIGID CONDUIT FROM SOURCE STUBBED-OUT BY ELECTRICAL CONTRACTOR TO CONTROLLER LOCATION; FINAL LOCATION TO BE COORDINATED WITH PROJECT SUPERINTENDENT. ALL ABOVE GRADE CONTROL WIRES SHALL BE CONTAINED WITHIN PVC ELECTRICAL CONDUIT SECURELY FASTENED TO WALL OF ENCLOSURE

2B — EXTERIOR PEDESTAL-MOUNT CONTROLLER 'B' IN ENCLOSURE: SEE PARK IRRIGATION PLANS FOR CONNECTION TO WATER SUPPLY. (REFER TO SHEET L-3.4)

GRAPHIC NOTE:

IRRIGATION PLAN IS A SCHEMATIC REPRESENTATION OF THE DESIGN. ALL IRRIGATION PIPES AND VALVES SHOWN IN PAVING AREAS SHALL BE INSTALLED IN ADJACENT PLANTERS ALONG BACK OF PAVING AS SITE CONSTRAINTS ALLOW. SLEEVE LOCATIONS ARE SHOWN RELATIVE TO RELATED SITE PAVING LOCATIONS.

WATER EFFICIENT LANDSCAPE WORKSHEET - VALVE 'A'

REFERENCE EVAPOTRANSPIRATION (ETo): 48.3

VALVE #	PLANT TYPE	HYDROZONE / (PLANT WATER USE)	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
A1	SHRUBS	LOW WATER USE	0.3	SPRAY	0.81	0.3703703	2735	1012.962771	30334.2	20.68%
A2	SHRUBS	LOW WATER USE	0.3	SPRAY	0.81	0.3703703	1865	690.7406095	20684.9	14.10%
A3	SHRUBS	LOW WATER USE	0.3	SPRAY	0.81	0.3703703	1508	558.5184124	16725.4	11.40%
A4	SHRUBS	LOW WATER USE	0.3	DRIP	0.81	0.3703703	1760	651.851728	19520.4	13.31%
A5	TREES	LOW WATER USE	0.3	BUBBLER	0.81	0.3703703	72	26.6666616	798.6	0.54%
A6	SHRUBS	LOW WATER USE	0.3	DRIP	0.81	0.3703703	1910	707.407273	21184.0	14.44%
A7	SHRUBS	LOW WATER USE	0.3	DRIP	0.81	0.3703703	2101	778.1480003	23302.4	15.89%
A8	SHRUBS	LOW WATER USE	0.3	DRIP	0.81	0.3703703	1274	471.8517622	14130.1	9.63%
						TOTALS:	13225	4898		100%
SPECIAL LANDSCAPE AREAS:										
POOL						0	0	0	0	
SPA						0	0	0	0	
WATER FEATURE 2						0	0	0	0	
						TOTALS:	0	0		
								ETWU TOTAL:	146,680	
								MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):	217,820	

ETAF CALCULATIONS:

REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	4,898
TOTAL LANDSCAPE AREA	13,225
AVERAGE ETAF	0.37

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	4,898
TOTAL LANDSCAPE AREA	13,225
SITEWIDE ETAF	0.37

WATER EFFICIENT LANDSCAPE WORKSHEET - VALVE 'B'

REFERENCE EVAPOTRANSPIRATION (ETo): 48.3

VALVE #	PLANT TYPE	HYDROZONE / (PLANT WATER USE)	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
B1	SHRUBS	MEDIUM WATER USE	0.5	BUBBLER	0.81	0.6172839	325	200.6172675	6007.7	1.31%
B2	TREES	MEDIUM WATER USE	0.5	BUBBLER	0.81	0.6172839	99	61.1111061	1830.0	0.40%
B3	LAWN	HIGH WATER USE	0.7	SPRAY	0.75	0.9333333	1822	1700.533273	50924.2	7.35%
B4	SHRUBS	LOW WATER USE	0.3	BUBBLER	0.81	0.3703703	1242	459.9999126	13775.2	5.01%
B5	SHRUBS	LOW WATER USE	0.3	DRIP	0.81	0.3703703	1362	504.4443486	15106.1	5.49%
B6	SHRUBS	LOW WATER USE	0.3	DRIP	0.81	0.3703703	1478	547.4073034	16392.7	5.96%
B7	SHRUBS	LOW WATER USE	0.3	DRIP	0.81	0.3703703	490	181.481447	5434.6	1.98%
B8	SHRUBS	LOW WATER USE	0.3	SPRAY	0.81	0.3703703	3443	1275.184943	38186.7	13.89%
B9	TREES	LOW WATER USE	0.3	BUBBLERS	0.81	0.3703703	18	6.6666654	199.6	0.07%
B10	SHRUBS	LOW WATER USE	0.3	SPRAY	0.75	0.3703703	2306	854.0739118	25576.1	9.30%
B11	SHRUBS	LOW WATER USE	0.3	SPRAY	0.75	0.3703703	2290	848.147987	25398.6	9.24%
B12	SHRUBS	LOW WATER USE	0.3	SPRAY	0.75	0.3703703	2819	1044.073876	31265.8	11.37%
B13	SHRUBS	LOW WATER USE	0.3	DRIP	0.81	0.3703703	206	76.2962818	206.0	0.83%
B14	SHRUBS	LOW WATER USE	0.3	DRIP	0.81	0.3703703	1224	453.3332472	13575.5	4.94%
B15	SHRUBS	LOW WATER USE	0.3	SPRAY	0.75	0.3703703	2403	889.9998309	26651.9	9.69%
B16	SHRUBS	LOW WATER USE	0.3	SPRAY	0.75	0.3703703	3262	1208.147919	36179.2	13.16%
						TOTALS:	24789	10312		100%
SPECIAL LANDSCAPE AREAS:										
POOL						0	0	0	0	
SPA						0	0	0	0	
WATER FEATURE 2						0	0	0	0	
						TOTALS:	0	0		
								ETWU TOTAL:	306,710	
								MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):	334,049	

ETAF CALCULATIONS:

REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	10,312
TOTAL LANDSCAPE AREA	24,789
AVERAGE ETAF	0.42

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	10,312
TOTAL LANDSCAPE AREA	24,789
SITEWIDE ETAF	0.42

REVISIONS

No.	Plan Check	Comments
1	1-2-20	

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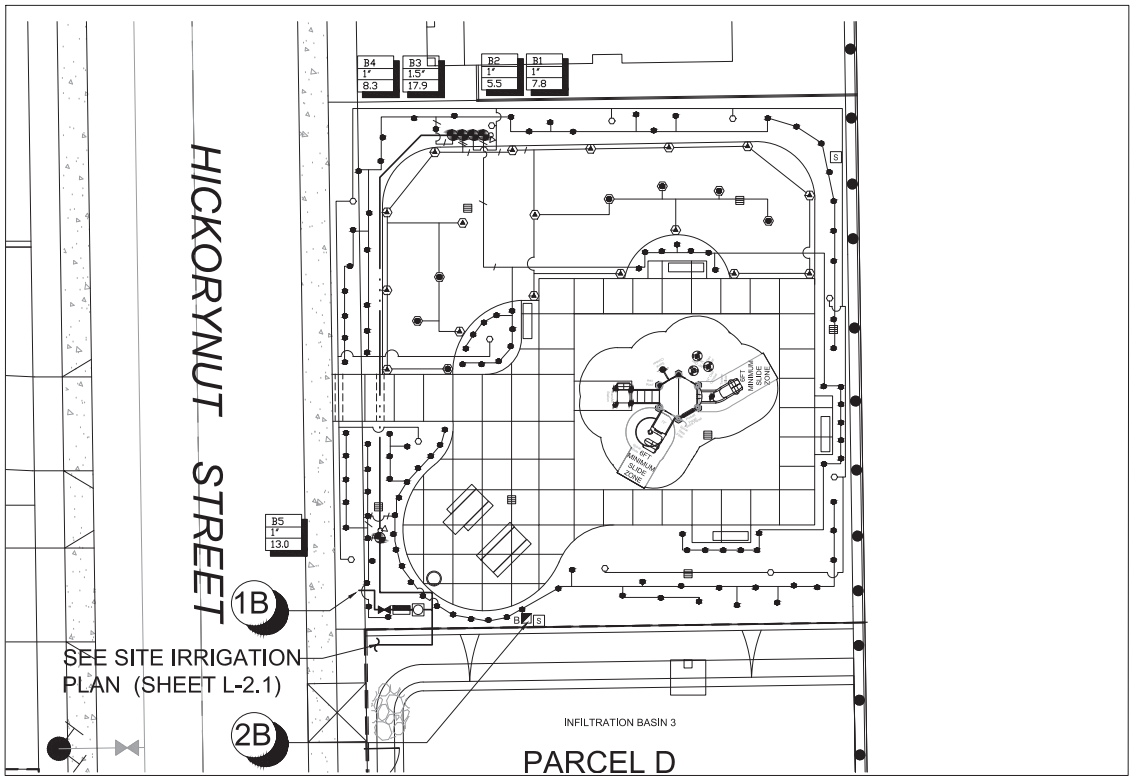
H.O.A. MAINTAINED IRRIGATION LEGEND AND CALCS

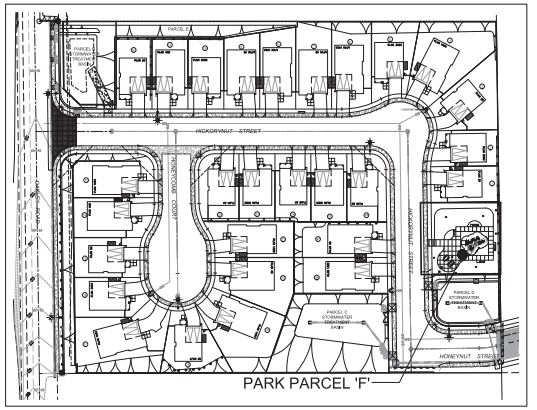
DESIGNED:	DRAWN:
RS	KD
CHECKED:	JOB NO:

DATE: 1-15-20
SCALE: NOTED

SHEET L-2.2
OF 19 SHEETS

D40





PROJECT SITE PLAN

NO SCALE

GRAPHIC NOTE:

IRRIGATION PLAN IS A SCHEMATIC REPRESENTATION OF THE DESIGN. ALL IRRIGATION PIPES AND VALVES SHOWN IN PAVING AREAS SHALL BE INSTALLED IN ADJACENT PLANTERS ALONG BACK OF PAVING AS SITE CONSTRAINTS ALLOW. SLEEVE LOCATIONS ARE SHOWN RELATIVE TO RELATED SITE PAVING LOCATIONS.

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

IRRIGATION LEGEND:

B 'HUNTER' #IC-600-PP 18-STATION EXTERIOR PEDESTAL-MOUNT CONTROLLER WITH 2 (6)STATION PLUG IN MODULES,PROVIDE #WSS-SEN SOLAR SYNC RECEIVER HARD WIRED TO CONTROLLER.

S 'HUNTER' #WSS-SEN WIRELESS SOLAR-SYNC SENSOR WITH WEATHER BASED OPERATION AND RAIN/FREEZE SHUT-OFF. SENSOR MOUNT ON POST, CLEAR OF OVERHANG OBSTRUCTIONS.

'FEBCO' #LF825-Y 1" REDUCED PRESSURE BACKFLOW PREVENTER ASSEMBLY (LEAD FREE); SET IN 'LE MEUR' BACKFLOW ENCLOSURE W/ INSULATION COVER.

'DATA INDUSTRIAL' #IR100B BRASS FLOW SENSOR WITH 'SUPERIOR' #3100 1" MASTER CONTROL VALVE, NORMALLY OPEN. MOUNT WITHIN 'CARSON BROOKS' PLASTIC VALVE BOX WITH STAINLESS LOCK DOWN BOLTS.

'NIBCO' #T-113 CLASS 125 BRONZE GATE VALVE, LINE SIZE. INSTALL IN 'CARSON BROOKS' PLASTIC VALVE BOX WITH STAINLESS LOCK DOWN BOLTS

'RAINBIRD' #44-NP 1" QUICK COUPLER VALVE IN LOCKING PLASTIC VALVE BOX AT 100' O.C. (MAX.); PROVIDE (1) #44K KEY AND HOSE SWIVEL PER (5) Q.C.V.'S

'RAINBIRD' #PEB-PRS-D SERIES REMOTE CONTROL VALVE, SEE PLAN FOR SIZE; MOUNT WITHIN 'CARSON BROOKS' PLASTIC VALVE BOX WITH STAINLESS LOCK DOWN BOLTS

MAIN LINE: SCHEDULE 40 PVC PIPE WITH SCHEDULE 40 PVC SOLVENT-WELD FITTINGS; SEE PLAN FOR LINE SIZE. ALL CUTS TO BE SQUARE, PRIMER TO BE USED, PROVIDE 18" (MIN.) COVER

LATERAL LINE: CLASS 200 PVC PIPE WITH SCHEDULE 40 PVC SOLVENT-WELD
3/4" FITTINGS; ALL CUTS TO BE SQUARE, PRIMER
1" TO BE USED, PROVIDE 12" (MIN.) COVER
1-1/4"

4" SCHEDULE 40 PVC PIPE SLEEVES UNDER PAVING (6" FOR SHARED PIPES GROUPED IN SLEEVES); PROVIDE 24" (MIN.) COVER BELOW FINISH BASE ROCK GRADE

IRRIGATION LEGEND (CONTINUED):

B1 / 1.5" / 20.4
CONTROLLER STATION NUMBER
REMOTE CONTROL VALVE
GALLONS PER MINUTE

'HUNTER' #PROS-04-PRS40-MP2000 90, 360 LAWN 4" POP-UP SPRAY HEAD

'HUNTER' #PRO-04-PRS40-MP1000 90, 360 " "

'RAINBIRD' #1401 FULL CIRCLE BUBBLER (0.25 GPM) ON IPS FLEX PIPE; (1)PER 1 GAL. PLANT

'RAINBIRD' #1401 FULL CIRCLE BUBBLER (0.25 GPM) IN PERF. TUBE FILLED WITH GRAVEL; (2) PER PROPOSED TREE

1B POINT-OF-CONNECTION TO WATER SUPPLY: PROVIDE CONNECTION TO DISCHARGE SIDE OF NEW 3/4" POTABLE WATER METER; VERIFY EXACT LOCATION IN FIELD. ADAPT TO NEW 1-1/2" PVC MAIN LINE AND EXTEND TO NEW BACKFLOW LOCATION. VERIFY A MINIMUM AVAILABLE STATIC WATER PRESSURE OF 75 PSI; IF EXCEEDS 90 PSI INSTALL 'WILKINS' #600 PRESSURE REGULATOR IN 10" ROUND PLASTIC VALVE BOX. VERIFY A MINIMUM AVAILABLE FLOW OF 29.4 GPM.

2B PEDESTAL MOUNT CONTROLLER: PROVIDE 120 VOLT POWER WITHIN RIGID CONDUIT FROM SOURCE STUBBED-OUT BY ELECTRICAL CONTRACTOR TO CONTROLLER LOCATION; FINAL LOCATION TO BE COORDINATED WITH PROJECT SUPERINTENDENT. ALL ABOVE GRADE CONTROL WIRES SHALL BE CONTAINED WITHIN PVC ELECTRICAL CONDUIT SECURELY FASTENED TO PEDESTAL.

REFER TO SHEET L-2.4 TO L-2.5 FOR PARK IRRIGATION NOTES AND DETAILS.

D41

REVISIONS
Plan Check Comments 1-15-20

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ANTIOCH, CALIFORNIA

H.O.A. PARK
IRRIGATION PLAN
AND LEGEND

DESIGNED: RS | DRAWN: KD
CHECKED: | JOB NO:
DATE: 1-15-20
SCALE: NOTED

SHEET L-2.3
OF 19 SHEETS

IRRIGATION NOTES:

GENERAL NOTES: DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE DESIGN OF THE SYSTEM. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. NOTIFY LANDSCAPE ARCHITECT OF ANY ASPECTS OF LAYOUT, WHICH WILL PROVIDE INCOMPLETE OR INSUFFICIENT WATER COVERAGE OF PLANT MATERIAL AND DO NOT PROCEED UNTIL THE INSTRUCTIONS ARE OBTAINED. IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY. IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL THE GRADE DIFFERENCES, LOCATION OF WALKS, RETAINING WALLS, ETC., PRIOR TO CONSTRUCTIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT IN PLACE (BY ALL MEANS NECESSARY) ALL EXISTING UTILITIES UNLESS OTHERWISE SPECIFIED ON THE PANS, CITY STANDARD DRAWINGS, SPECIFICATIONS. SPECIFIC NOTES & DETAIL DRAWINGS AND THE SOILS REPORT TAKE PRECEDENCE OVER GENERAL DRAWINGS AND PLANS UNLESS OTHERWISE DIRECTED. ANY DEVIATION FROM APPROVED PLANS DURING CONSTRUCTION WILL REQUIRE 48 HOURS PRIOR NOTICE TO THE LANDSCAPE ARCHITECT. AT LEAST ONE SET OF PLANS SHALL BE ON THE SITE AT ALL TIMES FOR INSPECTION. IRRIGATION CONTRACTOR SHALL COMPLY WITH ALL STATE, COUNTY AND CITY LAWS AND ORDINANCES, AND REGULATIONS OF THE DEPARTMENT OF INDUSTRIAL RELATIONS, O.S.H.A. AND INDUSTRIAL ACCIDENT COMMISSION RELATING TO THE SAFETY AND CHARACTER OF WORK, EQUIPMENT AND LABOR PERSONNEL. THE IRRIGATION CONSULTANT ASSUMES NO RESPONSIBILITY BEYOND THE ADEQUACY OF THE DESIGN CONTAINED HEREIN.

DRAWINGS: DUE TO THE SCALE OF DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES, ETC., WHICH MAY BE REQUIRED. THE CONTRACTOR SHALL ALSO CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL OF HIS WORK, PLAN HIS WORK ACCORDINGLY AND FURNISH SUCH FITTINGS, ETC. AS MAY BE NECESSARY TO MEET SUCH CONDITIONS, DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THE WORK SHALL BE INSTALLED IN SUCH A MANNER AS TO AVOID CONFLICTS BETWEEN IRRIGATION SYSTEM, PLANTING AND ARCHITECTURAL FEATURES, ALL PIPING, VALVES, ETC. SHOWN WITHIN PAVED AREAS ARE FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS WHERE POSSIBLE.

CONTROLLERS: IRRIGATION CONTRACTOR IS TO PROGRAM TIMING OF STATIONS ON CONTROLLER TO IRRIGATE IN THE MOST EFFICIENT, WATER CONSERVING MANNER POSSIBLE. IT IS THE RESPONSIBILITY OF THE LANDSCAPE MAINTENANCE CONTRACTOR AND/OR THE OWNER TO PROGRAM THE IRRIGATION CONTROLLERS TO PROVIDE THE MINIMUM AMOUNT OF WATER NEEDED TO SUSTAIN PROPER PLANT HEALTH. THIS INCLUDES MAKING ADJUSTMENTS TO THE PROGRAM FOR SEASONAL WEATHER CHANGES, PLANT MATERIAL NEEDS, WATER REQUIREMENTS, CHANGES IN ELEVATION, SUN, SHADE AND WIND EXPOSURES. CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE, EROSION, PUDDLING, ETC. DUE TO IMPROPER PROGRAMMING. ELECTRICAL CONTRACTOR TO SUPPLY 120-VOLT A.C. (2.5 AMP) SERVICE & DISCONNECT, JUNCTION BOX AND CONDUIT, AS NECESSARY, TO CONTROLLER LOCATION. IRRIGATION CONTRACTOR TO MAKE FINAL CONNECTION FROM ELECTRICAL STUB-OUT TO CONTROLLER. INSTALL NEW 9-VOLT DURACELL BATTERY(S) IN EACH CONTROLLER (IF REQUIRED) TO RETAIN PROGRAM IN MEMORY DURING TEMPORARY POWER FAILURES. CONTROLLER SHALL HAVE GROUND WIRE AS PER MANUFACTURER'S INSTRUCTIONS.

VALVES: BACKFLOW, ISOLATION AND CONTROL VALVE LOCATIONS SHOWN ARE DIAGRAMMATIC. INSTALL IN GROUNDCOVER / SHRUB AREAS AT THE EDGES OF THE PLANTING AREAS SO AS TO NOT INTERFERE WITH PLANT HOLE EXCAVATION. INSTALL VALVE BOXES 12 INCHES FROM AND PERPENDICULAR TO: WALKS, CURBS, ETC, AND EACH BOX SHALL BE 12 INCHES APART, THE SHORT SIDE OF VALVE BOX SHALL BE PARALLEL TO WALK, CURB, ETC. INSTALL (1) VALVE PER RECTANGULAR BOX INLINE WITH THE LENGTH OF THE BOX. LOCATE QUICK COUPLING VALVES AND/OR HOSE BIBS 2 INCHES FROM HARDSCAPE AREA.

WIRING: CONTROL WIRES SHALL BE U.L. APPROVED FOR DIRECT BURIAL IN GROUND, COPPER SIZE #14-1, COMMON GROUND WIRE SHALL HAVE WHITE INSULATION JACKET. CONTROL WIRE SHALL HAVE INSULATION JACKET OF COLOR OTHER THAN WHITE. SPLICING SHALL BE DONE WITH 3M #3570 SCOTCHLOK SEAL PACKS. SPLICING OF 24-VOLT WIRES WILL NOT BE PERMITTED EXCEPT IN VALVE BOXES. LEAVE A 24 INCH COIL OF EXCESS WIRE AT EACH SPLICE AND AT 100 FEET ON CENTER ALONG WIRE RUN. TAPE WIRE IN BUNDLES AT 10 FEET ON CENTER. NO TAPING PERMITTED IN SLEEVES. INSTALL A CONTROL WIRE FOR EACH EXTRA STATION LEFT ON THE CONTROLLER AND A SPARE CONTROL WIRE OF A DIFFERENT COLOR ALONG THE ENTIRE MAIN LINE. LOOP 24 INCHES OF EXCESS WIRE INTO EACH SINGLE VALVE BOX AND INTO ONE VALVE BOX IN EACH GROUP OF VALVES. INSTALL RAINBIRD WLSP-1 LINE SURGE PROTECTOR EVERY 500 FT. OF 2-WIRE WIRE PATH.

HEADS: THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS FOR OPTIMUM PERFORMANCE AND TO PREVENT OVERSPRAY ONTO WALKS, ROADWAYS, AND FENCES. THIS SHALL INCLUDE SELECTING THE BEST DEGREE OF ARC TO FIT THE SITE CONDITIONS AND TO THROTTLE THE FLOW CONTROL AT EACH VALVE TO OBTAIN THE OPTIMUM OPERATING PRESSURE FOR EACH SYSTEM. HEAD LAYOUT AND QUANTITY IS AS CLOSE AS POSSIBLE AT THE SCALE O THE DRAWING. THE CONTRACTOR SHALL ADJUST AND ADD HEADS AS NECESSARY TO PROVIDE OPTIMUM PERFORMANCE AND COVERAGE OF ALL PLANTED AREAS. AT HEADS WHERE LOW HEAD DRAINAGE WILL OCCUR, USE MANUFACTURERS INTEGRAL IN-HEAD CHECK VALVE OR APPROVED IN-LINE CHECK VALVE. ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO THE FINISH GRADE OF THE AREA TO BE IRRIGATED UNLESS OTHERWISE DESIGNATED ON THE PLANS. HEADS SHALL BE SET ½" BELOW AND 12" AWAY FROM ADJACENT WALKS, CURBS OR HEADERS.

ON-GRADE DRIP LINE SYSTEM: ALL DRIP LINE TO BE SET ON GRADE IN PARALLEL ROWS AS REQUIRED TO PROVIDE COMPLETE COVERAGE OF GROUND COVER AREAS AS WELL AS SHRUB PLANTING. EMITTERS PROVIDE 0.90 GALLONS PER HOUR FLOW (APPROXIMATELY 1.0 GALLON PER 100 LINEAR FEET OF DRIP LINE). DESIGN LIMITS RECOMMEND NOT EXCEEDING 200 FEET OF TUBING FOR ANY SINGLE LENGTH. STAKE TUBING TO GRADE WITH GALVANIZED TIE-DOWN STAKES AT 3 FT. (MAX.) SPACING. PROVIDE XF DRIPLINE INSERT FITTINGS FOR ALL CONNECTIONS. PROVIDE REMOVABLE THREADED END CAPS AT THE TERMINUS OF EACH DRIP LINE LENGTH FOR EASY FLUSHING OF SYSTEM.

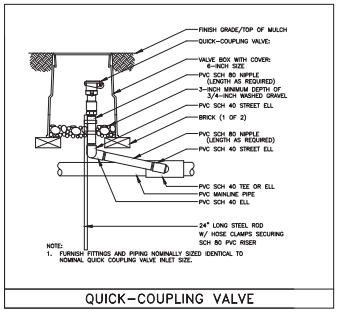
PIPING/TRENCHING: INSTALL MAIN LINE PIPING WITH CONCRETE THRUST BLOCKS AS PER MANUFACTURER'S RECOMMENDATION. MAIN AND LATERAL LINES SHALL BE SURROUNDED WITH A MINIMUM OF 2" OF SAND OR ROCK FREE SOIL. PIPE SEALANT COMPOUND SHALL BE RECTOR SEAL T-2, PERMATEX 51 OR LASCO #903305. PRESSURE THE MAIN LINE @ 150 PSI FOR 2 HOURS AND THE LATERAL LINES @ 100 PSI FOR 2 HOURS. WHERE IT IS NECESSARY TO EXCAVATE ADJACENT TO EXISTING TREES, THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO TREES, AND TREE ROOT SYSTEMS. EXCAVATION IN AREA WHERE TWO (2) INCH AND LARGER ROOTS EXIST SHALL BE DONE BY HAND. CUT ROOTS ONE (1) INCH AND LARGER IN DIAMETER SHALL BE PAINTED WITH TWO COATS OF TREE SEAL, OR EQUAL. TRENCHES ADJACENT TO TREES SHOULD BE CLOSED WITHIN TWENTY-FOUR (24) HOURS, AND WHERE THIS IS NOT POSSIBLE, THE SIDE OF THE TRENCH ADJACENT TO THE TREE SHALL BE KEPT SHADED WITH WET BURLAP OR CANVAS.

SLEEVES: THE IRRIGATION CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR AND OTHER SUBCONTRACTORS FOR THE LOCATION AND THE INSTALLATION OF SLEEVES, CONDUIT OR PIPE THROUGH WALLS, UNDER ROADWAYS, PAVING, STRUCTURES, ETC. PRIOR TO CONSTRUCTION. IN ADDITION TO THE SLEEVES AND CONDUITS SHOWN ON THE DRAWINGS, THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION AND/OR INSTALLATION OF SLEEVES AND CONDUITS OF SUFFICIENT SIZE UNDER ALL PAVED AREAS.

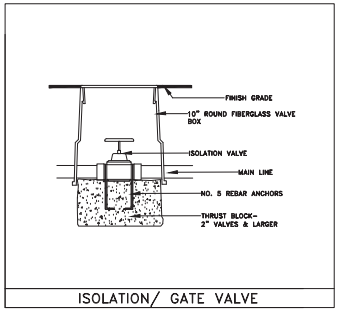
IRRIGATION SYSTEM: THE IRRIGATION SYSTEM IN CURRENTLY POTABLE, SET UP FOR POSSIBLE RETROFIT TO RECYCLED WATER SOURCE IN FUTURE. DESIGN IS BASED ON A MINIMUM OPERATING PRESSURE (PSI) AND A FLOW DEMAND (GPM) AS NOTED ON PLAN. THE IRRIGATION CONTRACTOR SHALL VERIFY WATER PRESSURE PRIOR TO CONSTRUCTION, REPORT ANY DIFFERENCE BETWEEN THE WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT-OF CONNECTION TO THE LANDSCAPE ARCHITECT, FAILURE TO DO SO WILL RESULT IN THE CONTRACTOR BEING RESPONSIBLE FOR ANY NECESSARY CHANGES DUE TO THIS DIFFERENCE.

GUARANTEE: ALL CONSTRUCTION, PARTS AND PRODUCTS BY THE LANDSCAPE CONTRACTOR AND/OR HIS SUBCONTRACTORS SHALL BE GUARANTEED FOR ONE (1) FULL YEAR AFTER THE BEGINNING OF THE MAINTENANCE PERIOD. THE CONTRACTOR SHALL REPLACE (AT NO EXPENSE TO THE OWNER) ANY AND ALL IRRIGATION PRODUCTS THAT ARE IN AN UNACCEPTABLE CONDITION FOR THE TIME OF USE, REPLACEMENT OF ANY ITEMS SHALL MATCH ORIGINAL DESCRIPTION OF ITEM(S) ON CONSTRUCTION PLANS AND SHALL BE INSTALLED PER SPECIFICATION. THE CONTRACTOR SHALL NOT BE HELD LIABLE FOR LOSS OF IRRIGATION PARTS OR PRODUCTS DUE TO VANDALISM, ACCIDENTAL CAUSES, OR ACTS OF NEGLECT BY OTHERS THAN THE CONTRACTOR, HIS AGENTS OR EMPLOYEES.

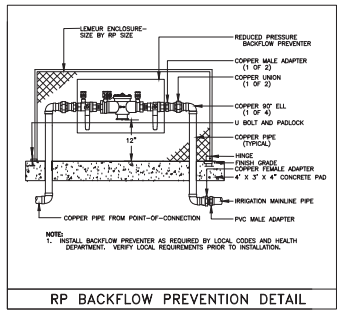
DO NOT BID, ORDER MATERIALS OR INSTALL ANY OR ALL OF SYSTEM BEFORE READING THE IRRIGATION NOTES IN THEIR ENTIRETY. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL CHANGES, REVISIONS AND OR ADDITIONS TO SYSTEM DUE TO FAILURE TO DO SO.



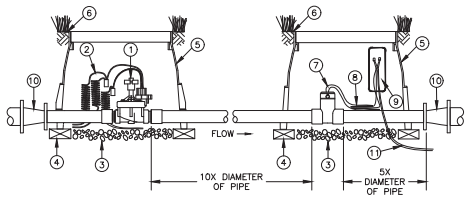
QUICK-COUPLING VALVE



ISOLATION/ GATE VALVE



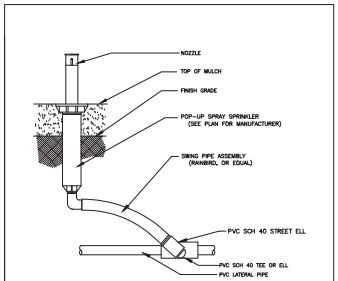
RP BACKFLOW PREVENTION DETAIL



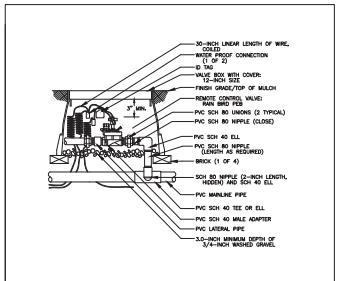
MASTER CONTROL VALVE AND FLOW SENSOR

N.T.S.

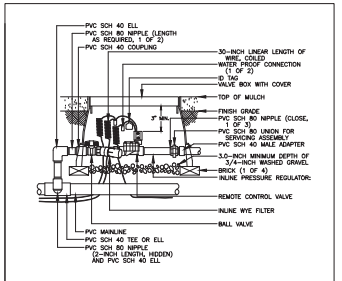
1. MASTER CONTROL VALVE
2. WIRE TO SATELLITE CONTROLLER SPARE STATION (36-INCH LOOP)
3. 3.0-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
4. BRICK (1 OF 4)
5. VALVE BOX WITH COVER - 12-INCH SIZE
6. FINISH GRADE
7. FLOW SENSOR
8. FLOW SENSOR WIRES; LEAVE 36-INCHES OF WIRE IN VALVE BOX
9. PREFORMED SUPER SERVISEAL WATERPROOF WIRE SPLICE KIT
10. CONCENTRIC REDUCER
11. PE-CABLE TO CONTROLLER ASSEMBLY



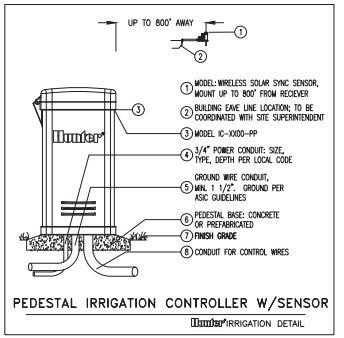
POP-UP SPRAY HEAD DETAIL



REMOTE CONTROL VALVE

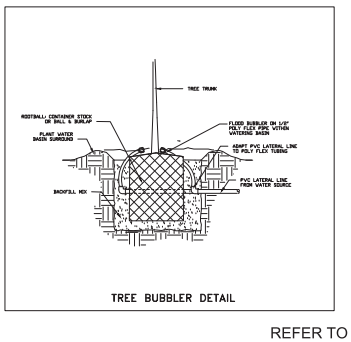


REMOTE CONTROL VALVE (DRIP)

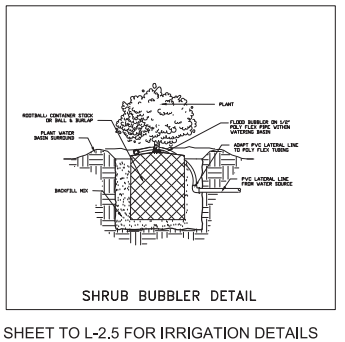


PEDESTAL IRRIGATION CONTROLLER W/SENSOR

Hunter IRRIGATION DETAIL



TREE BUBBLER DETAIL



SHRUB BUBBLER DETAIL

REFER TO SHEET TO L-2.5 FOR IRRIGATION DETAILS

D42

REVISIONS

Plan Check Comments 1-12-20

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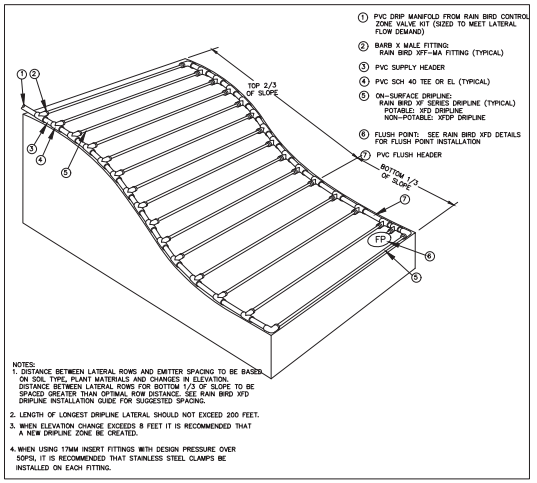
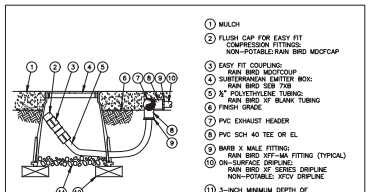
H.O.A. MAINTAINED AND PARK IRRIGATION NOTES AND DETAILS

DESIGNED: RS	DRAWN: KD
CHECKED:	JOB NO:
DATE: 1-15-20	
SCALE: NOTED	

SHEET L-2.4

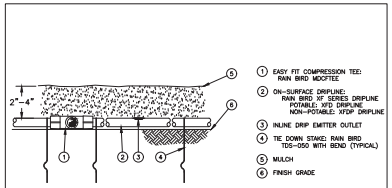
OF 19 SHEETS





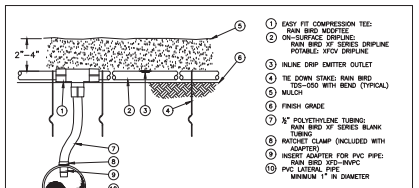
NOTE:
1. ALLOW A MINIMUM OF 6-INCHES OF DRIPLINE TUBING IN VALVE BOX IN ORDER TO DIRECT FLUSHED WATER OUTSIDE VALVE BOX.

XFD ON-SURFACE DRIPLINE FLUSH POINT WITH EASY FIT COMPRESSION FITTINGS
N.T.S. 02-10-2013



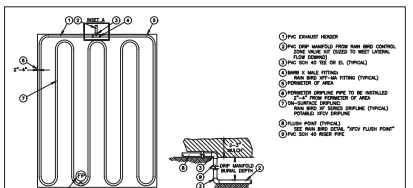
NOTES:
1. PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FOUR FEET IN LOAM, AND FIVE FEET IN CLAY.
2. AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.

XFD ON-SURFACE DRIPLINE AT GRADE
N.T.S. 12-10-2012



NOTES:
1. PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FOUR FEET IN LOAM, AND FIVE FEET IN CLAY.
2. AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.

XFD ON-SURFACE DRIPLINE INSERT ADAPTER FOR 1" OR LARGER PVC
N.T.S. 02-10-2013



XFD ON-SURFACE DRIPLINE QUICK LAYOUT
N.T.S. 06-25-2012

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OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

H.O.A. MAINTAINED
AND PARK IRRIGATION
DETAILS

DESIGNED: RS
DRAWN: KD
CHECKED:
JOB NO:
DATE: 1-15-20
SCALE: NOTED

SHEET L-2.5
OF 19 SHEETS

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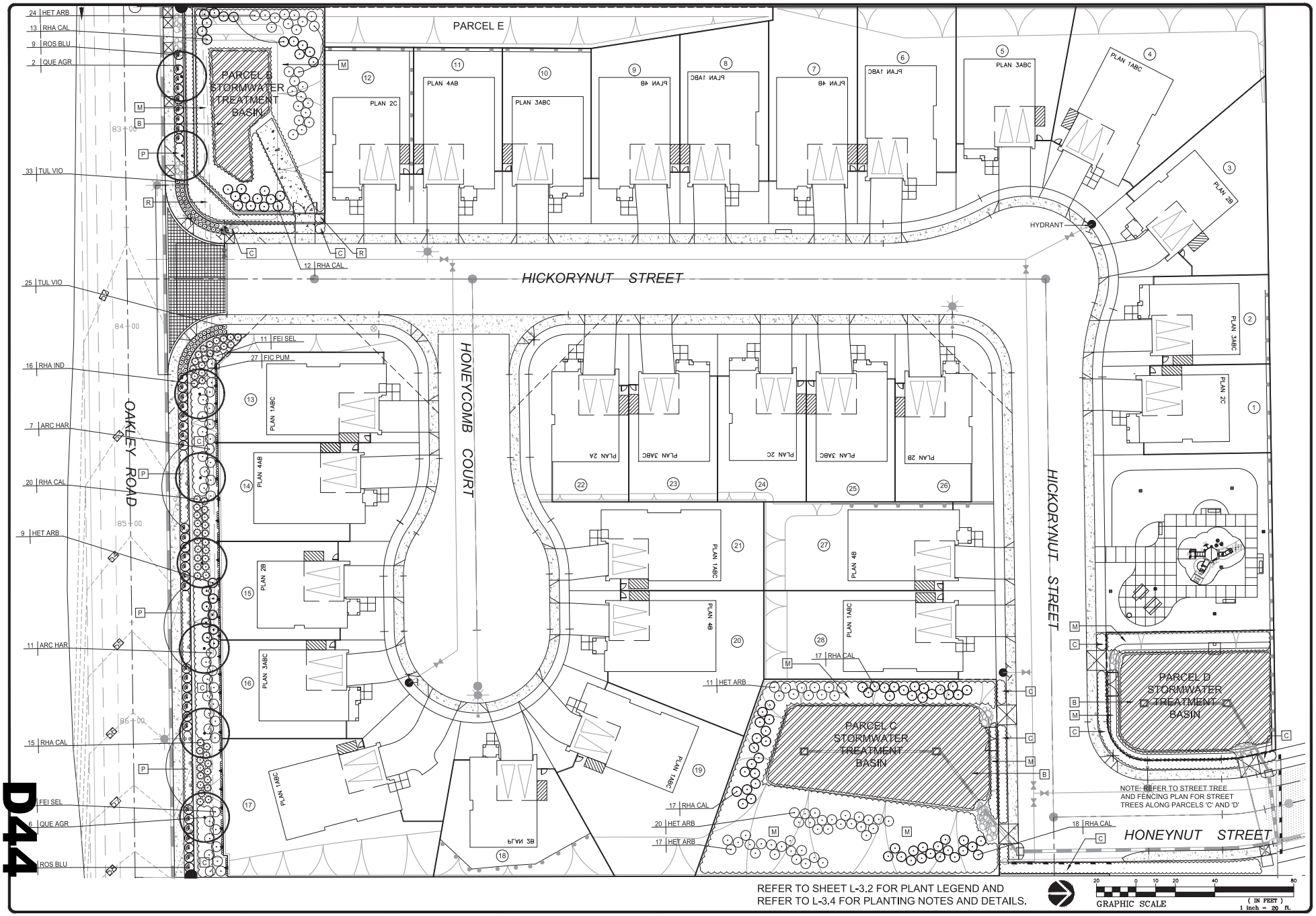

REFER TO SHEET L-3.2 FOR PLANT LEGEND AND
REFER TO L-3.4 FOR PLANTING NOTES AND DETAILS.

D44

REVISIONS
Plan Check Comments
1-7-20

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OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

H.O.A. MAINTAINED
PLANTING
PLAN

DESIGNED: RS | DRAWN: KD
CHECKED: | JOB NO:
DATE: 1-15-20
SCALE: NOTED

SHEET
L-3.1
OF 19 SHEETS

SITE PLANT MATERIALS LIST:

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS WATER NEEDS	NUMBER
TREES: TO BE 15 GAL. SIZE				
QUE AGR	QUERCUS AGRIFOLIA	COAST LIVE OAK	VERY LOW	8
SHRUBS: TO BE 5 GAL. SIZE				
ARC HAR	ARCTOSTAPHYLOS 'HARMONY'	MANZANITA	LOW	18
FEI SEL	FEIJOA SELLOWIANA	PINAPPLE GUAVA	LOW	20
HET ARB	HETEROMELES ARBUTIFOLIA	TOYON	LOW	81
RHA CAL	RHAMNUS CALIFORNICA 'EVE'CASE'	EVE CASE COFFEEBERRY	LOW	112
RHA IND	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	LOW	16
ROS BLU	ROSMARINUS 'BLUE SPIRES'	ROSMARY	LOW	38
TUL VIO	TULBAGHIA VIOLACEA	SOCIETY GARLIC	LOW	62
VINES: TO BE 1 GAL. SIZE				
FIC PUM	FICUS PUMILA REPENS FROM 1 GAL. CANS AT 10' O.C.	CREEPING EVERGREEN FIG	LOW	27
GROUNDCOVERS: SIZE AND SPACING NOTED BELOW				
C	COMPROSMA KIRKII FROM 1 GAL. CANS AT 36" O.C.	CREEPING COPROSMA	LOW	3,175 SQ.FT.
M	ARCTOSTAPHYLOS 'MONTEREY CARPET' FROM 1 GAL. CANS AT 48" O.C.	MANZANITA	LOW	12,369 SQ.FT.
P	PENNISETUM 'LITTLE BUNNY' FROM 1 GAL. CANS AT 36" O.C.	DWARF FOUNTAIN GRASS	LOW	545 SQ.FT.
R	ROSMARINUS 'PROSTRATUS' FROM 1 GAL. CANS AT 36" O.C.	PROSTRATE ROSEMARY	LOW	717 SQ.FT.
STORMWATER BASIN PLANTING: SIZE 1 GAL. AT 24" O.C.				
B	MUHLENBERGIA RIGENS	DEER GRASS	LOW	11,648 SQ.FT.

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REVISIONS

Num	Check	Comments
1	2-20	

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H.O.A. MAINTAINED
PLANTING LEGEND

DESIGNED:	DRAWN:
RS	KD
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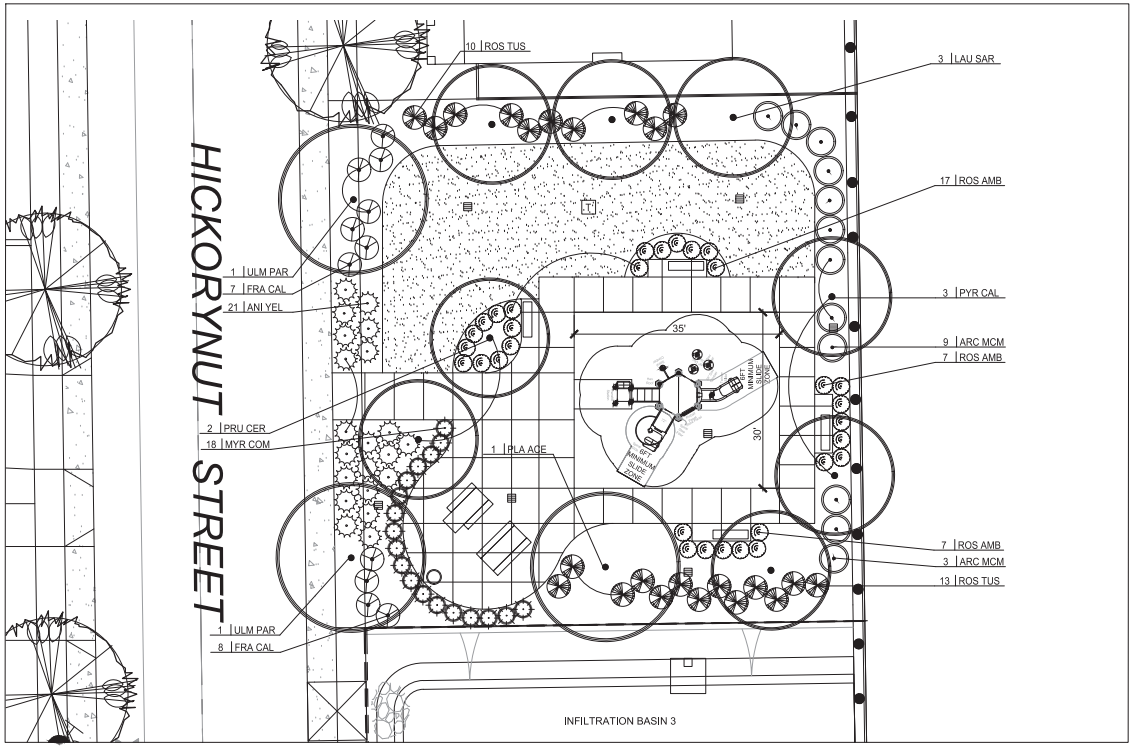
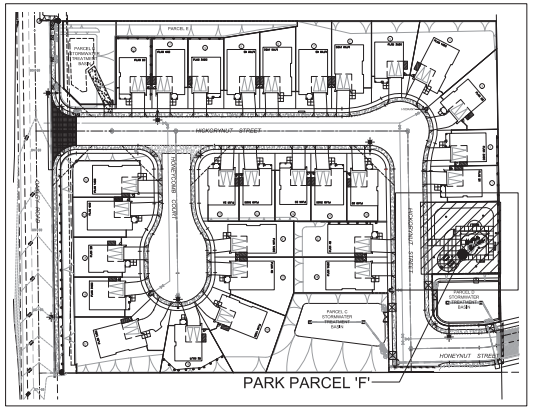
DATE: 1-15-20	
SCALE: NOTED	

SHEET
L-3.2
OF 19 SHEETS





PROJECT SITE PLAN

NO SCALE

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

PARK PLANT MATERIALS LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS WATER USE	QUANTITY
TREES:	(ALL TREES TO BE STANDARD)				
LAU SAR	LAURUS NOBLIS 'SARATOGA'(STD)	GRECIAN LAUREL	15 GA	LOW	3
PLA ACE	PLATANUS ACERIFOLIA 'COLUMBIA'	PLANE TREE	15 GA	MED	1
PRU CER	PRUNUS CERA, 'KRAUTER VESUVIUS'	FLOWERING PLUM	15 GA	MED	2
PYR CAL	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	15 GA	MED	3
ULM PAR	ULMUS PARVIFOLIA 'TRUE GREEN'	CHINESE ELM	15 GA	MED	2
SHRUBS:					
ANI YEL	ANIGOZANTHOS 'YELLOW GEM'	KANGAROO PAW	1 GA	LOW	21
ARC MCM	ARCTOSTAPHYLOS 'HOWARD MCMINN'	MANZANITA	5 GA	LOW	12
FRA CAL	FRANGULA CALIFORNICA 'EVE CASE'	COFFEEBERRY	5 GA	LOW	15
MYR COM	MYRTUS COM. 'COMPACTA'	DWARF MYRTLE	5 GA	LOW	18
ROS AMB	ROSA 'AMBER CARPET'	CARPET ROSE	2 GA	MED	31
ROS TUS	ROSMARINUS 'TUSCAN BLUE'	TUSCAN ROSEMARY	5 GA	LOW	23
GROUND COVERS:					
T	DWARF TALL FESCUE SOD		ROLLS	HIGH	1,821 SQ.FT.

REFER TO L-3.4 FOR PLANTING NOTES AND DETAILS.

D46

REVISIONS
1 Plan Check Comments 1-12-20

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OAKLEY KNOLLS
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ANTIOCH, CALIFORNIA

H.O.A. PARK
PLANTING PLAN

DESIGNED: RS | DRAWN: KD
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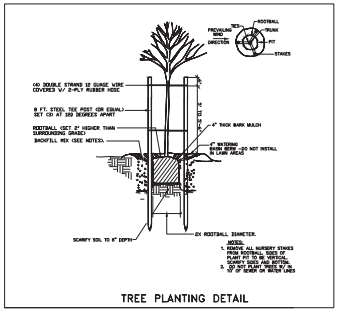
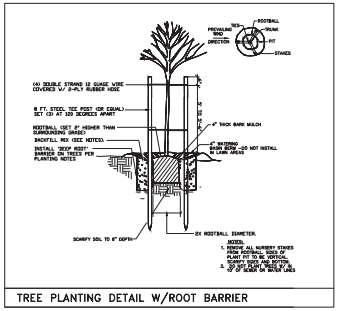
SCALE: NOTED

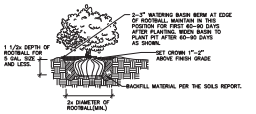
SHEET L-3.3
OF 19 SHEETS



TREE PLANTING DETAIL



TREE PLANTING DETAIL W/ROOT BARRIER



SHRUB/VINE PLANTING

SHRUB/VINE PLANTING DETAIL

PLANTING NOTES

GENERAL NOTES: The Landscape Contractor shall inspect the site and be familiar with all existing site conditions prior to submitting his bid. Contractor shall not willfully proceed with construction as shown when it is obvious that obstructions, landscape area and/or grade differences exist that may not have been known during design. such conditions shall immediately be brought to the attention of the Landscape Architect. The contractor shall assume full responsibility for all necessary revisions due to failure to give such notification. Contractor shall be responsible for making himself familiar with all underground utilities, pipes, structures and obstructions. Contractor shall take sole responsibility for all costs incurred due to damage and/or replacement of these items. Contractor shall be responsible for coordination between trades and subcontractors as required to accomplish landscape operations. The Landscape Contractor shall be responsible for any damage to existing facilities caused by or during the performance of his work. All repairs shall be made at no cost to the Owner. Planting shall be installed in conformance with all applicable local codes and ordinances by experienced workmen and a licensed Landscape Contractor who shall obtain all necessary permits and pay all required fees.

SOIL MANAGEMENT REPORT:
A. The Contractor shall submit soil samples to the laboratory for analysis and recommendations.
1. Soil sampling shall be conducted in accordance with the laboratory protocol, including protocols regarding adequate sampling depth for the intended plants.
2. Soil analysis may include:
   a. Soil texture
   b. Infiltration rate determined by laboratory test or soil infiltration rate table
   c. pH
   d. Total soluble salts
   e. Sodium
   f. Percent organic matter
   g. Recommendations
B. Contractor shall submit soil report and recommendations to the City as part of the certificate of completion.
C. The soil analysis report shall be made available, in a timely manner, to teh professionals preparing the landscape design plans and irrigation design plans to make any necessary adjustments to the design plans.
D. The contractor shall submit documentation verifying implementation of the soil analysis report recommendations to the City with certificate of completion. [Ord.3-2010 3 (Exh. A), eff.3-12-2010

SOIL PREPARATION AMENDMENTS AND BACKFILL MIX: (THE FOLLOWING SOIL AMENDMENT PREPARATIONS ARE FOR BID PURPOSES ONLY, CONTRACTOR TO CONDUCT SOILS FERTILITY ANALYSIS TEST AND SUBMIT RESULTS TO CITY PRIOR TO IMPLEMENTING TEST RESULTS RECOMMENDATIONS). The Landscape Contractor shall amend existing soil, by rototilling, 6 cu. yd. BFI 'Super Humus' compost and 15 lbs. organic balanced fertilizer 'Phyta-Boost' (7-1-2) per 1,000 sq. ft .available from California Organics or equal into the top 6 inches of soil in all planting areas. (or equal) Pit Planting Mix: for trees and shrubs mix 1/3 organic amendment, 2/3 amended topsoil as noted above.

TREE PLANTING: (THE FOLLOWING SOIL AMENDMENT PREPARATIONS ARE FOR BID PURPOSES ONLY, CONTRACTOR TO CONDUCT SOILS FERTILITY ANALYSIS TEST AND SUBMIT RESULTS TO CITY PRIOR TO IMPLEMENTING TEST RESULTS RECOMMENDATIONS), The trees are to be planted as per detail on plan, Trees shall typically be located a minimum of 4 feet from curbs, walks, headers, buildings, overheads, and other trees within the project. backfill shall be the 'Pit Planting Mix' as noted above. All trees shall receive organic fertilizer 'Phyta boost' 7-1-2 avail. from California Fertilizer Company Inc.(or equal) for 15 gallon trees: 1 cup, for 5 gallon trees and shrubs: 1/2 cup. Thoroughly water trees immediately after planting.

ROOT BARRIERS: All trees planted within 5' of a paved surface shall receive a linear type root barrier 18" deep and 10' long along adjacent paving edges, centered on the tree trunk. (See detail)

SHRUB PLANTING: (THE FOLLOWING SOIL AMENDMENT PREPARATIONS ARE FOR BID PURPOSES ONLY, CONTRACTOR TO CONDUCT SOILS ANALYSIS TEST AND SUBMIT RESULTS TO CITY PRIOR TO IMPLEMENTING TEST RESULTS RECOMMENDATIONS). The shrubs shall be spotted as per plan and the locations approved prior to the digging of the holes. Shrub backfill shall be the 'Pit Planting Mix' as noted in 'Backfill soil mixes'. All shrubs shall receive 'Phyta-Boost' 7-1-2 organic fertilzer avail from California Fertilizer Company Inc.(or equal) at the following rates: For 5 gallon shrubs:1/2 cup for, 1 gallon shrubs:1/4 cup. Thoroughly water shrubs immediately after planting. Do not plant any plant within 2'0" of any building wall.

MULCHING: Mulch all planting areas, excluding lawn and storm water bioswale areas, having a slope less than 2:1 with a 3 inch minimum depth of recycled wood fiber, UV stabilized,dyed-colorfast black with a PH of no higher than 5.0. and free of noxious weeds and foreign materials. #135 Black Chip from 'Re-User Inc.' or approved equal.

SOD LAWN: Sod shall be as specified on drawings and installed as per suppliers specifications. Remove from all turf areas, stones (1" or larger), mortar, concrete, asphalt, rubbish, debris and any materials harmfull to plant life. Remove noxious weed growth and roots. Thoroughly mix and pulverize the following proportions of materials (lightly compacted measurements) to a minimum depth of 6-8 inches while in a moist, friable condition: 6 cu yards of BFI 'super humus' compost per 1000 sq ft. of lawn area and 15 lbs per 1000 organic fertilizer 'Phyta-Green' Turf Fertilizer 8-2-2 available from California Organic fertilizer Inc. (or equal)

LAWN MAINTENANCE: Protect an maintain each area by watering, mowing, resodding or seeding as necessary for a minimum of 60 days after turf installation or to the end of the 90 day maintenance period (which ever is latest). Establish a thick, weed free uniform stand of grass. Mow grass at 1 1/2 inches in height when it attains a height of 2 inches. Apply 10 lbs per 1000 sq ft. of 'Phyta Green' Organic Lawn Fertilizer at end of maintenance period.

MAINTENANCE: The Contractor shall maintain the project for 90 days (or as requested by owner) following the approval to begin the maintenance period. During the entire maintenance period, watering, cultivating, weeding, mowing, repair/tightening of stakes and ties, restoration of basins, provision of supplemental water by hand in addition to irrigation system as necessary. No pre-emergence herbicides shall be applied- hand remove weeds. Only organic fertilizers shall be applied such as those specified above. Install per manufacturer's recommendations. At the end of the 90 day maintenance period all areas are to be weed free and all plant material is to be in a healthy, thriving condition. Integrated pest management practices shall be implemented.

SUBSTITUTIONS: Requests for substitutions of plant varieties shall be made to the Landscape Architect within 15 days after signing of contract.

GUARANTEE: All construction, trees and shrubs by the Landscape Contractor and/or his subcontractors shall be guaranteed for (1) one year after beginning of maintenance period. The contractor shall replace, at no expense to the Owner, any and all landscape materials that are in an unacceptable condition for time of use, and trees or shrubs that are dead or not in a vigorous, healthy growing condition; within two weeks of notification of such condition. Replacement shall be of the same kind and size as the originally specified item and shall be replaced as originally described on the drawings. The Contractor shall not be held liable for loss of plant materials during the guarantee period due to vandalism, accidental causes or acts of neglect by others than the Contractor, his agents and employees.

CLEAN UP: At the end of each work day, at the inspection for substantial completion and before acceptance of project, clean paved areas that are dirtied or stained by construction operations, by sweeping or washing, and remove defacements and stains. Remove construction equipment, excess materials and tools. Haul from Owners property the debris resulting from construction, and dispose of legally. Remove remaining temporary protection at time of acceptance by Owner unless otherwise agreed.

FERTILIZERS: Available California Fertilizers Company Inc. 1-800-269-5690 www.organicag.com
www.californiaorganicfertilizers.com. Compost available from BFI 408-888-7632 www.bfi.com

REVISIONS
Num	Check	Comments
1		1-2-20

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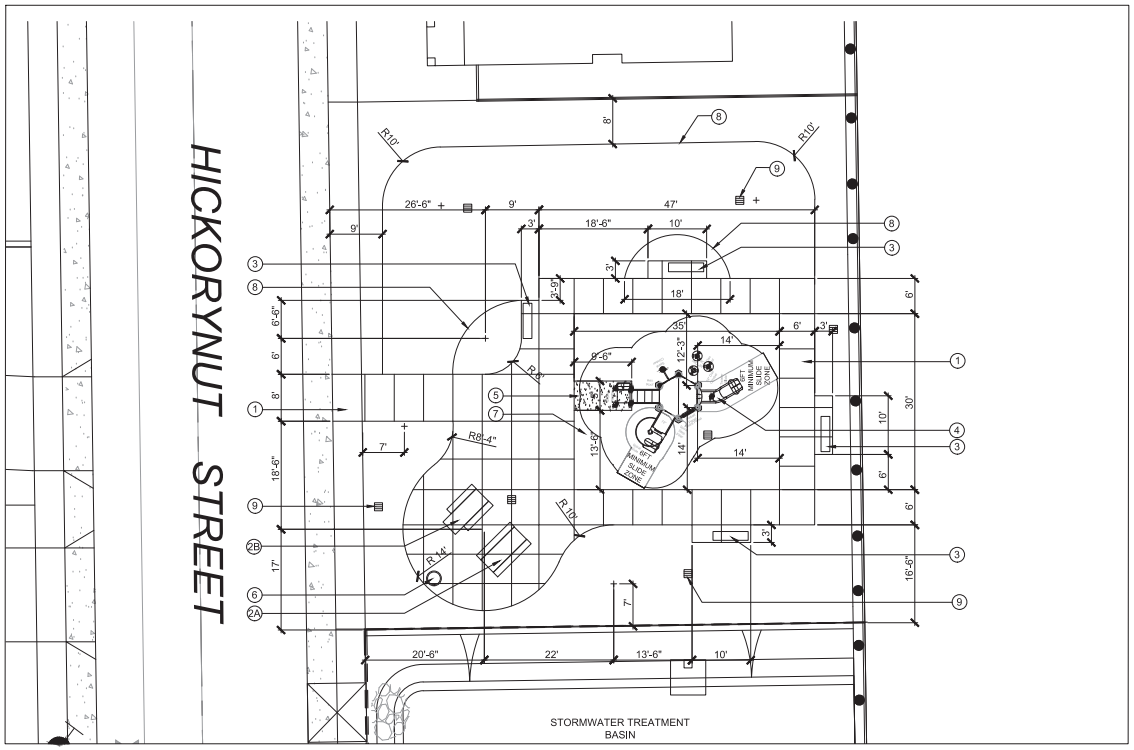
OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

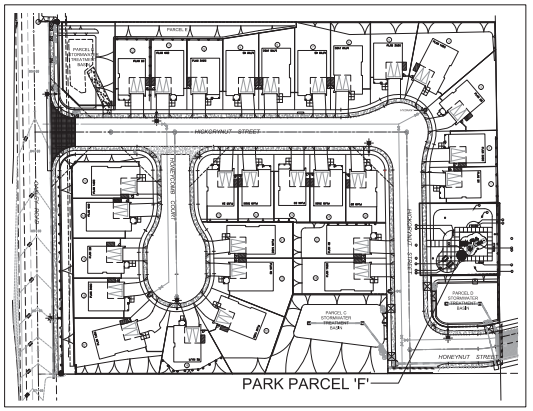
H.O.A. MAINTAINED AND PARK PLANTING NOTES AND DETAILS

DESIGNED:	DRAWN:
RS	KD
CHECKED:	JOB NO:
DATE: 1-15-20	
SCALE: NOTED	

SHEET
L-3.4
OF 19 SHEETS

D47





PROJECT SITE PLAN

NO SCALE

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

SITE AMENITIES LIST:

1. 4" THICK CONCRETE PAVING WITH #4 BAR REINFORCING EACH WAY @ 16" O.C. 4" DEEP CLASS II AGG. BASE, COMPACTED TO 95% PER SOILS REPORT. PROVIDE MEDIUM BROOM FINISH AND DEEP CONTROL JOINT SCORING (1/4" W x 1/2" D) AS SHOWN.

2A. PICNIC TABLE (1 TOTAL); *PARK WAREHOUSE* 'INFINITY 4-4', 8' LONG SURFACE-MOUNTED METAL TABLE WITH BENCH SEATS. COLOR: GREEN. SURFACE-MOUNT TO PAVING W/ EXP. BOLTS PER MANUFACTURER. AVAILABLE FROM www.parkwarehouse.com (888) 321-5334

2B. ADA ACCESSIBLE PICNIC TABLE (1 TOTAL); *PARK WAREHOUSE* 'REGAL 4-4', 8' LONG, SURFACE-MOUNTED METAL TABLE WITH BENCH SEATS, AND ADA ACCESSIBLITY. COLOR: GREEN. SURFACE-MOUNT TO PAVING W/ EXP. BOLTS PER MANUFACTURER. AVAILABLE FROM www.parkwarehouse.com (888) 321-5334

3. PARK BENCH (4 TOTAL); *THE PARK AND AMENITIES* #398-8000 6' LONG SURFACE MOUNTED METAL BENCH WITH BACKREST. COLOR: GREEN. SURFACE-MOUNT TO PAVING W/ EXP. BOLTS PER MANUFACTURER. AVAILABLE FROM www.theparkcatalog.com (877) 800-9184

4. *PLAYCRAFT SYSTEMS* 'ROUNDS 5' PLAY STRUCTURE; EMBED-MOUNT PER MANUFACTURER DETAILS AND SPECIFICATIONS. AVAILABLE FROM *NSP3*, www.nspx3.com (877) 473-7619 (SEE IMAGE 1/L-3.2)

5. RUBBER ACCESS PATH: *VITRICON, INC.* 'VITRITURF' PLAYGROUND SYSTEMS SURFACING WITH ASPHALTIC BINDER. BLUE COLOR (SEE DETAIL 2/L-3.2). AVAILABLE FROM DAVID O'KEEFE COMPANY.

6. LITTER RECEPTACLE: (1 TOTAL); PARK WAREHOUSE STEEL SLAT CROWN SERIES, 32 GAL. SURFACE MOUNTED RECEPTACLE, FLAT TOP WITH LINER. COLOR: GREEN. SURFACE-MOUNT TO PAVING W/ BRACKET AND EXP. BOLTS PER MANUFACTURER. AVAILABLE FROM www.parkwarehouse.com (888) 321-5884.

7. PLAY SURFACE: 'SOF-FALL' ENGINEERED WOOD FIBER; 12" MINIMUM DEPTH. AVAILABLE FROM *SOF-SOLUTIONS* (800)523-8690. (SEE DETAIL 3/L-3.2). PLAY AREA DETAIL.

8. METAL LAWN HEADER AT PLANTING AREAS; (SEE DETAIL 4/L-3.2).

9. AREA DRAIN INLET (TYPICAL OF 7); SEE GRADING PLAN.

SURFACE-MOUNTED METAL TABLE WITH BENCH SEATS, GREEN COLOR, 8 FT. LONG (10 FT. LONG SHOWN)

ADA-ACCESSIBLE SURFACE-MOUNTED METAL TABLE WITH BENCH SEATS, GREEN COLOR, 8 FT. LONG

SURFACE-MOUNTED METAL BENCH GREEN COLOR, 6 FT. LONG

SURFACE-MOUNTED METAL TRASH RECEPTACLE WITH LINER. GREEN COLOR

REFER TO SHEET L-4.2 FOR CONSTRUCTION DETAILS

D48

REVISIONS
Plan Check Comments 1-2-20

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OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

H.O.A. PARK
CONSTRUCTION
LAYOUT PLAN

DESIGNED: RS | DRAWN: KD
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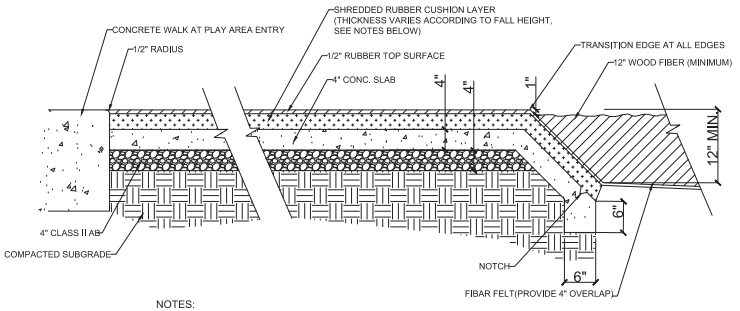
DATE: 1-15-20
SCALE: NOTED

SHEET
L-4.1
OF 19 SHEETS

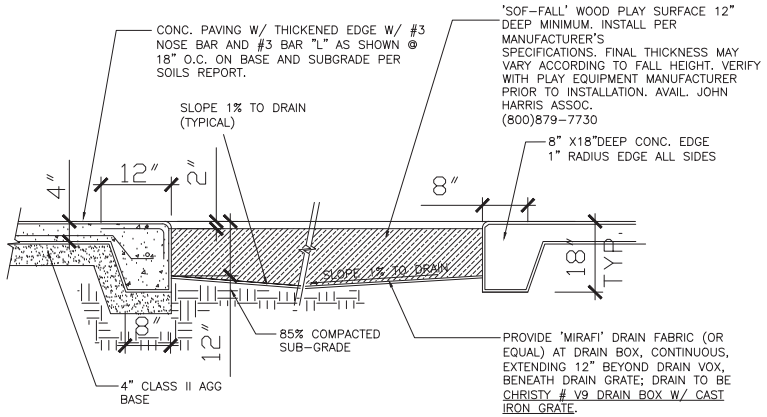
① PLAYCRAFT SYSTEMS 'ROUNDS 5' PLAY STRUCTURE

PROPOSED PLAY STRUCTURE ITEM COLOR SCHEME:
1. ROOF: SUNSHINE YELLOW
2. POSTS: PACIFIC BLUE
3. SLIDES & PANELS: CAMPFIRE ORANGE
4. STAIRS: PACIFIC BLUE
5. RAILS, BRACKETS & SPIRAL CLIMBER: RHUBARB RED
6. PLASTIC ROUND DISCS: ALTERNATE, CAMPFIRE ORANGE & SUNSHINE YELLOW

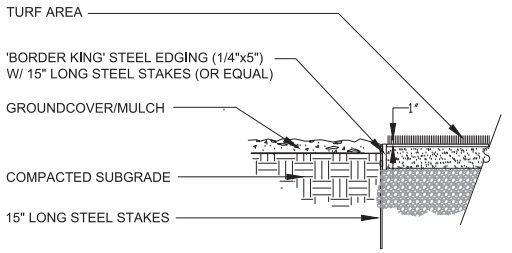


NOTES:
1. SHREDDED RUBBER CUSHION LAYER TO BE 2" THICK (MINIMUM).
2. RUBBER TOP SURFACE TO BE 'VITRITURF' BY *VITRICON INC.*, PLAYGROUND SYSTEMS SURFACE WITH ASPHALTIC BINDER AND WEARING COURSE. COLOR TO BE BLUE; AVAILABLE FROM DAVID O'KEEFE COMPANY

② PLAY LOT ACCESSIBLE PATHWAY
NO SCALE



③ PLAY AREA SURFACE
NO SCALE:



NOTE: 'BORDER GUARD' STEEL EDGE AND STEEL STAKES AVAILABLE FROM BORDER CONCEPTS, INC., CHARLOTTE, NC. PHONE: 1-800-845-3343

④ LAWN STEEL HEADER DETAIL
NO SCALE

D49

REVISIONS
Plan Check Comments 1-12-20

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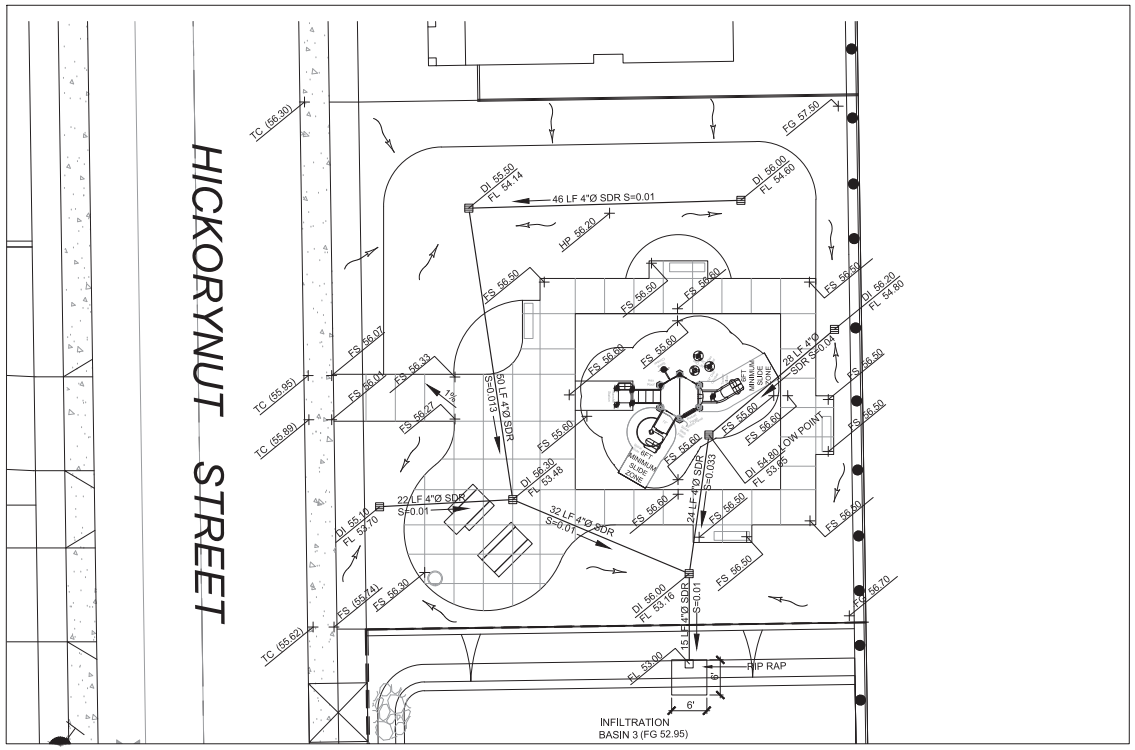
SHEET
L-4.2
OF 19 SHEETS

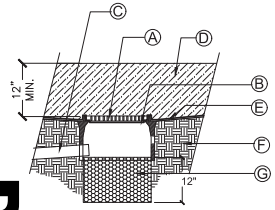


GRADING LEGEND:

■	'CHRISTY' #V64 CONC. DRAIN BOX WITH BOLT DOWN CAST IRON GRATE; OR EQUAL
———	SDR-35 DRAIN LINE; SIZE NOTED ON PLAN
~→	FINISH GRADE SURFACE FLOW DIRECTION
——→	FINISH PAVING SURFACE FLOW DIRECTION
DI	ELEVATION AT DRAIN INLET
FL	ELEVATION AT INVERT (FLOW LINE) OF PIPE (12" MIN. BELOW FINISH GRADE)
LF	(APPROXIMATE) LINEAR FEET OF DRAIN PIPE
FG	ELEVATION AT FINISH GRADE
FS	ELEVATION AT FINISH PAVING SURFACE
HP	ELEVATION AT HIGH POINT OF FINISH GRADE
TC	ELEVATION AT TOP OF CURB
( )	PARENTHESIS REPRESENTS ELEVATION INFORMATION PROVIDED BY CIVIL ENGINEERING

GRADIENT NOTE:
ALL SITE GRADIENTS ARE BELOW 4:1.

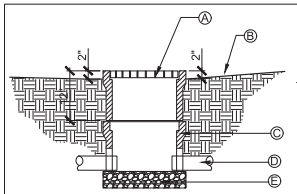
GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.



DRAIN BOX AT PLAY AREA
NO SCALE

ITEM DESCRIPTIONS:

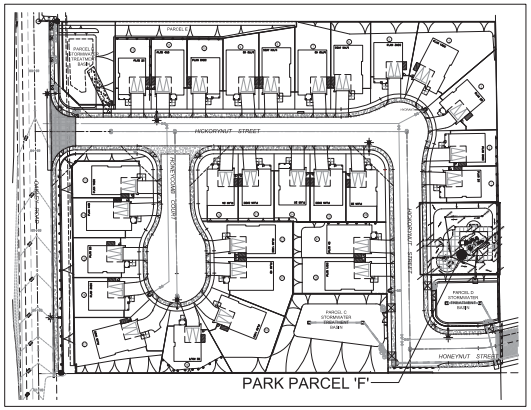
A - 'CHRISTY DRAIN BOX WITH CAST IRON GRATE (SEE GRADING PLAN)
B - PROVIDE 'MIRAFI' DRAIN FABRIC LAID BENEATH DRAIN GRATE AND EXTENDING 5 FT. IN ALL DIRECTIONS BEYOND DRAIN BOX.
C - DRAIN PIPE EXTENDING TO STORM DRAIN SYSTEM REFER TO CIVIL ENGINEER DRAINAGE PLANS.
D - SURFACE COVER OF SAFETY WOOD CHIPS.
E - FINISH GRADE OF PLAY AREA SLOPING 2% (MIN.) TOWARD DRAIN INLET.
F - EXISTING SUBGRADE.
G - 12" DEEP SUMP FILLED WITH CRUSHED DRAIN ROCK EXTENDING TO ALL SIDES OF DRAIN BOX.



V64 DRAIN DETAIL
NO SCALE

ITEM DESCRIPTIONS:

A - 'CHRISTY' #V64 DRAIN BOX WITH CAST IRON GRATE
B - FINISH GRADE (SEE GRADING AND DRAINAGE PLAN)
C - DRAIN BOX EXTENSIONS (AS REQUIRED)
D - DRAIN PIPE (SEE GRADING AND DRAINAGE PLAN)
E - 4" THICK CONCRETE BASE



PROJECT SITE PLAN
NO SCALE

D50

REVISIONS
Plan Check Comments 1-12-20

Thomas Rusk & Associates, LLP
Landscape Architects
1630 North Main Street, Suite 4
Walnut Creek, CA 94596
PH: 925.933.2585

OAKLEY KNOLLS
SUBDIVISION 9353
ANTIOCH, CALIFORNIA

H.O.A. PARK
GRADING PLAN

DESIGNED: RS | DRAWN: KD
CHECKED: | JOB NO:
DATE: 1-15-20
SCALE: NOTED

SHEET
L-4.3
OF 19 SHEETS

ATTACHMENT E

DISCOVERY BUILDERS INC.
4061 Port Chicago Highway, Suite H
Concord, California 94520
(925) 682-6419
Fax (925) 689-7741

August 5, 2020

To: City of Antioch - Community Development Department
Jose Cortez
Associate Planner
200 H Street
Antioch, CA 94509

RE: Oakley Knolls Design Review (AR-19-14) Project Description
Project: Oakley Knolls Subdivision #9353
DR Submittal Date: 03/27/2020 with Revised Plan 1 Dated 07/31/2020

Dear Mr. Cortez,

I am submitting a Design Review Application for Oakley Knolls (Subdivision 9353) located on Oakley Road at the southern terminus of Honeynut Street. The 5.56 acre site will include 28 single-family lots, three bio-retention basins and a 7,665 square-foot private park. The site has a General Plan designation of Medium Low Density Residential and is zoned PD-15-01 (Planned Development). The proposed design package includes four plan types with three elevations each ranging from 1,679 SF to 3,417 SF.

Plan #	Living Space	Floors	Bed/Baths	Plan Count	Overall %
1	1,679 SF	1	4/2.5	7	25
2	2,641 SF	2	4/2.5	9	32.2
3	2,819 SF	2	5/3.5	6	21.4
4	3,417 SF	2	5/3.5	6	21.4

The four plans above have three distinct architectural styles (elevations): Spanish, Cottage and Traditional. The Spanish elevation features villa roof tiles, stucco body and brick veneer. The Cottage elevation features flat roof tiles, stucco body and ledgestone veneer. The Traditional elevation features flat roof tiles, stucco, brick veneer and a predominantly siding-clad façade. The Siding for the Traditional elevation includes horizontal lap siding, board-and-batten, wood trim and faux wood shutters. All elevations include window trim around all windows and decorative mock vent details.

All four plans are relatively equally distributed throughout the project. Three of the four plan types are 36 foot wide with the exception of the Plan 2 which is 34 foot wide to accommodate narrower lots. Plans 2 and 3 have been designed to accommodate shallower 85 foot deep lots while Plans 1 and 4 can be found on lots that are typically 95 feet or deeper. All lots have been plotted to ensure a designated 5ft x 10ft waste receptacle area behind the side yard fence.

Overall, Discovery Builders, Inc. believes to have met the City of Antioch's Residential Design Guidelines and is excited to provide beautiful, quality homes for future residents of the City of Antioch.

Thank you for your consideration,
Leticia Randles
Leticia Randles
Residential Project Manager
Discovery Builders, Inc

OAKLEY KNOLLS (SUBDIVISION)
City of Antioch, Contra Costa County, CA

PROJECT DATA TABLE:
Location: Southern Terminus of Honeynut Street
Parcel Number: 051-430-001:018
General Plan: Medium Low Density Residential
Zoning: PD (Planned Development District)

PLAN COVERAGE PERCENTAGE TABLE

NOT TO EXCEED 60%

Lot No.	Existing Lot Size	Existing Lot Size	Plan"1" Footprint SF	Plan"2" Footprint SF	Plan"3" Footprint SF	Plan"4" Footprint SF
	(S.F.)	(Acres)	2,059	1,595	1,711	2,035
1	3,832	0.09	53.7%	41.6%	44.7%	53.1%
2	3,649	0.08	56.4%	43.7%	46.9%	55.8%
3	5,473	0.13	37.6%	29.1%	31.3%	37.2%
4	7,996	0.18	25.8%	19.9%	21.4%	25.5%
5	4,922	0.11	41.8%	32.4%	34.8%	41.3%
6	5,413	0.12	38.0%	29.5%	31.6%	37.6%
7	4,936	0.11	41.7%	32.3%	34.7%	41.2%
8	4,476	0.10	46.0%	35.6%	38.2%	45.5%
9	4,162	0.10	49.5%	38.3%	41.1%	48.9%
10	4,010	0.09	51.3%	39.8%	42.7%	50.7%
11	4,021	0.09	51.2%	39.7%	42.6%	50.6%
12	4,032	0.09	51.1%	39.6%	42.4%	50.5%
13	5,405	0.12	38.1%	29.5%	31.7%	37.7%
14	4,868	0.11	42.3%	32.8%	35.1%	41.8%
15	4,172	0.10	49.4%	38.2%	41.0%	48.8%
16	4,282	0.10	48.1%	37.2%	40.0%	47.5%
17	8,524	0.20	24.2%	18.7%	20.1%	23.9%
18	4,997	0.11	41.2%	31.9%	34.2%	40.7%
19	7,255	0.17	28.4%	22.0%	23.6%	28.0%
20	5,592	0.13	36.8%	28.5%	30.6%	36.4%
21	4,639	0.11	44.4%	34.4%	36.9%	43.9%
22	4,153	0.10	49.6%	38.4%	41.2%	49.0%
23	3,825	0.09	53.8%	41.7%	44.7%	53.2%
24	3,825	0.09	53.8%	41.7%	44.7%	53.2%
25	3,825	0.09	53.8%	41.7%	44.7%	53.2%
26	4,115	0.09	50.0%	38.8%	41.6%	49.5%
27	5,258	0.12	39.2%	30.3%	32.5%	38.7%
28	5,258	0.12	39.2%	30.3%	32.5%	38.7%
Total	**136,915**	**3**	**7**	**9**	**6**	**6**
% Total Plan Dist.			**25%**	**32%**	**21%**	**21%**

- PROPOSED PLOTTING