

# PLANNING COMMISSION STAFF REPORT



## LAUREL RANCH GAS STATION

February 15, 2023

SW Corner of Laurel Rd. & Country Hills Dr./APN: 053-060-064  
PDP-22-01



### Project Description

#### Quick Facts

**Applicant** Sukhwinder Singh

**APN:** 053-060-064

**Zoning:** Planned Development (PD-15-03)

**GP Land Use:** East Lone Tree Specific Plan Focus Area, Office Retail

**Land Area:** 1.35 Acres

**Prop. Building Area:** 4,400 square feet

The applicant is requesting a Preliminary Development Plan review for a proposed gas station with an automatic carwash and convenience store. The subject site is a vacant 1.35-acre parcel. The proposal includes site improvements and landscaping. The objective of this review is to provide feedback about any potential concerns or issues prior to the submittal of entitlements. If a formal application is filed, project entitlements would include Environmental Review, Planned Development Rezone, Final Development Plan, Use Permit, and Design Review. This is a preliminary submittal only.

### Request

**PRELIMINARY DEVELOPMENT PLAN**

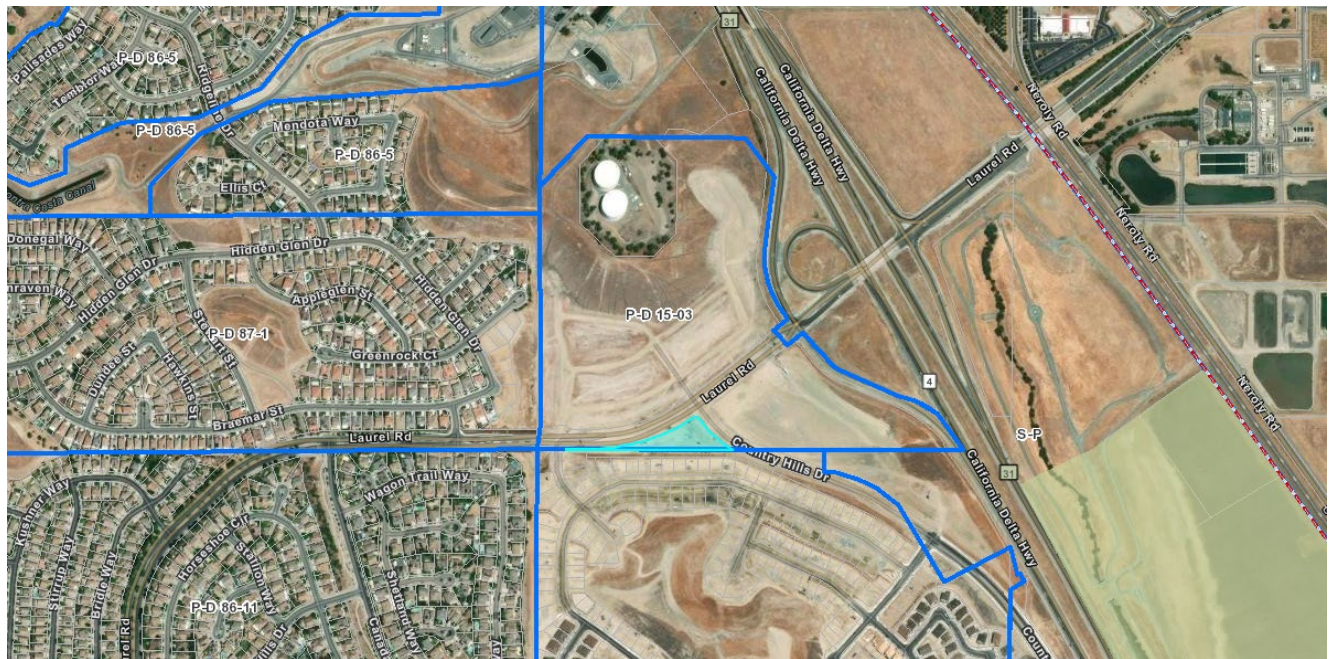
**STAFF RECOMMENDATION: PROVIDE FEEDBACK**

**Project Planner: ZOE MERIDETH**

## BACKGROUND

### Subject Site

The subject site is a triangular 1.35-acre vacant parcel at the southwest corner of Laurel Road and Country Hills Drive and is part of the Laurel Ranch subdivision.



### Site History

The project site is part of the Laurel Ranch subdivision which is located predominately to the north of Laurel Road. Laurel Ranch is a Planned Development entitled in 2016 to include 180 single family homes with future development on the southeastern corner of Laurel Road and Country Hills Drive. When the project was originally approved in 2016, the subject site (parcel H) was identified as a C.3 bioretention facility for stormwater control. After the entitlement phase, the stormwater control plan for Laurel Ranch was re-engineered and parcel H is no longer needed for stormwater control. The current applicant is now pursuing a Preliminary Development Plan to construct a gas station, carwash, and convenience store.

### Project Timeline

- Pre-Application Review: May 26, 2022
- Project Submitted to City: August 12, 2022
- Project Status Letter sent: September 8, 2022
- Project Resubmitted to City: November 14, 2022
- Project Deemed Complete: December 7, 2022
- Planning Commission Hearing: February 15, 2023

## Analysis

### Overview

The applicant is requesting a Preliminary Development Plan review for a proposed gas station with an automatic carwash and convenience store. The subject site is a vacant 1.35 acre parcel. The proposal includes site improvements and landscaping. The objective of this review is to provide feedback about any potential concerns or issues prior to the submittal of entitlements. If a formal application is filed, project entitlements would include:

- Environmental Review
- Planned Development Rezone
- Final Development Plan including a Use Permit and Design Review

The preliminary plan review provides an opportunity for the Planning Commission and other interested parties to identify concerns and/or issues prior to formal submittal of an entitlement application. A list of additionally required items including information, plan refinement, and supplemental analysis is compiled for the applicant to address prior to submittal of a Planned Development Rezone, Final Development Plan, Use Permit, and Design Review application.

### General Plan, Zoning, and Land Use

The General Plan designation is the East Lone Tree Specific Plan Focus Area with a designation within the focus area of Office Retail. The zoning designation of the site is Planned Development (PD-15-03). A Planned Development Rezone is required to establish the proposed uses at the site.

Comparison of Adjacent Properties			
Vicinity	GP Land Use	Zoning	Current Use
North	East Lone Tree Focus Area, Residential/Open Space	Planned Development	Under Construction Single Family Homes
South	East Lone Tree Focus Area, Residential/Open Space	Planned Development	Forty-foot Park Ridge Landscape Parcel. Beyond the Parcel, Under Construction Single Family Homes
East	East Lone Tree Focus Area, Office/Retail	Planned Development	Vacant
West	N/A	N/A	None, site is triangular

The subject site is also located within the East Lone Tree Specific Plan (ELTSP) area. The ELTSP was adopted in 1996 to guide the development of approximately 800 acres in the southeastern portion of Antioch. The ELTSP designates the project site as Community Retail (C<sub>N</sub>) and includes specific policies and development standards for the site. The development standards that apply to the project are the C<sub>N</sub> designation standards.

In addition to the ELTSP standards, the Antioch Municipal Code (AMC) also has specific standards for automobile service stations outlined in § 9-5.3815, including setback requirements for the service station building and canopy.

While designated as a C<sub>N</sub> site, the site was entitled for bioretention, which would not have generated any traffic on the site. The operations of a gas station, carwash, and convenience store that sells alcohol is a high intensity use and could potentially have adverse impacts to the nearby homes, which are located on the other side of a forty-foot-wide landscape parcel for Park Ridge subdivision. Additionally, the constrained nature of the site has necessitated a site plan that staff feels does not meet all the City's requirements.

### Service Stations

The most recent service stations developed in the City of Antioch have been located on parcels on major arterial streets that are not adjacent to residentially zoned property. Staff conducted a survey of all the gas stations in the City and found that of the gas stations in the City only nine of the 22 gas stations are located adjacent to residential uses. All nine of the gas stations constructed adjacent to residentially zoned property were built prior to 1978, with most built prior to 1970. Below is a table listing of the gas stations:

Gas Station	Location	Year Built	Adjacent to Residences
76 Station	4649 Golf Course Road (SW Corner of Lone Tree Way and Golf Course Rd.)	2004	No
7-Eleven	4901 Lone Tree Way (NW Corner of Lone Tree Way & Hillcrest Ave.)	1999	No
7-Eleven/76 Station	2700 Hillcrest Avenue (SW Corner of Hillcrest Ave. & E. Tregallas Rd.)	1987	No
ARCO	3300 Hillcrest Avenue (SW Corner of Hillcrest Ave. & Wildflower Dr.)	2019	No
ARCO	1800 W 10 <sup>th</sup> Street (NW Corner of Auto Center Dr. & 10 <sup>th</sup> St.)	Pre- 1993 and Rebuilt- 2019*	No
ARCO	2610 Contra Loma Boulevard (NW Corner of Buchanan Rd. & Contra Loma Blvd.)	Pre-1996 and Rebuilt- 2017*	No
Chevron	2701 Contra Loma Boulevard (SE Corner of Contra Loma Blvd. & Fitzuren Rd.)	Pre-1973 and Rebuilt- 2016*	Yes
Chevron	4600 Lone Tree Way (SE Corner of Lone Tree Way and Deer Valley Rd.)	1992	No
Chevron	2401 A Street (NE Corner of A St. & Bryan Ave.)	1968	No (Pre Hwy 4, Yes)
Chevron	3400 Hillcrest Avenue (SE Corner of Hillcrest Ave. & Wildflower Dr.)	1991	No
Costco	2201 Verne Roberts Circle (At Costco)	2008	No



Dutch Pride Gas & Food	507 E 18 <sup>th</sup> St (NE Corner of Cavallo Rd. & E 18 <sup>th</sup> St.)	1965	Yes
Fuel & Exotic Snaks (sic)	924 W 10 <sup>th</sup> Street (NE Corner of W 10 <sup>th</sup> St. & K St.)	1954	Yes
NK	1800 A Street (SW Corner of A St. & W 18 <sup>th</sup> St.)	1958	No
Shell	2701 Hillcrest Avenue (SE Corner of Hillcrest Ave. & Larkspur Dr.)	1999	No
Shell	4198 Lone Tree Way (SW Corner of LTW and Mokelumne Dr.)	1999	No
Shell	2838 Lone Tree Way (NW Corner of Lone Tree Way and Putnam St.)	1964	Yes
Shell	1915 Auto Center Drive (SE Corner of Auto Center Dr. & Sycamore Dr.)	2002	No
Sinclair	3720 Lone Tree Way (South of Raley's Shopping Center)	1966	Yes
Speedway Express	2304 A Street (Corner of A St. & Rossi Ave.)	1978	Yes
Valero	1801 Hillcrest Avenue (SE Corner of Hillcrest Ave. & E. 18 <sup>th</sup> St.)	1960	Yes
Valero	2843 Lone Tree Way (NE Corner of Lone Tree Way & Worrell Rd.)	1968	Yes
* Dates with an asterisk are gas stations that were completely rebuilt. The original gas stations at the site pre-date City records. The date given is the earliest reference to a gas station at the site, although a gas station existed at the site prior to the date referenced.			

Table 1. Existing Gas Stations

**Recent Review**

On July 26, 2022, the City Council denied a request for a General Plan Amendment, Rezone to Planned Development District, Final Development Plan, Use Permit and Design Review for a proposed gas station, carwash, and convenience store at 5200 Lone Tree Way. The project scope included a General Plan Amendment from Commercial Office to Convenience Commercial to allow the proposed use. The site was bounded on two sides by single family residential uses and was across the street from multi-family residential uses. Based on the proximity to residential uses, the City Council denied the project.

**Site Plan**

The project site is a triangular shaped 1.35 acre parcel of vacant land located at the southwest corner of Laurel Road and Country Hills Drive. The project consists of a convenience store and attached automatic carwash located at the corner of Laurel Road and Country Hills Drive. The buildings are set back 35 feet from the right-of way of both Laurel Road and Country Hills Drive. Along Laurel Road, the exit lane for the carwash is located between the convenience store building and Laurel Road, resulting in a 25-foot-wide landscaping setback. This is the minimum required front setback for the property. The carwash entrance is proposed to be located off Country Hills Drive, on the eastern portion of the site. The carwash exit is oriented

to face onto Laurel Road. To block the view of the carwash tunnel, the applicant has proposed to install an eight-foot-tall "green screen" wall. At the front of the convenience store, interior to the site, there are three parking spaces and one accessible parking space. To the side of the convenience store, next to the drive aisle is a trash enclosure. In the western portion of the site is the fuel canopy with six pumps. The fuel canopy is located 25 feet from Laurel Road and is proposed to encroach approximately eight feet into the 20-foot rear setback. Finally, along the southern property line, are ten vacuum stations, which serve the carwash, covered by a canopy. A six-foot tall masonry, split face CMU wall is proposed along the southern property line, consistent with service station standards in the AMC.

### Parking

AMC § 9-5.1703.1 establishes off-street parking requirements and requires automotive service stations with convenience stores to provide one parking space per 250 square feet of gross floor area plus one space per employee on the largest shift. Based on the square footage of the proposed convenience store, 12 parking spaces are required plus employee parking. The applicant has calculated an employee parking need of four spaces. In total, 16 parking spaces would be required.

Standard	Conditions	Required	Actual Provided
1 parking space/250 sq. ft.	3,000 sq. ft.	12 parking spaces	6 spaces (5 regular + 1 ADA)
1 parking space/1 employee	4 employees	4 parking spaces	N /A
			10 vacuum designated spaces
<b>Total:</b>		<b>16 parking spaces</b>	<b>16 parking spaces</b>

Table 2. Required Parking Calculations

Table 2 shows the required parking and the proposed parking. The applicant is proposing to count the ten (10) vacuum station parking spots as the remainder of the parking for the site.

The shared convenience store and vacuum parking may create on-site congestion for customers waiting to use the vacuum stalls. Staff recommends that the convenience store parking be provided in substantial compliance pursuant to the standard parking requirements, a total of 16 off-street spaces.

### Site Access & Circulation

The proposed site plan shows two new driveways to serve the site. First, a thirty-foot wide driveway is proposed along Laurel Road that would allow for a right-in and a right-out on Laurel Road. Second, a thirty-foot wide driveway is proposed for Country Hills Drive would allow for a right-in and a right-out on Country Hills Drive.

Staff has several concerns related to the layout and access to the site. As described above, the canopy encroaches into the property's rear setback of twenty feet. While the AMC service station

section requires a minimum setback of 5 feet from any interior property line, the code also does not state that encroachments into a larger, required setback may be granted. Given the site's proximity to residential uses, staff believes the canopy should not encroach into the required setback.

Antioch's Citywide Design Guidelines for commercial projects includes specific guidelines for service stations and car washes in section 3.2.11 that the site plan does not fully address. The Citywide Design Guidelines require car wash facilities to be designed to:

- Minimize machinery
- Blower noise
- Be oriented away from sensitive uses

The site is located next to residential uses and is bordered by the Park Ridge Subdivision forty-foot-wide landscaping parcel which serves as a buffer between the homes. The preliminary site design locates gas pumps and vacuums close to southern property line and closest to the residences. The guidelines state that carwash openings shall be screened from the public street. Staff is supportive of the applicant's "green screen" wall to shield the carwash exit. On the entitlement submittal, staff would review additional details to ensure the wall would sufficiently screen the view.

The Guidelines also state that vacuuming facilities shall be carefully oriented to avoid being a nuisance to adjacent uses. Staff is concerned that the current vacuum canopy location adjacent to residences will be a nuisance. In response to staff's concerns, the applicant stated that the actual residences are over 40 feet from the property line and they feel the location of vacuums will not be a nuisance to the adjacent residences. The project site is bordered by Park Ridge subdivision's approximately forty-foot-wide landscaping parcel, which would provide a buffer between the homes and the vacuums. Staff believes the potential impacts from the vacuums would be reduced if the vacuums are relocated farther from the homes. A noise study will be required as part of the California Environmental Quality Act (CEQA) document for their entitlement application to determine if the noise generated at the site would have negative impacts on surrounding properties.

The project plan shows new driveways at both Laurel Road and Country Hills Drive. This intersection and the Laurel Road extension were recently completed and designed without driveway access to the subject parcel because it had been designed for C.3 bioretention. The roadway design of Laurel Road includes C.3 stormwater facilities to treat the impervious surface created from the roadway. Creating a new driveway will remove the stormwater facilities. The applicant will need to capture on-site an equivalent amount of drainage that is removed with the construction of the driveways to satisfy C.3 requirements.

The Planned Development approval for the Laurel Ranch development in 2016 includes conditions of approval related to the commercial parcel across Country Hills Drive from the subject parcel. The first condition reads, in part, "No access to commercial developments (Parcel 'C') shall be permitted off of Laurel Road due to the site's narrow frontage and close proximity to planned intersections." A second condition reads, "Except for right-in/right-out access, access to the 9.9-acre commercial parcel (Parcel 'C') from southbound Country Hills Drive shall be a minimum of 800' south of Laurel Road. Based on a traffic study conducted for this commercial site, this access may require signalization. The traffic signal shall be designed and constructed in

cooperation with the property owner to the south." While the subject site is not Parcel 'C', the same concerns of narrow frontages and close proximity to intersections exist for the subject parcel as it would for Parcel 'C'. During the entitlement phase, a traffic study to review the intersection and modifications to the approved conditions of approval would likely be required to allow driveways to serve the subject site.

### Architecture and Landscaping

Pursuant to Section 9-5.2607 of the 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 building architecture features stucco and stone veneer in shades of beige and tan. A metal roof in a gray tone and wine colored awnings add interest to the convenience store and gas station. On the rear of the building, facing Country Hills Drive, awnings and faux windows add interest to the building. As discussed above, the Laurel Road frontage includes the carwash exit and proposed "green screen" wall. The Laurel Road frontage does not feature any windows or awnings to add visual interest, although the building features plane changes and the use of trim and differing paint colors to add interest. The design guidelines for service station and car washes call for corner sites to convey a strong link to the street corner. The ELTSP calls for buildings to present interesting, inviting street facades. As designed, staff would recommend strengthening the Laurel Road frontage design and providing details on the "green screen" wall in the entitlement submittal.

The gas station canopy echoes the convenience store with the same stone wrapping the canopy bases. The canopy features typical gas station design and branding, in this case Chevron is shown. Additionally, the vacuum station canopies feature the same color scheme as the rest of the site. The ELTSP requires that architecture within a center to employ a single vocabulary of forms, details, and materials. As designed, the site uses cohesive materials and colors to create a single architectural style.

The proposed landscaping is located primarily around the perimeter of the site with a 25 to 35-foot landscape setback. The proposed landscaping shows a mix of trees, shrubs, and ground cover. The trees include Live Oak, Chinese Elm, Crape Myrtle, Chinese Pistache, and Eastern Redbud. Accent shrubs include Daylily, Society Garlic, and Bottle Brush. At the narrow triangular end of the site, a non-irrigated hydroseed blend is proposed. Staff is not supportive of leaving half of the Laurel Road frontage permanently hydroseeded. While there is landscaping on Laurel Road in a sidewalk strip, staff would also like the site to be landscaped in a manner consistent with the rest of the landscaping to provide a cohesive design to the site.

### Transportation Study

In addition to the required project materials, the applicant provided a Transportation Study by Hexagon Transportation Consultants (Attachment D). The City's contract traffic engineer reviewed the study. The study reviewed on-site and off-site operations of the project. The study determined that the sight distance at the project driveways would be adequate. Regarding



driveway operations, the study found that right turn-in traffic would not be expected to have an adverse impact on through traffic. Outbound queuing would remain on-site. The study found that the carwash queueing space allows for approximately three vehicles. A longer queue would potentially block the driveway along Country Hills Drive. The study recommended switching the direction of the carwash, which would provide queuing space for approximately six vehicles. Staff recommends that the applicant follow this suggestion. The applicant states that in practice a queue is typically only two cars long. In the City's design guidelines, drive-through businesses, such as restaurants, are required to provide queuing space for six vehicles. Implementing this suggestion would reduce congestion and better align with the City's standard queueing policies.

The applicant submitted a Queuing Management Plan (Attachment E), which states that when the carwash queuing exceeds two cars, employees will direct the vehicles to stack in front of the vacuum stations and cones will be placed to prevent a car that enters from Country Hills Drive to enter the carwash directly. Staff is concerned that this plan relies on an employee to direct traffic and place cones in front of the carwash. Additionally, queuing would then block the vacuum stations, which could create additional on-site congestion. Instead of this queuing plan, staff recommends following the applicant's transportation study and reverse the direction of the carwash.

The study reviewed circulation of the site. The study determined that the drive aisles would be adequate to allow for two-way traffic for passenger cars. The study also states that the site plan allows for sufficient maneuvering for emergency vehicles and delivery trucks. Because of the turning radius, fuel trucks would have trouble entering via Country Hills Drive. The study recommends that the trucks enter via Laurel and leave via Country Hills Drive. This would mean a fuel truck entering the site would not be able to exit the freeway at Laurel Road due to the right-in configuration at the site and instead exit at Hillcrest Avenue or Lone Tree Way. When leaving the site, a truck heading toward the freeway from the site would travel south on Country Hills Drive, turn onto Canada Valley Road, then onto Lone Tree Way. The applicant has stated that the trucks will be directed to enter the site from Country Hills Drive and exit onto Laurel Road, which is contrary to the transportation study's recommendation. Due to the constrained nature of the site, fuel trucks would be unable to use the freeway exit and entrance closest to the site and would be required to travel farther on city streets instead.

### Environmental Analysis

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

There may be potential environmental impacts of operating a gas station this close to residentially zoned property. The California Air Resources Board (CARB), in the Air Quality and Land Use Handbook, identifies gasoline dispensing facilities as a significant source of toxic air contaminant (TAC) emissions due to benzene, and provides recommendations for separation distances between gasoline dispensing facilities and sensitive receptors, which includes residential properties. The CARB recommends that gasoline dispensing facilities with a total throughput of 3.6

million gallons per year or greater be sited at least 300 feet away from existing residences or that a detailed health risk assessment (HRA) be performed if such land uses are within 300 feet of each other. The nearest gas dispenser would be located approximately 65 feet from the nearest residence's property line. As part of their entitlement application, staff would require a detailed estimate of the amount of gas to be dispensed at the site and would make a determination as to whether a detailed HRA should be performed.

### Development Engineering Review

The Development Engineering Division reviewed the proposed plans for compliance with Code and local requirements. The Engineering Division provided the comments regarding the transportation study, site layout, and stormwater control plan. They are included in the conclusion section of the report.

### Contra Costa County Fire Protection District Review

The Contra Costa County Fire Protection District (CCCFPD) reviewed the proposed plans for compliance with Code and local requirements. CCCFPD submitted a letter detailing the requirements for Fire District approval. The letter is included as Attachment F to the staff report.

### Contra Costa County Flood Control District Review

The Contra Costa County Flood Control District reviewed the proposed plans. The letter is included as Attachment G to the staff report.

### Conclusion

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

- **Planning Comments**

- Provide a stronger architectural design along the Laurel Road frontage to be consistent with the design guidelines and ELTSP.
- Redesign the site to remove the canopy encroachment from the rear setback, provide the required parking in dedicated parking spaces not reserved for vacuums, and relocate the vacuums away from the residential use.
- Follow the recommendation in the Transportation Study and reverse the direction of the carwash.
- Provide landscaping consistent with the rest of the site in the area currently shown as hydroseed.

- **Engineering Comments**

- Level of detail in plans for entitlement

- Provide existing and proposed grading at 2-foot contour intervals for slopes up to 10% and contour intervals of 5 feet for slopes over 10%, and at such intervals that contour lines will not be spread more than 130 feet (ground distance) apart.
- General slopes are provided for the parking areas and driveways. Provide more slope details of walkways, trails, and pathways.
- Provide contours that extend 50 feet onto all adjacent properties and show existing improvements.
- Provide preliminary drainage information showing details of off-site storm drain connections with details of swales and drainage structures.
- Provide a Signing and Striping Plan using naming conventions outlined in CA-MUTCD for signs and Caltrans Standard Plans for striping and pavement markings. Include Signing and Striping for ADA-compliant parking spaces.
- Based on the 45 MPH speed of Laurel Road, a wider approach and/or turn pocket may be needed.
- The details on sheet 1.2 are very faint and can't be read.
- Questions and considerations regarding the project design
  - Consider where the project expects to hook up to PG&E gas.
  - Consider where the transformers for the station will go.
  - Is there any reason as to why no electric charging station were provided?
  - The plans show a new CMU wall along the southern property line. Will this be a retaining wall? How does this wall relate to the existing soundwall? Cross-section should be provided to show the relationship.
  - The sanitary sewer is deep and will require greater than normal construction in Country Hills Drive. A Final Development Plan submittal will require a utility plan be provided.
  - All the streets are new and under a pavement moratorium. The project will be required to restore the pavement to new, which is likely more than an applicant expects to be completed.
  - Staff is concerned about planting ivy on the wall along the southern property line.
- **Traffic Engineering Comments**
  - The Queuing Management Plan prepared by Milestone Associates is NOT approved. They cannot move forward with their proposed plan for queuing.
  - The traffic study recommends reversing the direction of the carwash because it currently can hold up to two queuing cars, but if the direction is reversed, there is room for six queuing vehicles.
  - The turning analysis shows that fueling trucks are only able to enter from Laurel Rd and are unable to make the right turn from Country Hills. Signage must be proposed to indicate this to the fuel trucks.

- It is still unclear where the fuel trucks will refuel. A turning analysis will need to be provided with a fuel truck in place as it refuels and showing passenger vehicles maneuvering around to and from the amenities.
- **Stormwater Control Comments**
  - Stormwater basins must be a minimum of 5 feet off sidewalk to the top of the basin slope and 10 feet from any building foundation to basin top of slope. Based on the plans, it is unclear if these requirements have been met. Provide sufficient details of bioretention areas to verify these requirements are met.
  - The map in the SWCP that shows the DMAs and IMP cut off the west part of the site. Include a full map.
  - It's not clear how the water is getting from the west side to the bioretention area (no grading or drainage map). Include a map to clearly identify this issue.
  - The sizing calculator output sheet indicates Flow Control but the report says no HM is required.
  - The sizing calculator output sheet indicates that treatment is a bioretention facility but a location for the bioretention facility or details are not shown in the SWCP.
  - Include the site location on the County's Isohytel Map and include that map as an attachment to the SWCP.
  - To verify soil designation of "C" class soil, provide onsite Geotech boring information.

## ATTACHMENTS

- A. Project Description
- B. Project Application
- C. Project Plans
- D. Transportation Study
- E. Queuing Management Plan
- F. CCCFPD Letter
- G. Contra Costa County Flood Control District Letter



**ATTACHMENT A  
PROJECT DESCRIPTION  
(SEPARATE PAGE)**



**Milestone  
Associates**

*Imagineering*  
A California Corporation

Date: July 22, 2022

To: Kevin Scudero – Senior Planner  
City of Antioch  
P.O. Box 5007  
Antioch, CA 94531

From: Sukhwinder Singh, Applicant  
c/o Julio J. Tinajero  
Milestone Associates

Subject: Proposed Gas Station / Carwash  
Laurel Ranch Retail - Parcel "H"  
APN: 053-060-064

**Project Description**

- The existing site is a vacant, undeveloped site, approximately 1.354 AC in size
- The proposed project will have a 4,400 SF building, which will house a 3,000 SF convenience store and a 1,400 SF carwash. There is also proposed 10 vacuum stations with an overhead canopy, and 12 fueling stations with an overhead canopy. The applicant will operate the convenience store, fueling stations, and carwash.
- The hours of operation for convenience store and fuel islands will be 24 hours a day, Monday through Sunday. Also, the convenience store will provide beer, wine, and/or other alcoholic beverages for sale.
- The hours of operation for the carwash and vacuum stations will be 6am to 10pm, Monday through Sunday.
- The proposed project provides 28 parking spaces. 5 standard parking spaces, 10 vacuum spaces, 12 spaces at fuel pumps, and 1 accessible parking space, all of which meet the requirements in the City of Antioch Municipal Code.
- The proposed convenience store and carwash will employ a staff of 12-15 part & full time employees consisting of entry-level, assistant and manager positions. The workforce will be composed primarily from local Antioch residents and nearby communities. Wages will be consistent with other similar commercial business's in the region.

1000 LINCOLN ROAD  
SUITE H202  
YUBA CITY, CA 95991

TEL: 530-755-4700  
FAX: 530-755-4567


- The City of Antioch will benefit from the proposed project in many aspects, such as increased sales tax revenue, employment opportunities for local residents, improved fueling & retail selection, and development growth consistent the General Plan.
- The proposed project has the following existing adjacent uses:
  - West: Residential
  - East: Residential
  - North: Commercial
  - South: Residential
- The proposed gas station requires a Conditional Use Permit (CUP). The Applicant submits to the Planning Commission the following justifications for granting the CUP:
  - The proposed project is located within a General Commercial (C) District zoning classification and its purpose is consistent with the designated use.
  - The products and services offered by this project are distinctively compatible with local residents, as well as with commuters entering and exiting Route 4 via Laurel Road.
  - The convenience store and carwash has the capability to provide students and young adults with meaningful employment and personal growth opportunities that encourage professional development, increased self-confidence, and enhanced community spirit.

**ATTACHMENT B  
PROJECT APPLICATION  
(SEPARATE PAGE)**



**CITY OF ANTIOCH  
DEVELOPMENT APPLICATION**



<b>DESCRIPTION OF REQUEST (you may attach a written description if necessary):</b> SEE ATTACHMENT	
<b>ADDRESS:</b> PARCEL H	<b>ASSESSORS PARCEL NO (S):</b> 053-060-064
<b>PROPERTY OWNER OF RECORD</b>	<b>APPLICANT (if different than property owner)</b>
<b>NAME:</b> SUKHWINDER SINGH	<b>NAME:</b>
<b>COMPANY NAME:</b> SODHI GROUP USA, LLC	<b>COMPANY NAME:</b> SODHI GROUP USA, LLC c/o MILESTONE ASSOCIATES
<b>ADDRESS:</b> 6750 BRENTWOOD BLVD BRENTWOOD, CA 94513	<b>ADDRESS:</b> 1000 LINCOLN BLVD., STE. H202 YUBA CITY, CA 95991
<b>TELEPHONE #:</b> 925-301-7783	<b>TELEPHONE #:</b> 530-755-4700
<b>FAX #:</b>	<b>FAX #:</b>
<b>EMAIL:</b> sodhipetroleum@gmail.com	<b>EMAIL:</b> julio@milestone-ae.com
<b>SIGNATURE:</b> <i>Sukhwinder Singh</i>	<b>SIGNATURE:</b> 

<b>FOR OFFICE USE ONLY</b>	
<b>DATE RECEIVED:</b>	<b>FILE NO:</b>
<b>TYPE OF APPLICATION:</b>	<b>TITLE:</b>

**PLEASE SIGN AND RETURN WITH YOUR APPLICATION**

**STATEMENT OF UNDERSTANDING**

In signing this Statement of Understanding in conjunction with the attached application to the City of Antioch, Department of Community Development for Project:

GAS STATION / CARWASH

I understand that charges for materials and staff time spent processing this application will be billed monthly and is based on an hourly rate as identified in the current fiscal year fee schedule. Application processing includes but is not limited to plan checking and processing, meetings, phone calls, research, email, and staff report preparation. Further, I understand that my initial deposit is not a fee and actual charges may be in excess of the deposit. The deposit will be returned to me at the conclusion of the process after all invoices have been paid. If invoices are not paid on a monthly basis, processing will be terminated until all past due amounts have been paid. Failure to pay invoices on a monthly basis may also result in an application being deemed incomplete; postponement of hearings or meetings; and/or inability to obtain a building permit.

I assume full responsibility for all costs incurred by the City in processing this application.

Further, I understand that approval of my project is NOT guaranteed and may be denied. In the case of a denial, I understand that I am still responsible for all costs incurred by the City in processing this application.

I hereby authorize employees, officials and agents of the City of Antioch to enter upon the subject property, as necessary, to inspect the premises and process this application.

DATE: 7-22-22

NAME: SUKHWINDER SINGH

SIGNATURE: Sukhwinder Singh

.....  
Property owner signature for authorization to enter property and process the application. This is required only if the applicant is not the property owner.

DATE: \_\_\_\_\_

NAME: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

**ATTACHMENT C  
PROJECT PLANS  
(SEPARATE PAGE)**

# Laurel Ranch Retail - Parcel H

LAUREL ROAD, ANTIOCH, CA 94531  
A.P.N. 053-060-064

LOT DATA:

A.P.N.:	053-060-064
TOTAL ACREAGE:	58,980 SF (1.354 AC)
EXISTING PARCELS:	1
PROPOSED PARCELS:	1
EXISTING ZONE:	P-D 15-03
PROPOSED ZONE:	SAME
EXISTING USE:	VACANT - UNDEVELOPED
PROPOSED USE:	GAS STATION / CARWASH

PROPERTY DESCRIPTION

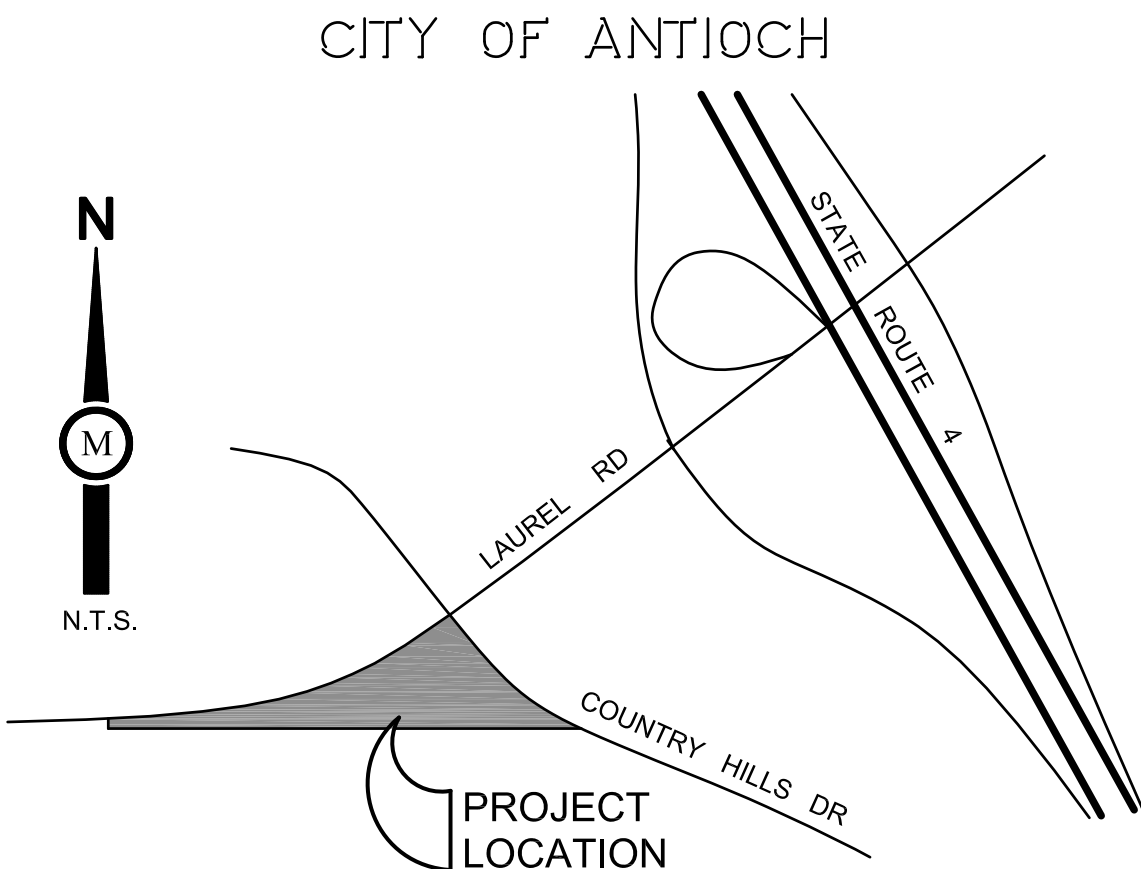
REAL PROPERTY IN THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF PARCEL ONE IN THAT GRANT DEED RECORDED OCTOBER 27, 2017, INSTRUMENT NO. 2017-0203296-00, OF OFFICIAL RECORDS TOGETHER WITH PARCEL 1 IN THAT GRANT DEED RECORDED JANUARY 22, 2018, INSTRUMENT NO. 2018-0009179-00, OFFICIAL RECORDS OF CONTRA COSTA COUNTY.

PARCEL H:

SHEET INDEX

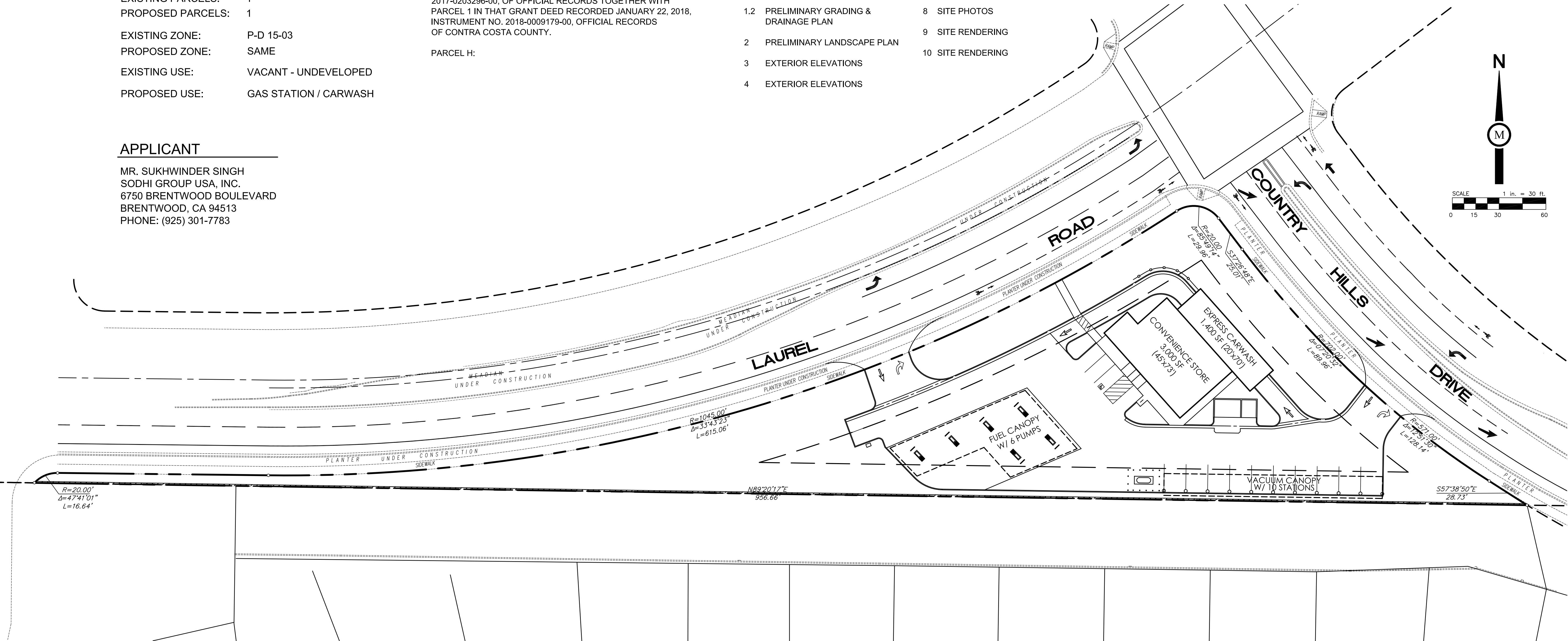
T1	TITLE SHEET	5	FUEL CANOPY
1	ENLARGED SITE PLAN	6	FUEL CANOPY AND VACUUM
1.1	TOPOGRAPHIC SURVEY	7	PHOTOMETRIC PLAN
1.2	PRELIMINARY GRADING & DRAINAGE PLAN	8	SITE PHOTOS
2	PRELIMINARY LANDSCAPE PLAN	9	SITE RENDERING
3	EXTERIOR ELEVATIONS	10	SITE RENDERING
4	EXTERIOR ELEVATIONS		



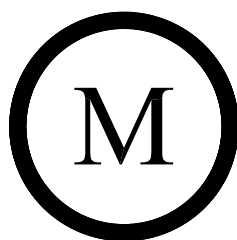
VICINITY MAP  
NOT TO SCALE

APPLICANT

MR. SUKHWINDER SINGH  
SODHI GROUP USA, INC.  
6750 BRENTWOOD BOULEVARD  
BRENTWOOD, CA 94513  
PHONE: (925) 301-7783



OVERALL SITE PLAN  
1" = 30'



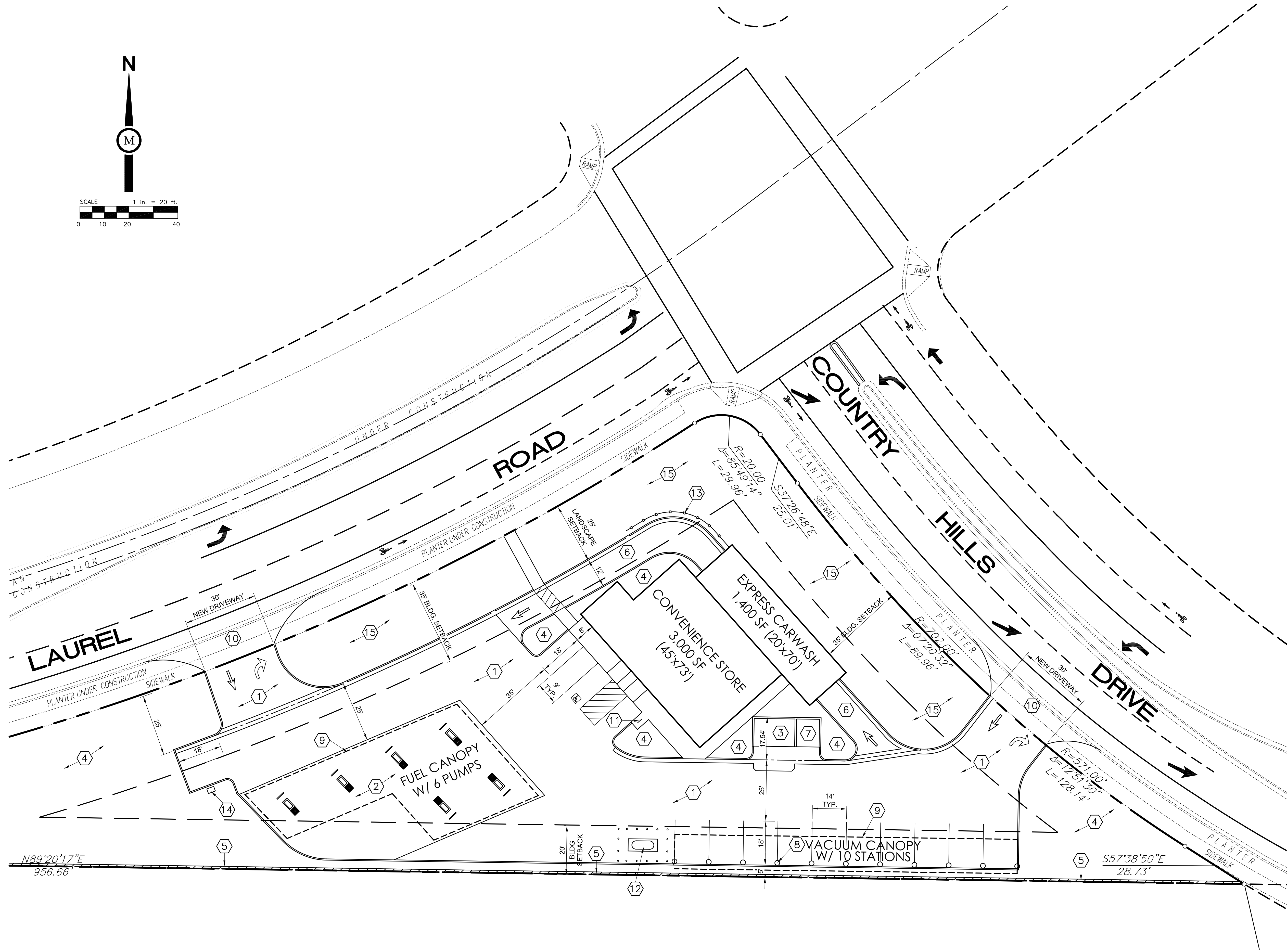
Milestone Associates Imagineering, Inc.  
1000 Lincoln Road, Suite H202, Yuba City, CA 95991  
(530) 755-4700

LAUREL RANCH RETAIL - PARCEL "H"  
LAUREL ROAD, ANTIOCH, CA

TITLE  
SHEET

T1

11-09-22



PARKING DATA:	
CARWASH TUNNEL:	N/A
C-STORE (3,000 SF): (1 SPACE PER 250 SF)	12 SPACES
EMPLOYEE PARKING	4 SPACES
REQUIRED:	16 SPACES
STANDARD PARKING SPACE (9' x 20')	5 SPACES
ACCESSIBLE PARKING SPACE (9' x 20')	1 SPACE
COVERED VACUUM SPACE (14'x20')	10 SPACES
PROVIDED:	16 SPACES

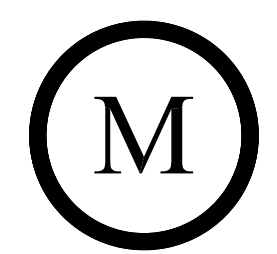
NOTE: CAR OVERHANGS 2.0' INTO  
SIDEWALK OR LANDSCAPING.

SITE COVERAGE	
C-STORE STRUCTURE:	3,000 SF (5.0%)
CARWASH STRUCTURE:	1,400 SF (2.4%)
LANDSCAPE AREA:	31,603 SF (53.6%)
PAVED SURFACE AREA:	22,977 SF (39.0%)
TOTAL AREA:	58,980 SF (100%)

SITE UTILITIES	
SEWAGE DISPOSAL:	CITY
WATER SUPPLY:	CITY
DRAINAGE:	CITY

- | CONSTRUCTION NOTES |  |
|--------------------|--|
| 1                  | NEW ASPHALT CONCRETE PAVEMENT                                    |
| 2                  | NEW PORTLAND CEMENT CONCRETE PAVEMENT                            |
| 3                  | NEW COVERED TRASH ENCLOSURE                                      |
| 4                  | NEW LANDSCAPE AREA   |
| 5                  | NEW 6 FT. HIGH SPLIT-FACE CMU WALL WITH CAPSTONE                 |
| 6                  | NEW CONCRETE PAVEMENT AT QUEUING LANE                            |
| 7                  | NEW VACUUM EQUIPMENT ENCLOSURE                                   |
| 8                  | NEW VACUUM STATION (TYP. OF 10)                                  |
| 9                  | NEW OVERHEAD CANOPY  |
| 10                 | NEW DRIVEWAY PER CITY STDS.                                      |
| 11                 | NEW BICYCLE RACK PER CITY STDS.                                  |
| 12                 | NEW PROPANE TANK WITH PROTECTIVE BOLLARDS                        |
| 13                 | NEW 8-FOOT HIGH "GREEN SCREEN" WALL INSTALLED AT EXIT OF CARWASH |
| 14                 | NEW AIR/WATER STATION  |
| 15                 | NEW BIO-RETENTION SWALE , SEE GRADING & DRAINAGE PLAN, SHEET 1.2 |

ENLARGED SITE PLAN  
1" = 20'



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LAUREL RANCH RETAIL - PARCEL "H"  
LAUREL ROAD, ANTIOCH, CA

ENLARGED  
SITE PLAN

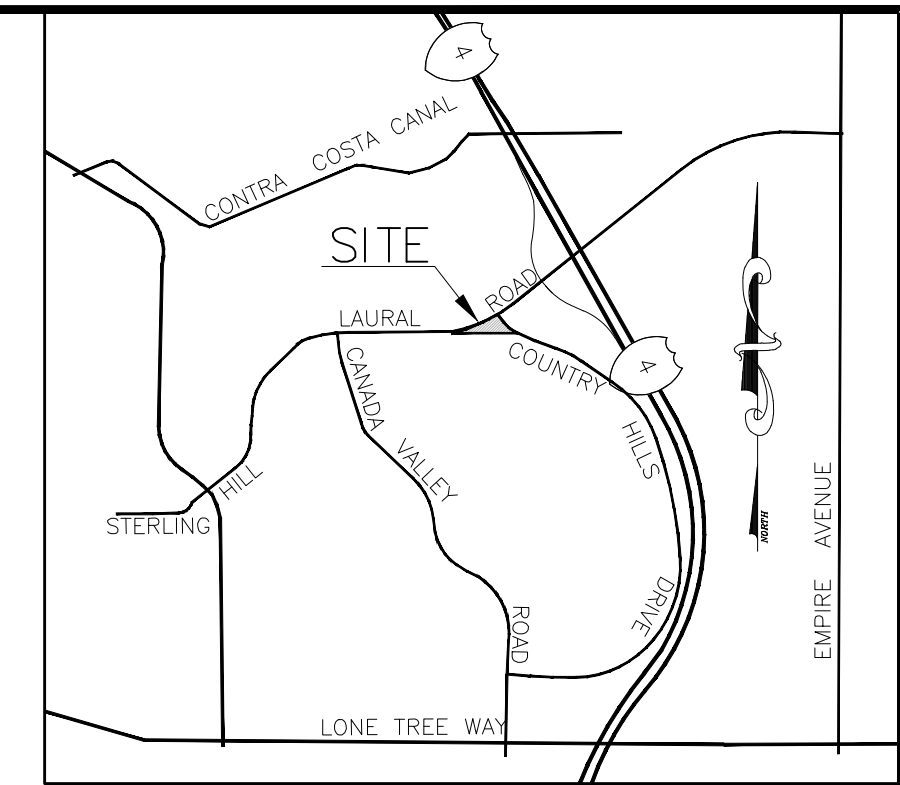
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11-09-22

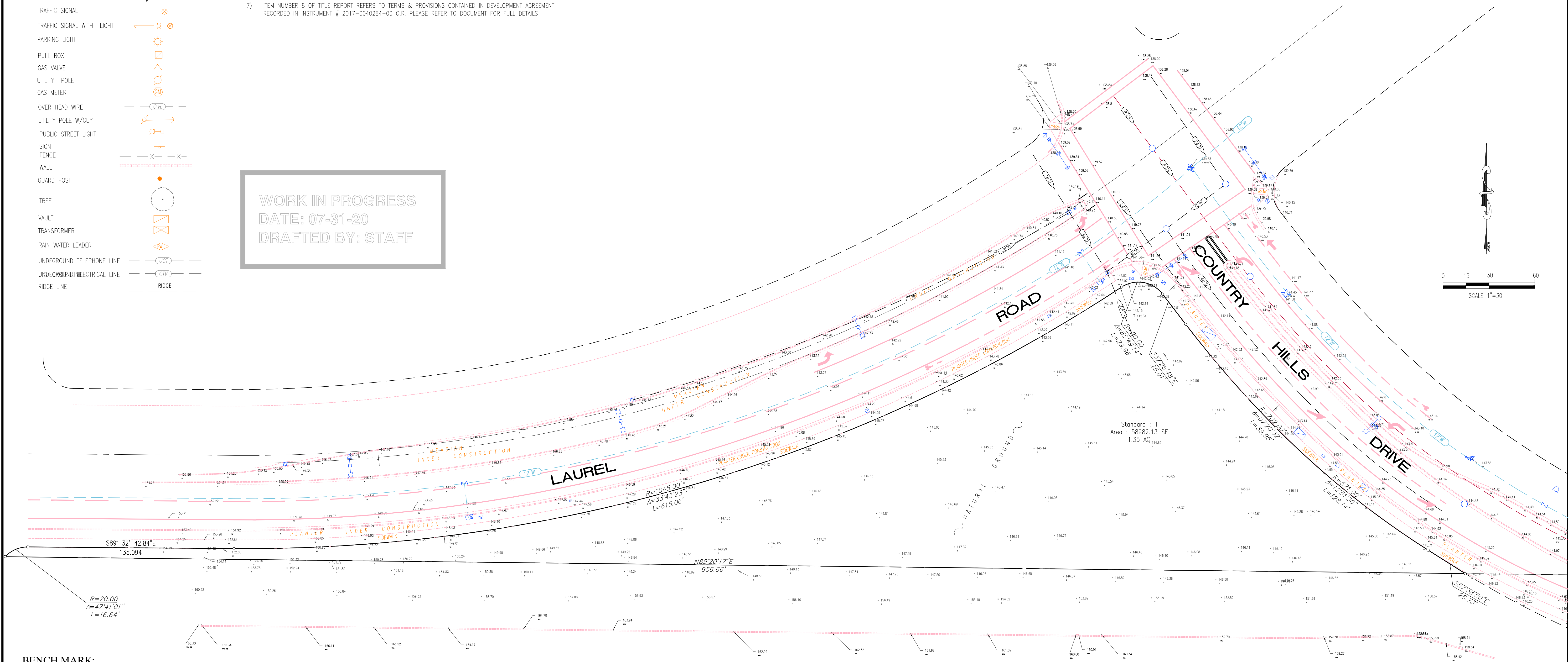


**SURVEY NOTES:**

- 1) A PRELIMINARY TITLE REPORT WAS PROVIDED BY FIRST AMERICAN TITLE COMPANY, ORDER NUMBER NHSC-68211133 (tc) OR OSA-68211133 (c), DATED APRIL 12, 2022 FOR THE PREPARATION OF THIS SURVEY.
- 2) THE POSITION OF IDENTIFIED RECORD EASEMENTS HAVE BEEN PLOTTED USING RECORD DESCRIPTIONS. SURFACE FACILITIES HAVE BEEN PLOTTED USING FIELD INFORMATION. THE ACTUAL LOCATIONS OF UNDERGROUND FACILITIES SHOULD BE VERIFIED PRIOR TO ANY NEW CONSTRUCTIONS.
- 3) THIS IS NOT A BOUNDARY SURVEY. ADDITIONAL FIELD SURVEY AND RESEARCH WILL BE REQUIRED TO ESTABLISHED THE ACTUAL BOUNDARY. THE BOUNDARY SHOWN HEREON IS FROM RECORD, HOLDING FOUND MONUMENTS ALONG THE CENTERLINE OF SOUTH LINE OF KANSAS & CENTER LINE OF CARPENTER ROAD. LOSS OF THESE AND DISCOVERY OF MONUMENTS MAY ALTER THE PL SHOWN HEREON
- 4) THE TYPES, LOCATION, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. INTERESTED PARTIES ARE CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. STUKAM CONSULTING ENGINEERS, INC. ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS. PRESCRIPTIVE EASEMENTS MAY EXIST OVER THOSE FACILITIES WHICH ARE NOT WITHIN THE RECORD EASEMENT.
- 5) NO MONUMENTS WERE SET AS A PART OF THIS SURVEY.
- 6) ITEM NUMBER 5 OF TITLE REPORT REFERS TO TERMS & PROVISIONS RECORDED IN INSTRUMENT # 2005-189177 O.R. PLEASE REFER TO DOCUMENT FOR FULL DETAILS.
- 7) ITEM NUMBER 8 OF TITLE REPORT REFERS TO TERMS & PROVISIONS CONTAINED IN DEVELOPMENT AGREEMENT RECORDED IN INSTRUMENT # 2017-0040284-00 O.R. PLEASE REFER TO DOCUMENT FOR FULL DETAILS



VICINITY MAP  
NO SCALE



DESIGNED: <u>GTW</u>	SCALE: <b>1"=30'</b>
DRAWN: <u>STAFF</u>	
CHECKED: <u>GTW</u>	
SUBMITTED: <u>GARY TIMOTHY WONG</u> RCE:LS 5035	

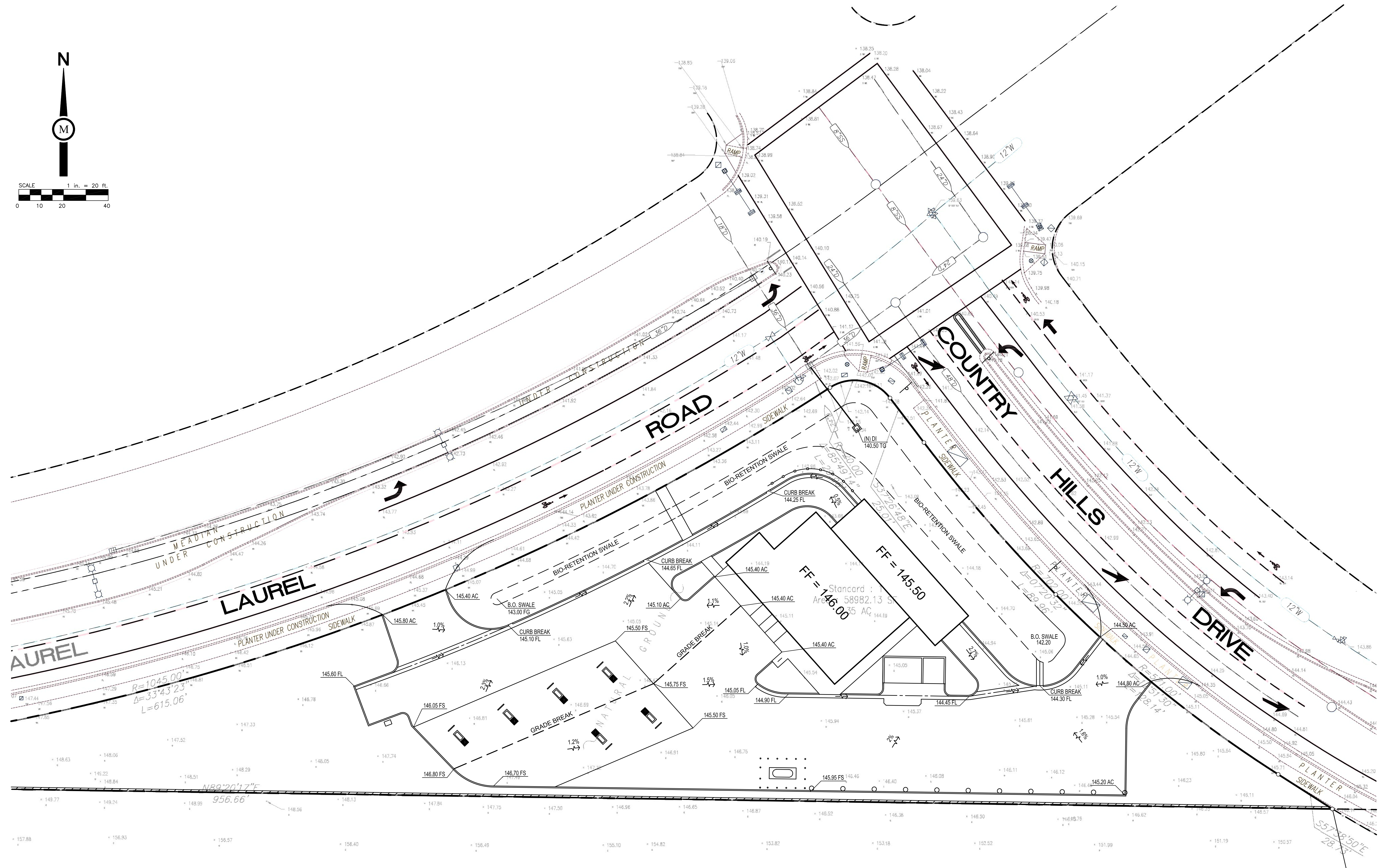
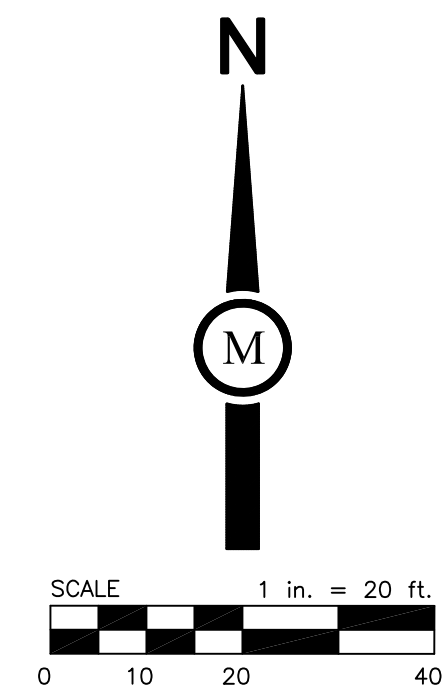
RCE:LS 5035

REV NO.	DESCRIPTION	ENGR. INIT.	CITY ACCEPTANCE	
			BY	DATE

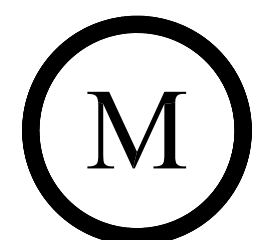
CALIFORNIA

DATE: 6-20-2022  
SHEET  
1 / 1  
OF





PRELIMINARY GRADING & DRAINAGE PLAN  
1" = 20'



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LAUREL RANCH RETAIL - PARCEL "H"  
LAUREL ROAD, ANTIOCH, CA

PRELIMINARY GRADING  
& DRAINAGE PLAN

1.2

11-09-22



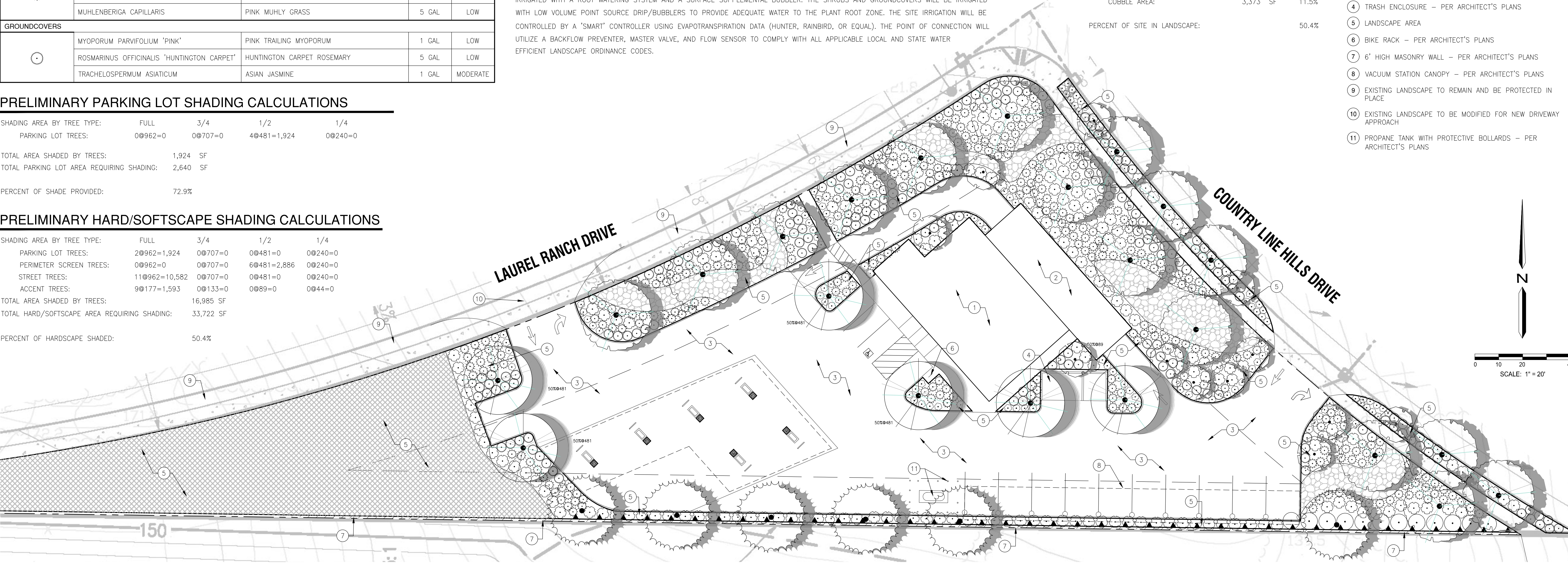
PRELIMINARY PLANT SCHEDULE				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
ACCENT TREES				
	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY EASTERN REDBUD	15 GAL	LOW
	LAGERSTROEMIA X 'MUSKOGEE'	LIGHT LAVENDER CRAPE MYRTLE	15 GAL	LOW
PARKING LOT TREES				
	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	15 GAL	MODERATE
	PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	LOW
	TILIA CORDATA	LITTLE LEAF LINDEN	15 GAL	MODERATE
STREET TREES				
	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	15 GAL	MODERATE
	PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	LOW
	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	15 GAL	MODERATE
PERIMETER SCREEN TREES				
	KOELREUTERIA PANICULATA	GOLDEN RAIN TREE	15 GAL	MODERATE
	QUERCUS WISLIZENI	INTERIOR LIVE OAK	15 GAL	LOW
	ULMUS PARVIFOLIA	CHINESE ELM	15 GAL	MODERATE
ACCENT SHRUBS				
	HEMEROCALLIS X 'EVERGREEN ORANGE'	EVERGREEN ORANGE DAYLILY	1 GAL	LOW
	ROSA X 'NOASCHNEE'	FLOWER CARPET WHITE GROUNDCOVER ROSE	1 GAL	LOW
	TULBAGHIA VIOLACEA 'SILVER LACE'	SILVER LACE SOCIETY GARLIC	1 GAL	LOW
GRASSES AND GRASS-LIKE PLANTS				
	CHONDROTALUM TECTORUM	CAPE RUSH	1 GAL	LOW
	FESTUCA MAIREI	ATLAS FESCUE	5 GAL	LOW
	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	5 GAL	LOW
GROUNDCOVERS				
	MYOPORUM PARVIFOLIUM 'PINK'	PINK TRAILING MYOPORUM	1 GAL	LOW
	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	5 GAL	LOW
	TRACHELOSPERMUM ASIATICUM	ASIAN JASMINE	1 GAL	MODERATE

PRELIMINARY PARKING LOT SHADING CALCULATIONS

SHADING AREA BY TREE TYPE:	FULL	3/4	1/2	1/4
PARKING LOT TREES:	0@962=0	0@707=0	4@481=1,924	0@240=0
TOTAL AREA SHADED BY TREES: 1,924 SF				
TOTAL PARKING LOT AREA REQUIRING SHADING: 2,640 SF				
PERCENT OF SHADE PROVIDED: 72.9%				

PRELIMINARY HARD/SOFTSCAPE SHADING CALCULATIONS

SHADING AREA BY TREE TYPE:	FULL	3/4	1/2	1/4
PARKING LOT TREES:	2@962=1,924	0@707=0	0@481=0	0@240=0
PERIMETER SCREEN TREES:	0@962=0	0@707=0	6@481=2,886	0@240=0
STREET TREES:	11@962=10,582	0@707=0	0@481=0	0@240=0
ACCENT TREES:	9@177=1,593	0@133=0	0@89=0	0@44=0
TOTAL AREA SHADED BY TREES: 16,985 SF				
TOTAL HARD/SOFTSCAPE AREA REQUIRING SHADING: 33,722 SF				
PERCENT OF HARDSCAPE SHADED: 50.4%				



1165 Scenic Drive, Suite A  
Modesto, CA 95350  
odellengineering.com

LAUREL RANCH RETAIL - PARCEL "H"  
LAUREL ROAD, ANTIOCH, CA

PRELIMINARY  
LANDSCAPE PLAN

2





FRONT ELEVATION

1/4" = 1'-0"



REAR ELEVATION

1/4" = 1'-0"

GENERAL NOTES:

- A. REAVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

COLOR LEGEND:

P-1	JONES BLAIR COLOR: CAFE AU LAIT	P-4	JONES BLAIR COLOR: CHILLED WINE
P-2	JONES BLAIR COLOR: NUTMEG	P-5	JONES BLAIR COLOR: NOIR
P-3	JONES BLAIR COLOR: MOCHA	FS-1	NICHIHA VINTAGE WOOD, COLOR: WHITE WASH

MATERIAL LEGEND:

C	CANOPY
S	STUCCO; 7/8" CEMENT PLASTER
T	TRIM AND CORNICE
MR	METAL ROOFING
AW	AWNING



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LAUREL RANCH RETAIL - PARCEL "H"  
LAUREL ROAD, ANTIOCH, CA

COLORED  
EXTERIOR ELEVATION

3

7-22-22





RIGHT SIDE ELEVATION

1/4" = 1'-0"

#### GENERAL NOTES:

- A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

#### COLOR LEGEND:

P-1	JONES BLAIR COLOR: CAFE AU LAIT	P-4	JONES BLAIR COLOR: CHILLED WINE
P-2	JONES BLAIR COLOR: NUTMEG	P-5	JONES BLAIR COLOR: NOIR
P-3	JONES BLAIR COLOR: MOCHA	FS-1	NICHIHA VINTAGE WOOD, COLOR: WHITE WASH

#### MATERIAL LEGEND:

C	CANOPY
S	STUCCO; 7/8" CEMENT PLASTER
T	TRIM AND CORNICE
SF	STOREFRONT
AW	AWNING



LEFT SIDE ELEVATION

1/4" = 1'-0"



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**LAUREL RANCH RETAIL - PARCEL "H"**  
**LAUREL ROAD, ANTIOCH, CA**

**COLORED  
EXTERIOR ELEVATION**

**4**

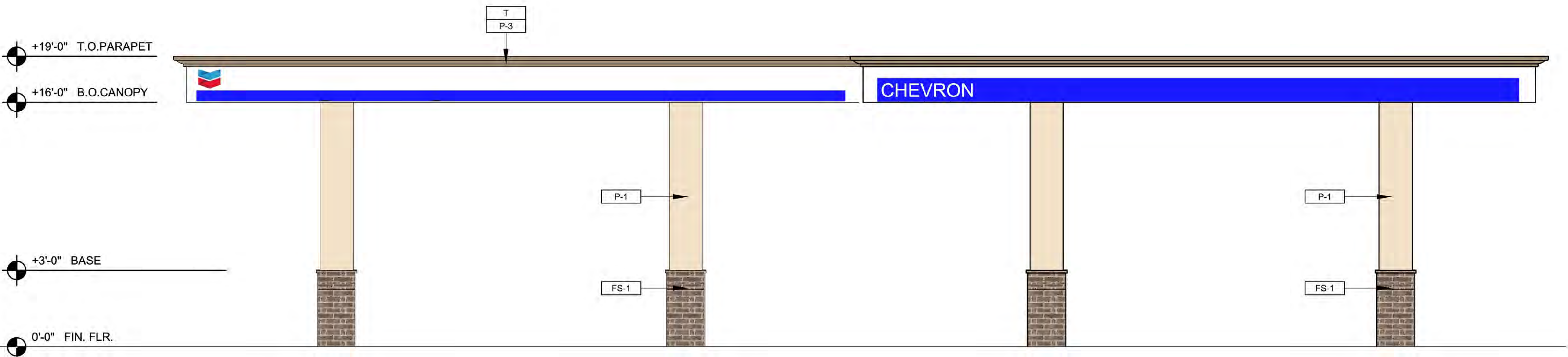
7-22-22



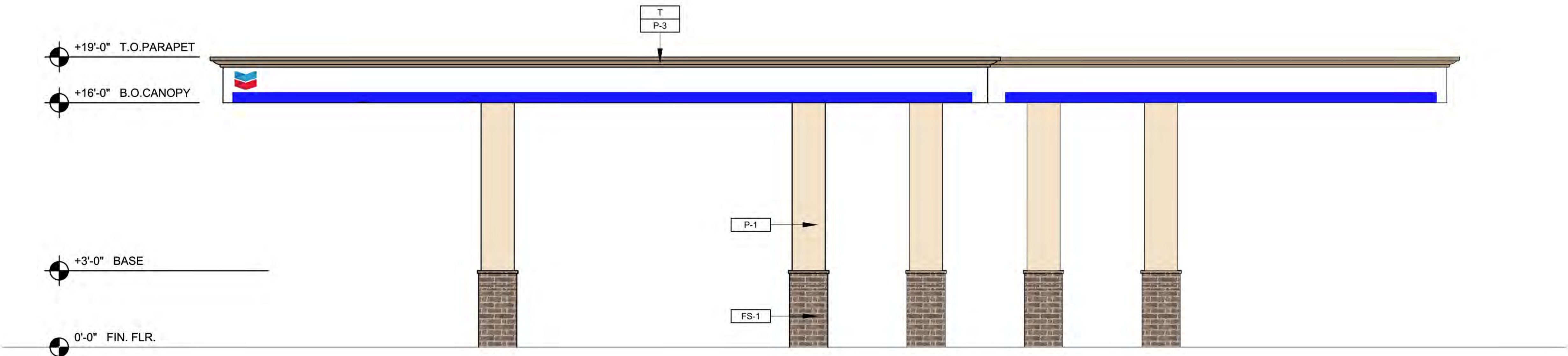
GENERAL NOTES:  
A. REAVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

COLOR LEGEND:

P-1	JONES BLAIR COLOR: CAFE AU LAIT
P-3	JONES BLAIR COLOR: MOCHA
FS-1	NICHIHA VINTAGE WOOD, COLOR: WHITE WASH

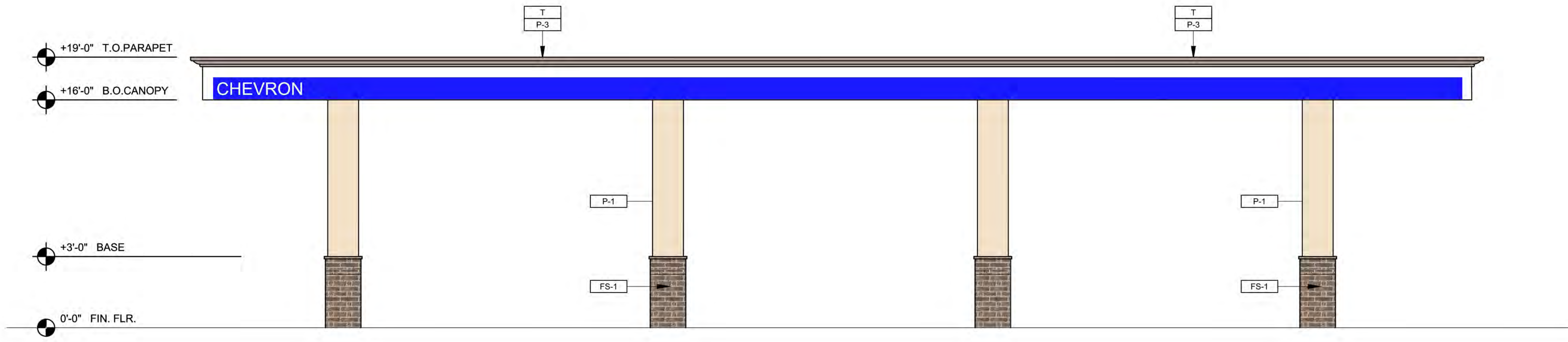


SOUTH ELEVATION  
1/4" = 1'-0"



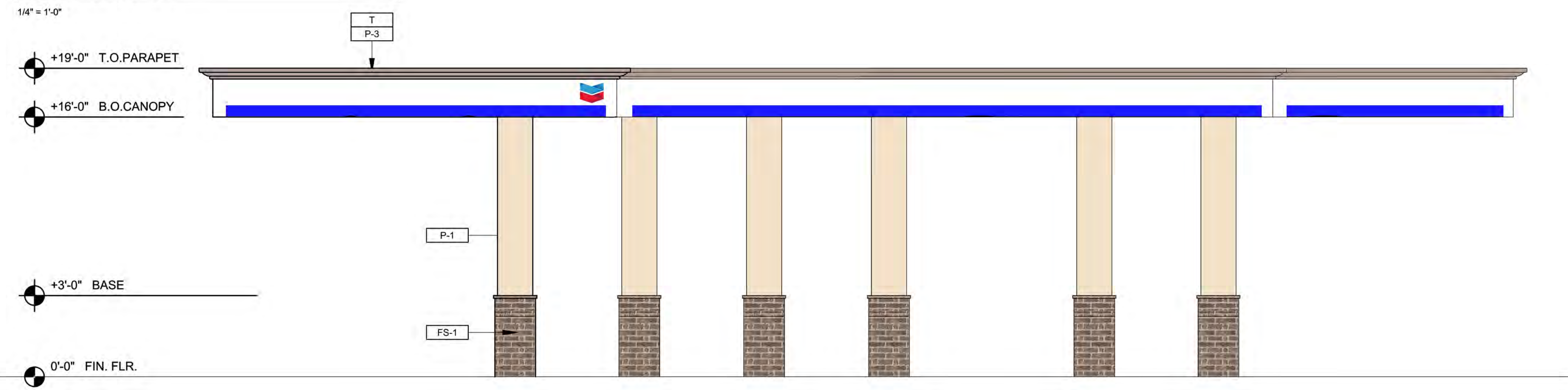
EAST ELEVATION  
1/4" = 1'-0"



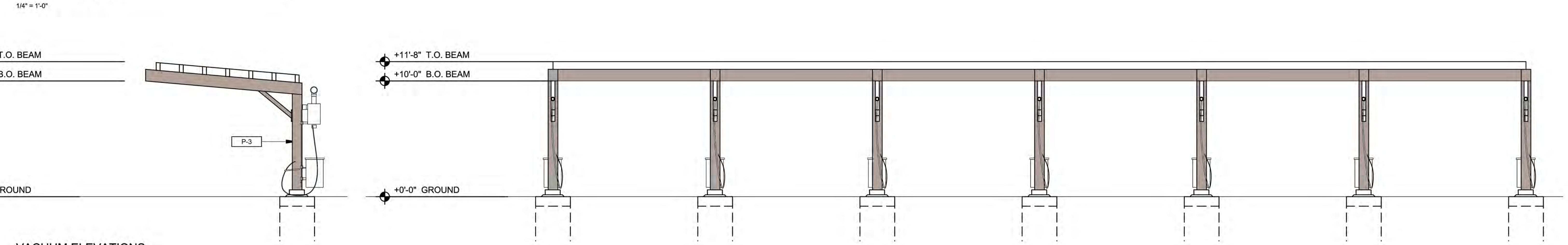


- GENERAL NOTES:**
- A. REAVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.
- COLOR LEGEND:**
- |      |  |
|------|--|
| P-1  | JONES BLAIR<br>COLOR: CAFE AU LAIT         |
| P-3  | JONES BLAIR<br>COLOR: MOCHA                |
| FS-1 | NICHIHA VINTAGE WOOD,<br>COLOR: WHITE WASH |

**NORTH ELEVATION**



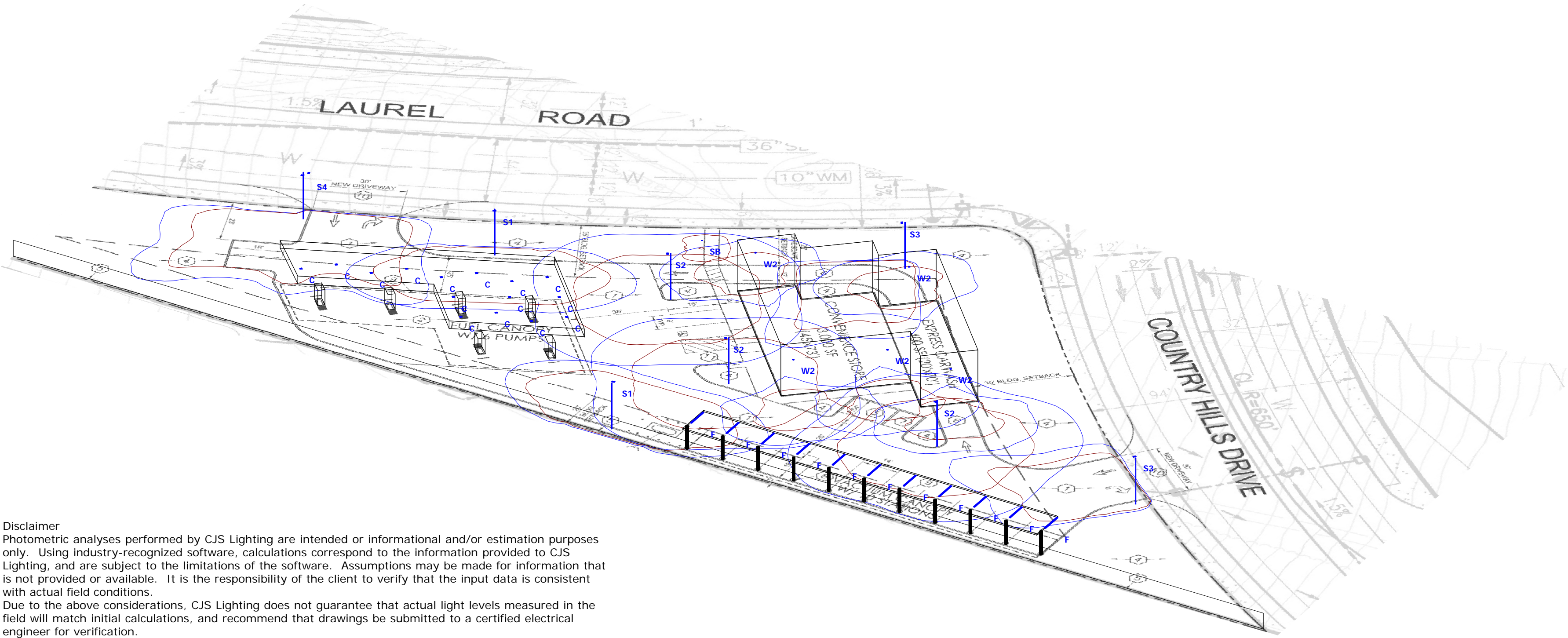
**WEST ELEVATION**



**VACUUM ELEVATIONS**

1/4" = 1'-0"





Disclaimer  
Photometric analyses performed by CJS Lighting are intended for informational and/or estimation purposes only. Using industry-recognized software, calculations correspond to the information provided to CJS Lighting, and are subject to the limitations of the software. Assumptions may be made for information that is not provided or available. It is the responsibility of the client to verify that the input data is consistent with actual field conditions.  
Due to the above considerations, CJS Lighting does not guarantee that actual light levels measured in the field will match initial calculations, and recommend that drawings be submitted to a certified electrical engineer for verification.

South East View

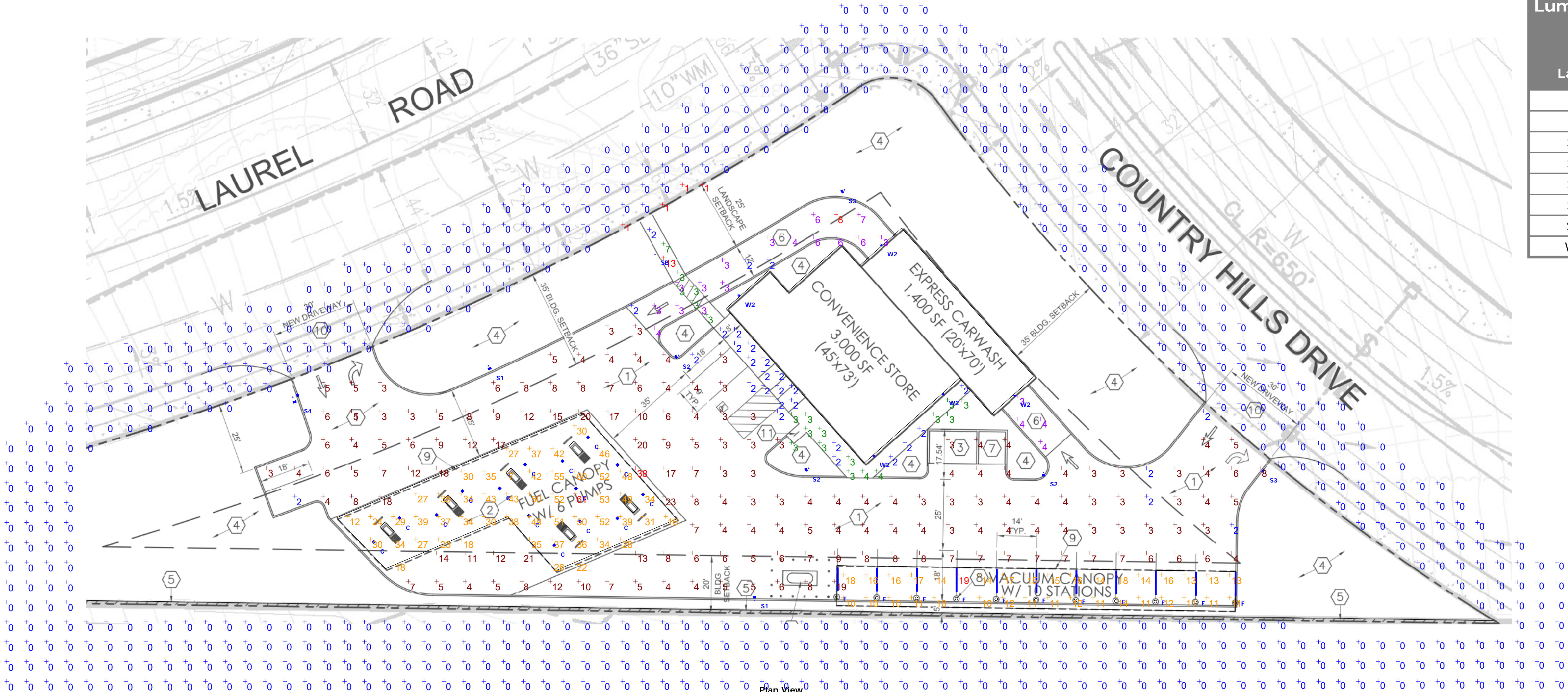
Schedule										
Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	C		15	HiGas	100W	FL12-100 4000K Ra80 F00A02	1	14618	0.9	100.4
	F		11	Lithonia Lighting	FEM L96 9000LM IMACD WD XX 40K 80CRI	FEM L96 9000LM IMACD WD XX 40K 80CRI	1	8824	0.9	64.03
	S1		2	Lithonia Lighting	DSX0 LED P4 40K BLC MVOLT G1	DSX0 LED P4 40K BLC MVOLT	1	8656	0.9	92
	S2		3	Lithonia Lighting	DSX0 LED P5 40K T5M MVOLT G1	DSX0 LED P5 40K T5M MVOLT	1	12126	0.9	89
	S3		2	Lithonia Lighting	DSX0 LED P5 40K RCCO MVOLT G1	DSX0 LED P5 40K RCCO MVOLT	1	7125	0.9	89
	S4		1	Lithonia Lighting	DSX0 LED P5 40K LCCO MVOLT G1	DSX0 LED P5 40K LCCO MVOLT	1	7125	0.9	178
	SB		1	Lithonia Lighting	DSXB LED 12C 350 40K ASY	D-SERIES BOLLARD WITH 12 4000K LEDS OPERATED AT 350mA AND ASYMMETRIC DISTRIBUTION	1	1283	0.9	16
	W2		5	Lithonia Lighting	WDGE2 LED P3 40K 80CRI TFTM	WDGE2 LED WITH P3 - PERFORMANCE PACKAGE, 4000K, 80CRI, TYPE FORWARD THROW MEDIUM OPTIC	1	3166	0.9	32.1375

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CAR WASH DRIVE-THRU	+	4 fc	8 fc	2 fc	4.0:1	2.0:1
DRIVE / PARKING	+	6 fc	38 fc	2 fc	19.0:1	3.0:1
SIDEWALKS	+	3 fc	13 fc	2 fc	6.5:1	1.5:1
UNDER GAS CANOPY	+	36 fc	61 fc	7 fc	8.7:1	5.1:1
UNDER VACUUM CANOPY	+	13 fc	19 fc	10 fc	1.9:1	1.3:1
30' PERIMETER	+	0 fc	1 fc	0 fc	N/A	N/A

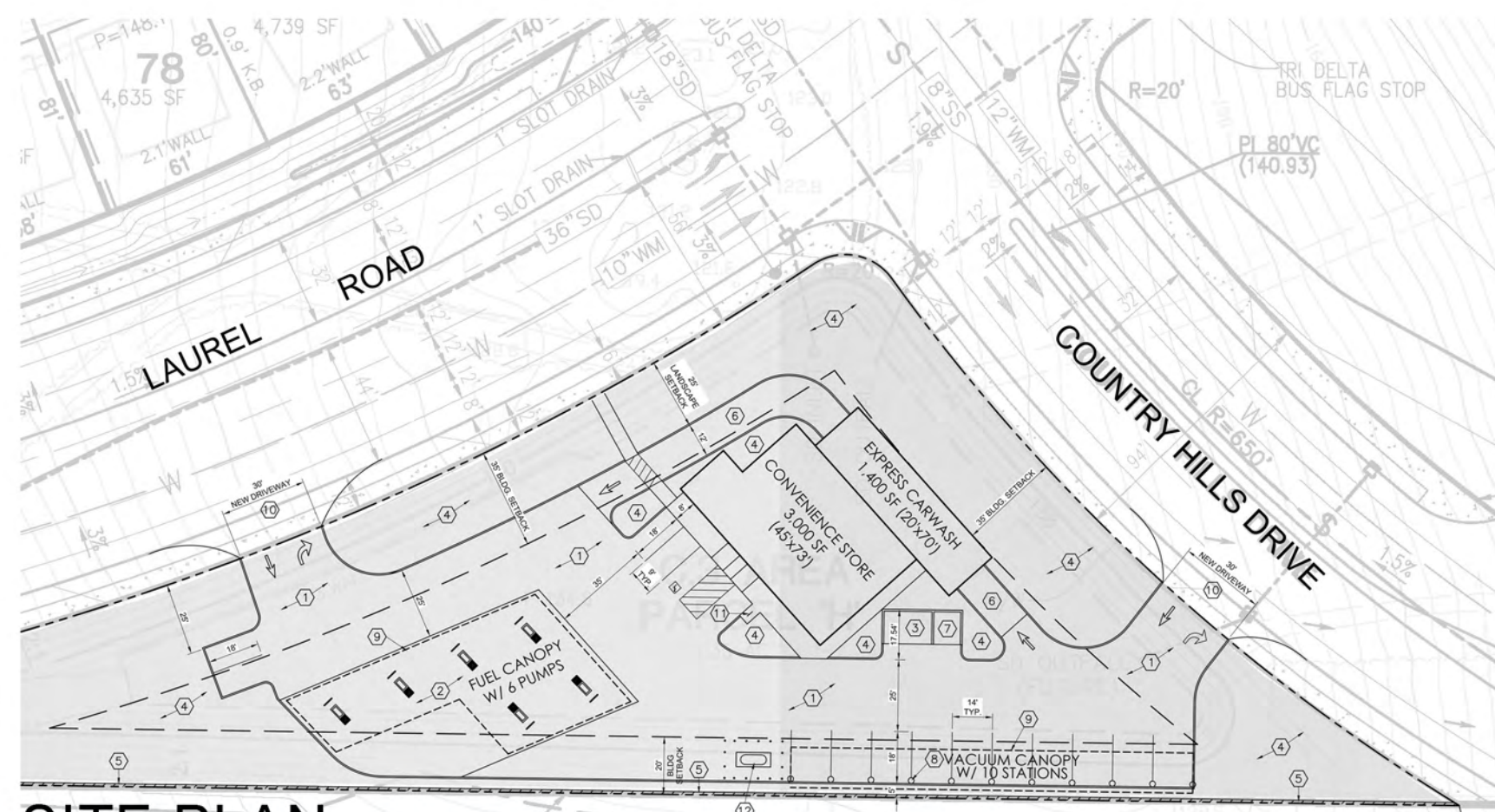
Luminaire Locations

Label	MH
C	14.00
F	9.00
S1	18.00
S2	18.00
S3	18.00
S4	18.00
SB	3.00
W2	14.00

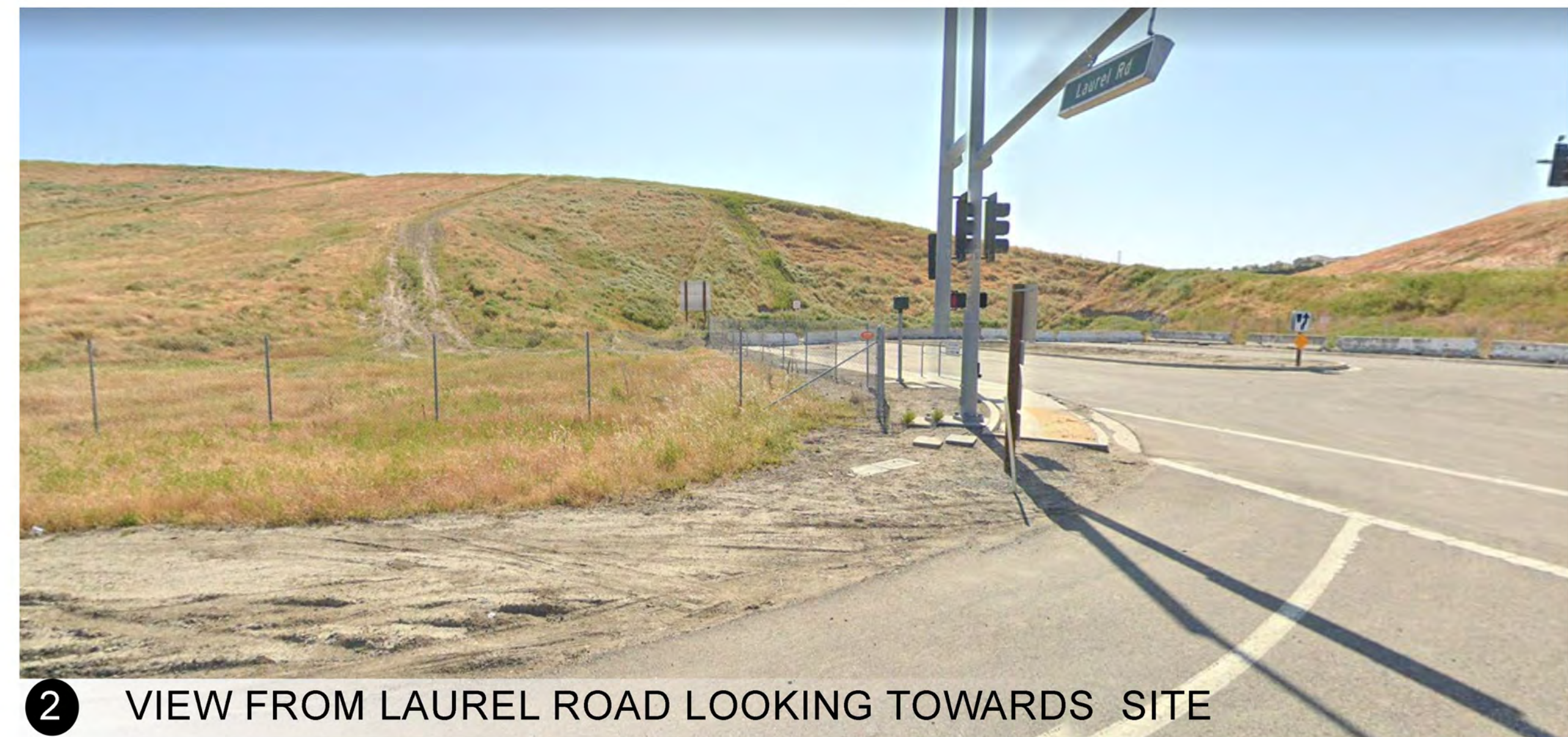


Plan View  
Scale - 3/16" = 4ft





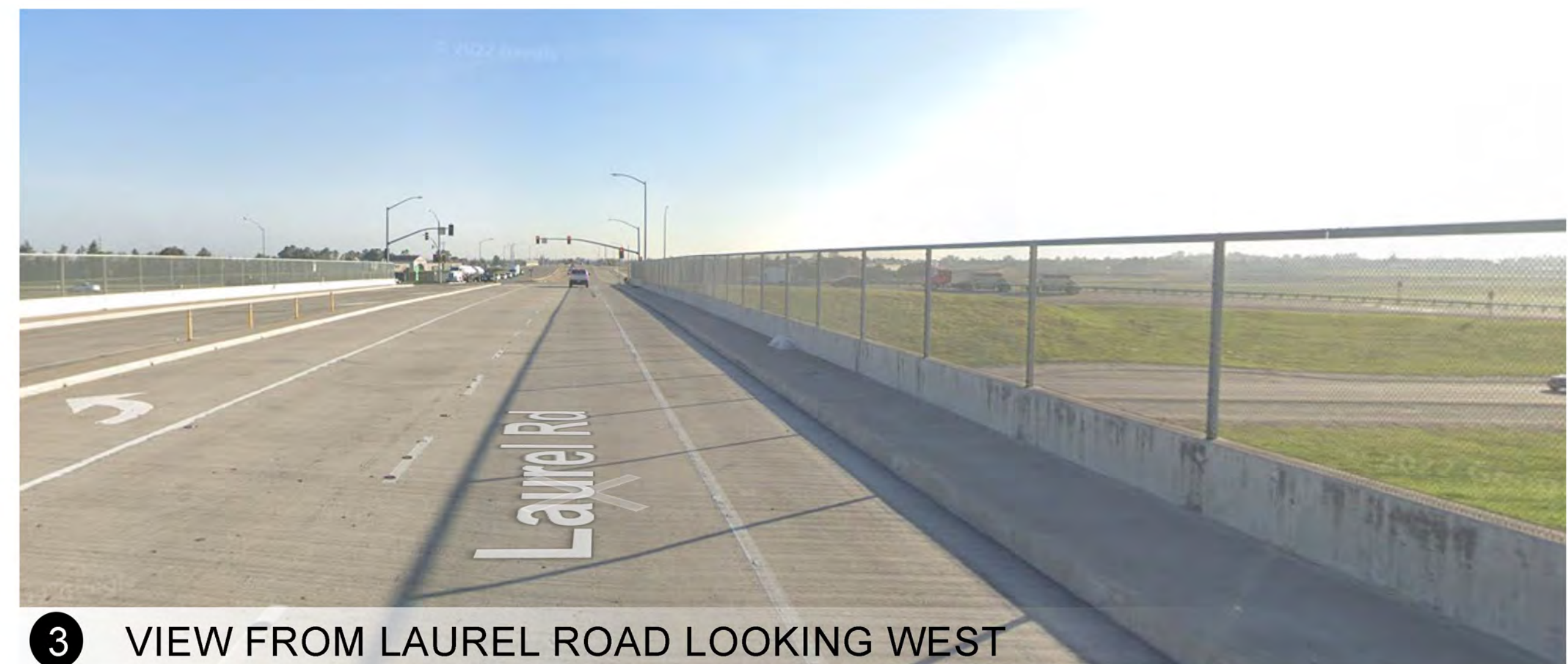
1 VIEW FROM JOHN MARSH HERITAGE HIGHWAY



2 VIEW FROM LAUREL ROAD LOOKING TOWARDS SITE



AERIAL VIEW OF SITE



3 VIEW FROM LAUREL ROAD LOOKING WEST



5 VIEW FROM LAUREL ROAD LOOKING EAST



4 VIEW FROM NEARBY NEIGHOOD ON GLASGOW COURT



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**LAUREL RANCH RETAIL - PARCEL "H"**  
**LAUREL ROAD, ANTIOCH, CA**

**SITE PHOTOS**

**8**

7-22-22





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 (530) 755-4700

**LAUREL RANCH RETAIL - PARCEL "H"**  
**LAUREL ROAD, ANTIOCH, CA**

**SITE RENDERING**

**9**

11-9-22





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**LAUREL RANCH RETAIL - PARCEL "H"**  
**LAUREL ROAD, ANTIOCH, CA**

**SITE RENDERING**

**10**

11-9-22



**ATTACHMENT D  
TRANSPORTATION STUDY  
(SEPARATE PAGE)**



# HEXAGON TRANSPORTATION CONSULTANTS, INC.

## Memorandum

**Date:** November 4, 2022

**To:** Sukhwinder Singh, Sodhi Group USA, Inc.

**From:** Gary Black, Rueben Rodriguez

**Subject:** Transportation Study for the Proposed Carwash and Gas Station Development on Laurel Road in Antioch, California

Hexagon Transportation Consultants, Inc. has completed a transportation study for the proposed carwash and gas station development on Laurel Road in Antioch, California. The project site is located on the southeast corner of the Laurel Road/Country Hills Drive intersection (see Figure 1). The project would develop the site with a single tunnel carwash and a six-pump gas station with a convenience store. The carwash would be approximately 1,400 square feet (s.f.), and the convenience store would be approximately 3,000 s.f. (see Figure 2). Vehicular access to the project would be provided via two driveways: one on Laurel Road and the other on Country Hills Drive. Parking for the proposed project would be provided on-site.

The purpose of this study is to address the site access and circulation comments in the letter received from the City of Antioch on September 8, 2022.

### Site Access and On-Site Circulation

The site access and on-site circulation evaluations are based on the site plan prepared by Milestone Associates Imagineering, Inc. dated for August 9, 2022 (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and the parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

### Project Driveways

Vehicular access to the project site would be provided via one driveway on Laurel Road and another on Country Hills Drive. The driveways would be 30 feet wide and would provide access to the project drive aisle. The project drive aisle would provide access to the surface parking spaces, the gas pumps, convenience store, and carwash.

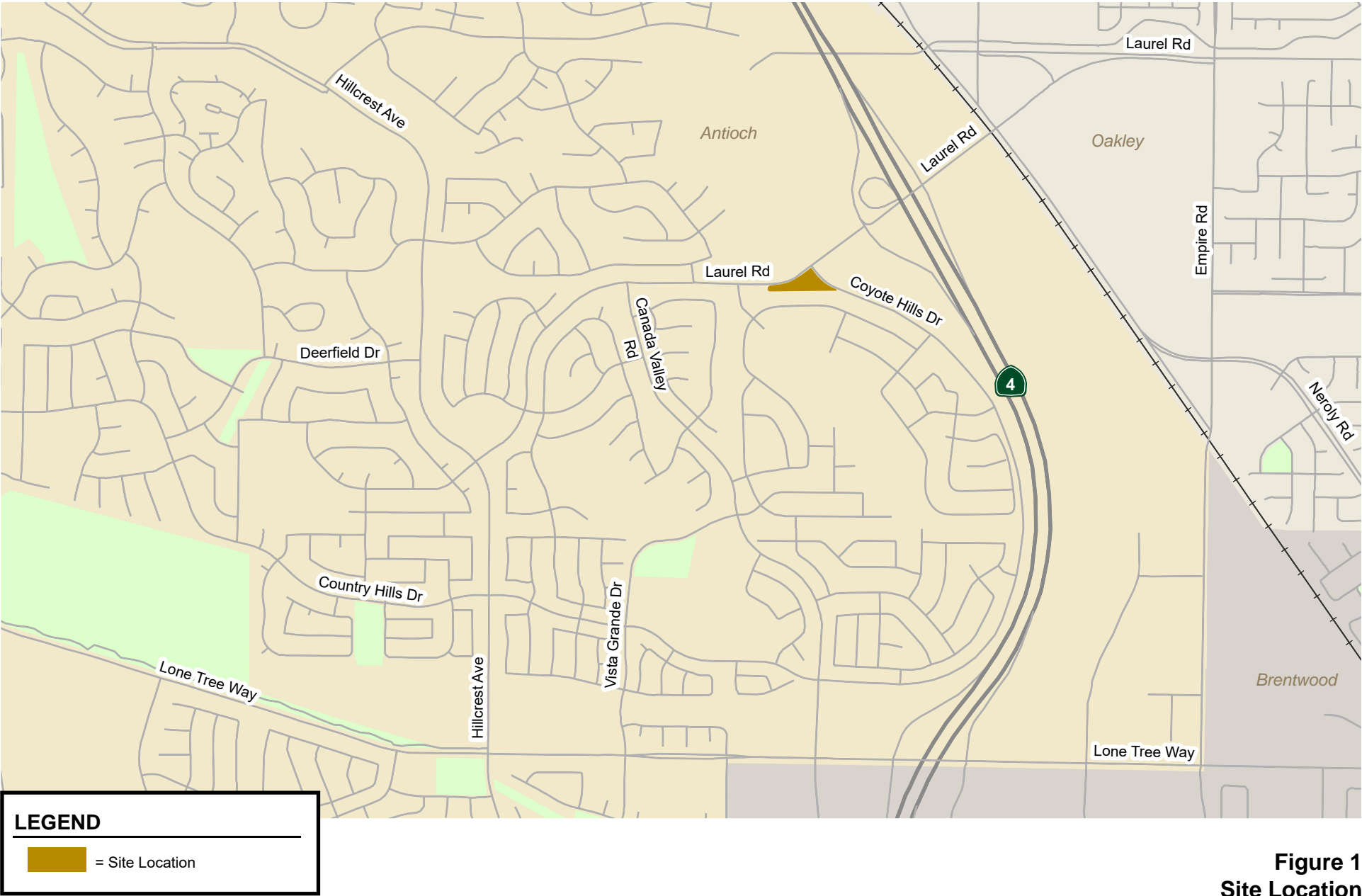


Figure 1  
Site Location

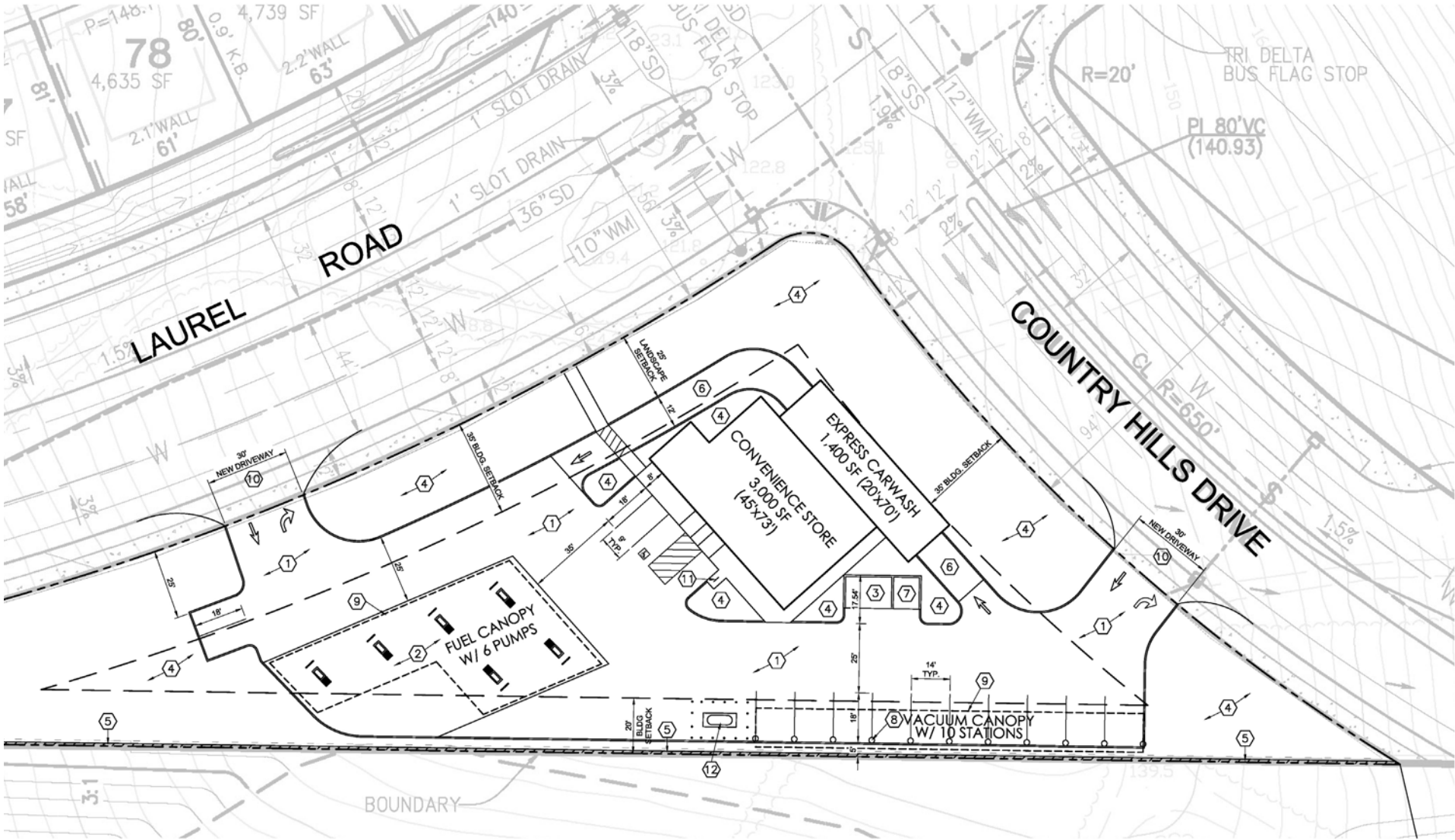


Figure 2  
Site Plan

### **Sight Distance at the Project Driveways**

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that the exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Laurel Road and Country Hills Drive. The sight distance from the Laurel Road driveway towards eastbound traffic is over 600 feet. The sight distance from the Country Hills Drive driveway is at least 300 feet and is expected to extend beyond the Laurel Road and Country Hills Drive intersection looking at the southbound traffic. Based on the stopping sight distances outlined in the California Department of Transportation's (Caltrans) *Highway Design Manual*, a sight distance of 430 feet is sufficient for a design speed of up to 50 miles per hour (mph), and a sight distance of 250 feet is sufficient for a design speed of up to 35 mph. Vehicles turning left and right from Laurel Road onto Country Hills Drive will be traveling much slower than 35 mph, so 300 feet is more than adequate sight distance. Therefore, sight distance would be adequate at both of the project driveways.

### **Driveway Operations**

Due to the medians on Laurel Road and Country Hills Drive, the project driveways would be restricted to right-turn in and right-turn out movements only. Outbound and inbound trips would be highest during the PM peak hour. During the PM peak hour, it is estimated that there would be 95 inbound trips and 94 outbound trips. Any outbound queues would remain on-site while the vehicles wait for a gap in the Laurel Road or Country Hills Drive traffic to exit the driveways. Right turn in traffic is not expected to have an adverse effect on the adjacent through traffic.

The site plan shows carwash queuing space for approximately three vehicles. Any queue longer than three vehicles may block the drive aisle/driveway along Country Hills Drive. Hexagon recommends that the direction of the carwash be reversed so that vehicles traverse the carwash from north to south. This will allow queuing space for approximately six vehicles, and the carwash queue would form along the north side of the project site. This would reduce the likelihood of queues encroaching on the drive aisle and driveways.

### **Vehicle Parking Requirements**

The parking requirements for the proposed project are based on the City of Antioch Zoning Code (Section 9-5.1703.1). Based on the zoning code, gas station uses are required to provide one parking space per employee on the largest shift and one parking space per 250 s.f. of retail sales/convenience store area. With the City's zoning code requirements, the project would be required to provide 12 parking spaces for the convenience store plus one parking spot for each employee during the largest shift.

### **Proposed Parking and Circulation**

Parking for the proposed project would be located on-site with a surface parking lot and can be accessed from both project driveways. The parking lot would include standard and accessible spaces. The project proposes 16 parking spaces, which would be adequate for the convenience store area plus up to four employees during one shift.

The project drive aisle would be adequate to allow for two-way traffic for passenger cars. There would also be sufficient space for maneuvering in and out of parking spaces and vacuuming stations for passenger cars. Attachment 1 shows the turning template exhibits for passenger vehicles and their anticipated movements on-site. The design vehicle used for the analysis is the American Association of State Highway and Transportation Officials (AASHTO) passenger car turning template. The AASHTO passenger car is 19 feet in length and 7 feet in width. The AASHTO



passenger car is a conservative case and represents the largest vehicles typically considered as passenger vehicles.

### **Fuel Truck and Emergency Vehicle Access**

The project drive aisle and the project driveways would serve as access points for fuel trucks and emergency vehicles. The AASHTO SU-30 turning template was used to represent emergency vehicles and delivery trucks, and the AASHTO WB-62 turning template was used to represent fuel trucks/tankers. The site plan shows sufficient maneuvering area for emergency vehicles and delivery trucks to navigate through site and to enter and exit the site from both driveways.

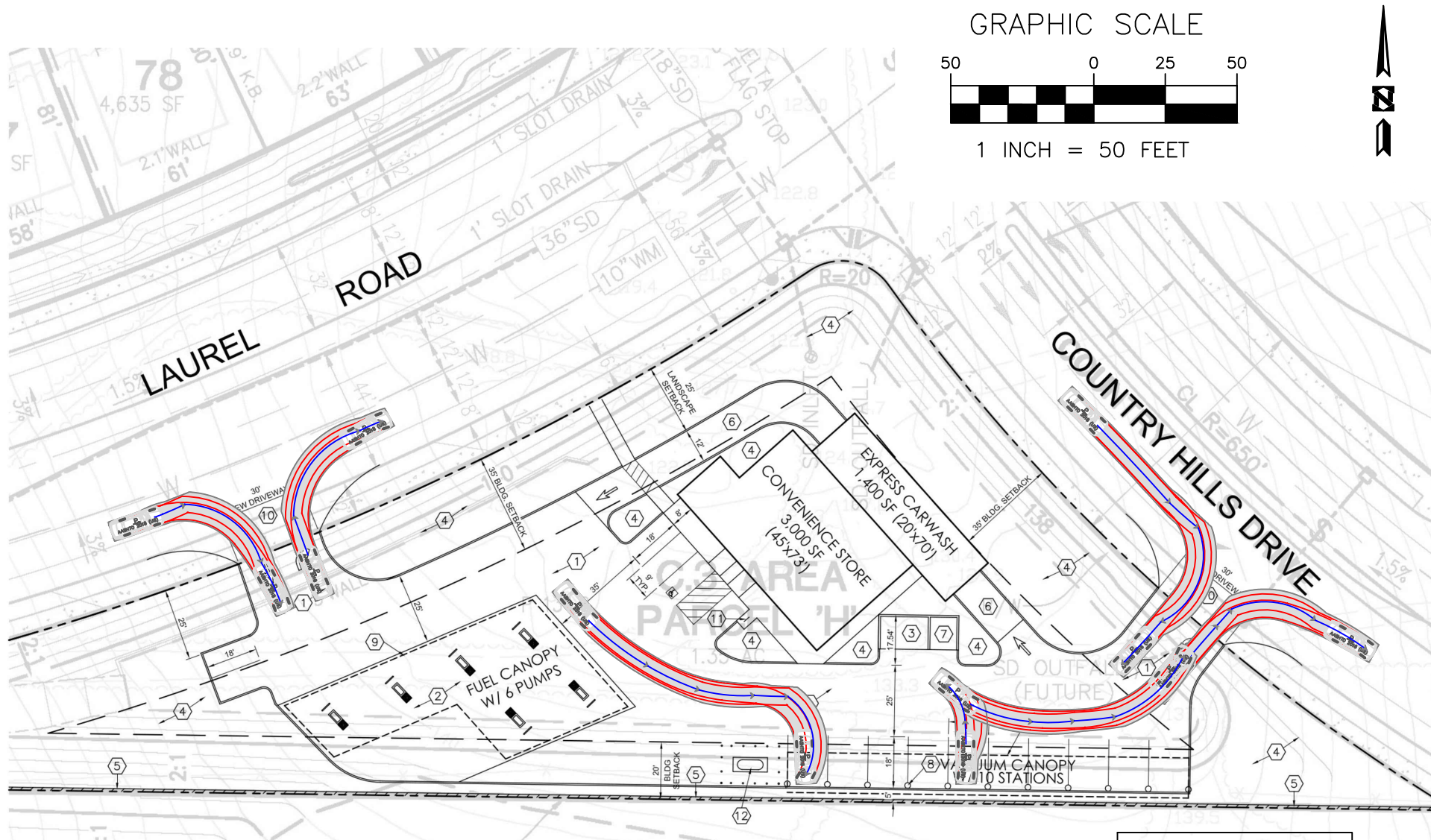
Fuel trucks/tankers would be able to access the site from Laurel Road and exit to Country Hills Drive. However, because of the turning radius, fuel trucks/tankers would have trouble entering via Country Hills Drive. Thus, Hexagon recommends that fuel trucks/tankers enter via Laurel Road and exit via Country Hills Drive. Trucks leaving the site via Country Hills Drive and heading toward the freeway would need to navigate to the Lone Tree Way interchange by traveling via Country Hills Drive and Canada Valley Road towards Lone Tree Way.

### **Conclusions**


The results of the transportation study for the carwash and gas station development are summarized below.

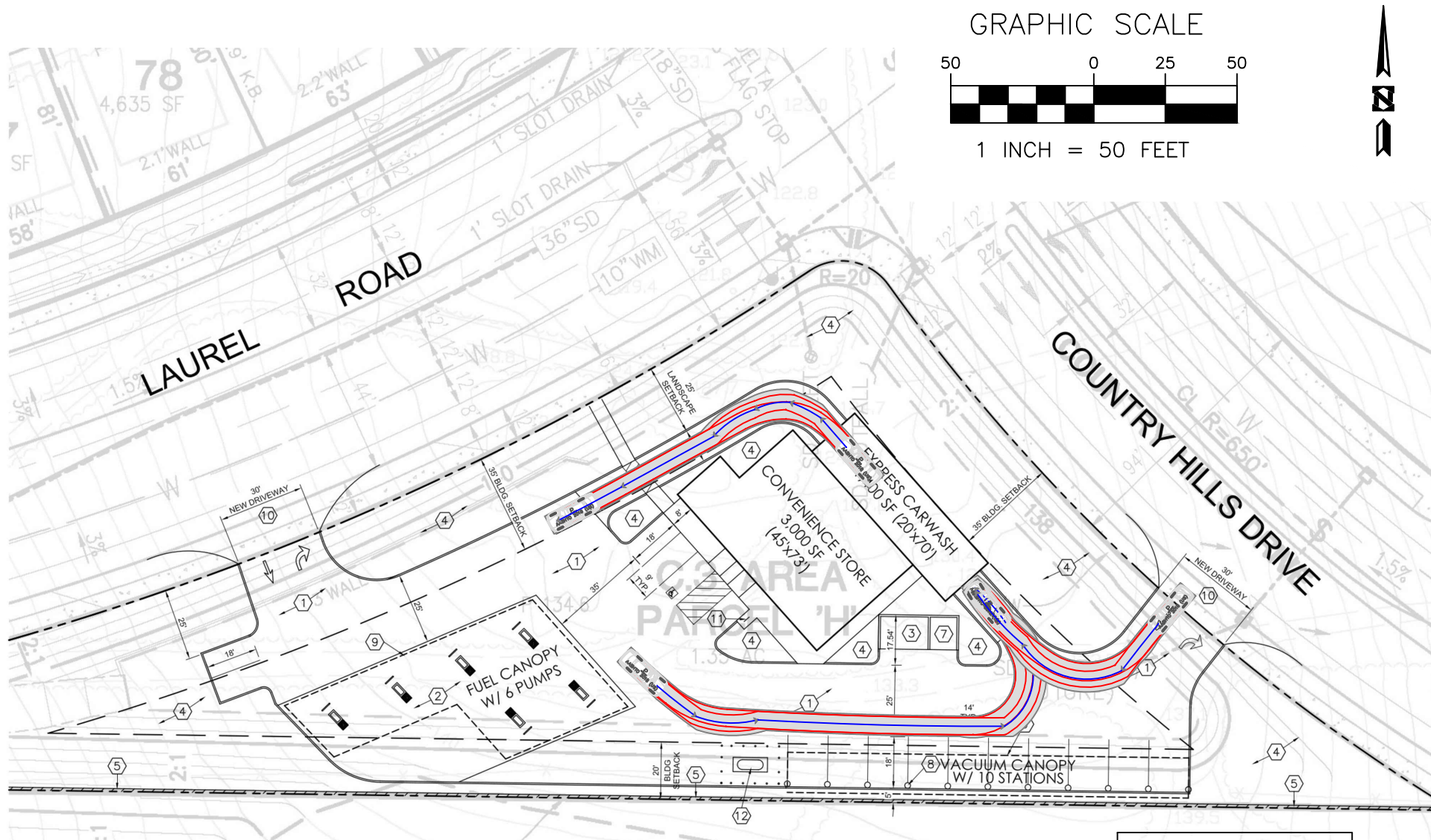
- With the City's zoning code requirements, the project would be required to provide 12 parking spaces for the convenience store plus one parking spot for each employee during the largest shift.
- The project proposes 16 parking spaces, which would be adequate for the convenience store area plus up to four employees during one shift.
- The proposed site plan shows adequate site access, connectivity, and maneuvering space within the proposed parking lot. Hexagon recommends that the direction of the carwash tunnel be reversed to allow for more queuing space. Hexagon also recommends that fuel trucks/tankers enter the project site via Laurel Road and exit via Country Hills Drive.

**Attachment 1**  
**Turning Templates**




CONCEPTUAL PLAN  
 NOVEMBER 2022  
 NOT FOR CONSTRUCTION

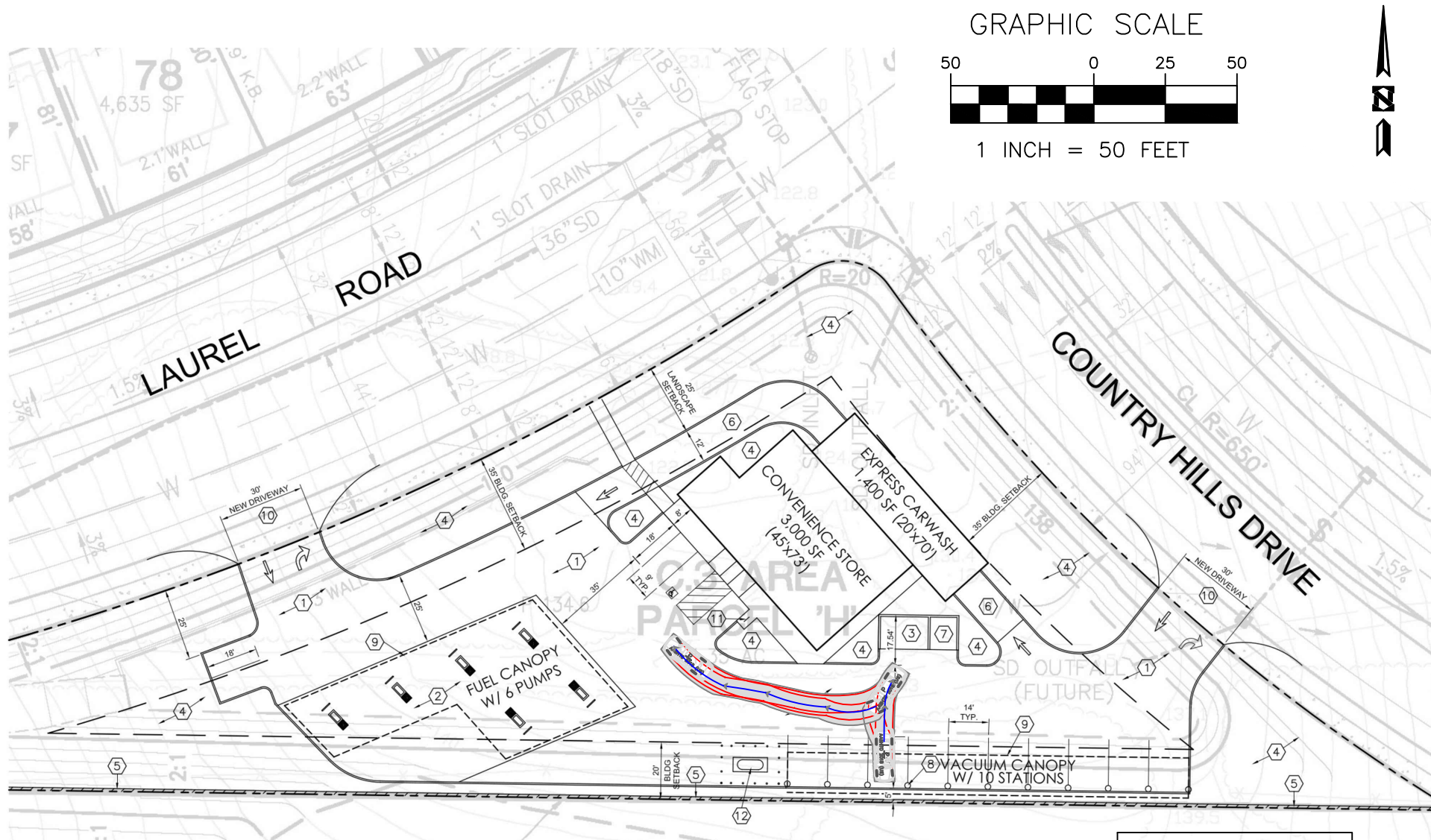
DRAWN R. RODRIGUEZ	SCALE 1" = 50'	 <b>HEXAGON TRANSPORTATION CONSULTANTS, INC.</b> <small>100 Century Center Court, Suite 501          San Jose, California 95112          Ph: (408) 971-6100  <a href="http://www.hextrans.com">www.hextrans.com</a></small>	<b>CITY OF ANTIOCH</b>  LAUREL RANCH TURNING TEMPLATE AASHTO PASSENGER CAR	EXHIBIT NO.  <b>1</b>
CHECKED ----	DATE 11/3/2022			



CONCEPTUAL PLAN  
 NOVEMBER 2022  
 NOT FOR CONSTRUCTION

DRAWN R. RODRIGUEZ	SCALE 1" = 50'	 <b>HEXAGON TRANSPORTATION CONSULTANTS, INC.</b> <small>100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com</small>	<b>CITY OF ANTIOCH</b>  LAUREL RANCH TURNING TEMPLATE AASHTO PASSENGER CAR	EXHIBIT NO.  <b>2</b>
CHECKED ----	DATE 11/3/2022			





DRAWN  
R. RODRIGUEZ

SCALE  
1" = 50'



**HEXAGON TRANSPORTATION  
CONSULTANTS, INC.**

100 Century Center Court, Suite 501  
San Jose, California 95112  
Ph: (408) 971-6100

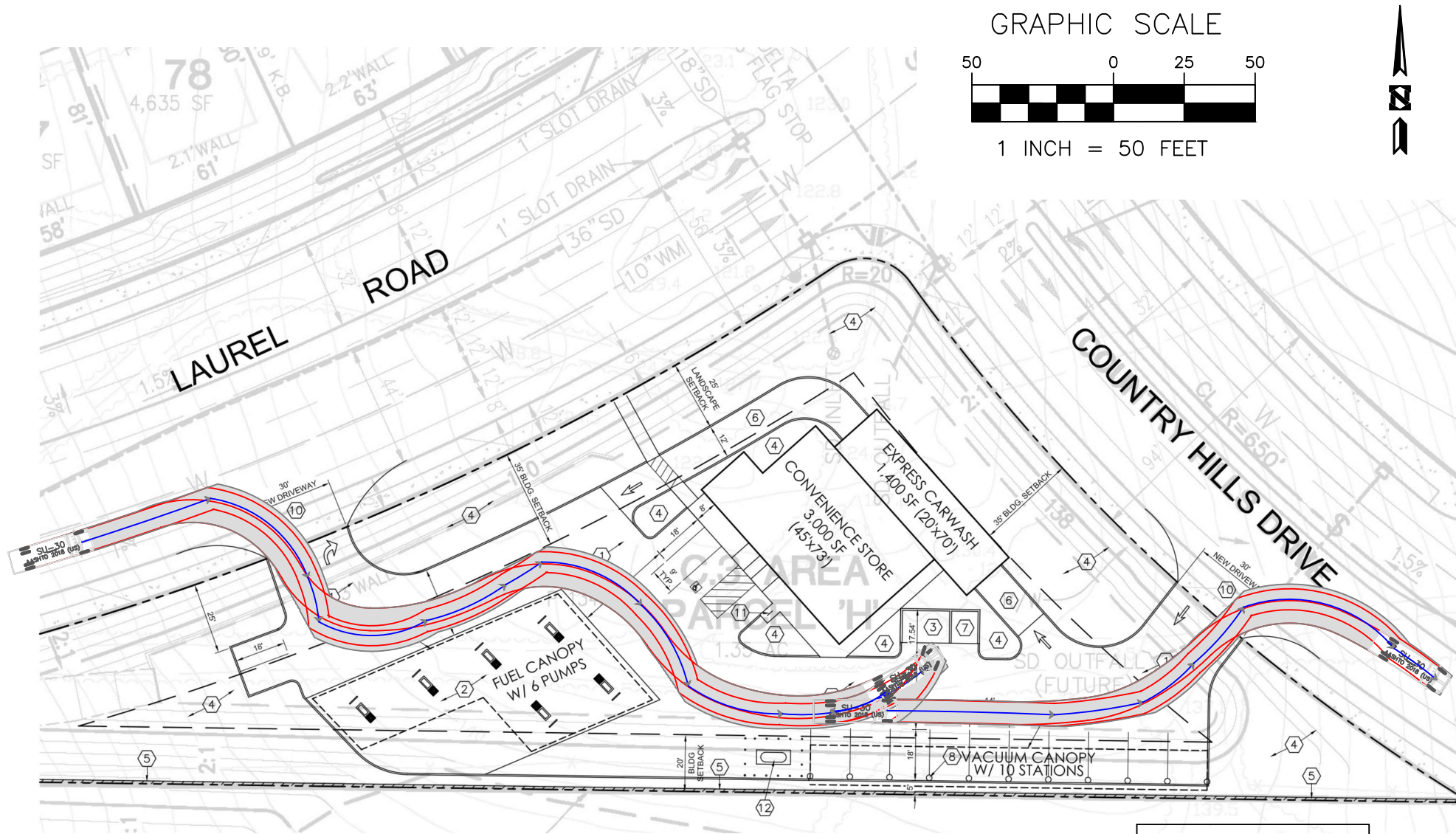
www.hextrans.com

**CITY OF ANTIOCH**

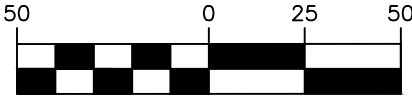
**LAUREL RANCH  
TURNING TEMPLATE  
AASHTO PASSENGER CAR**

EXHIBIT NO.

**3**



GRAPHIC SCALE



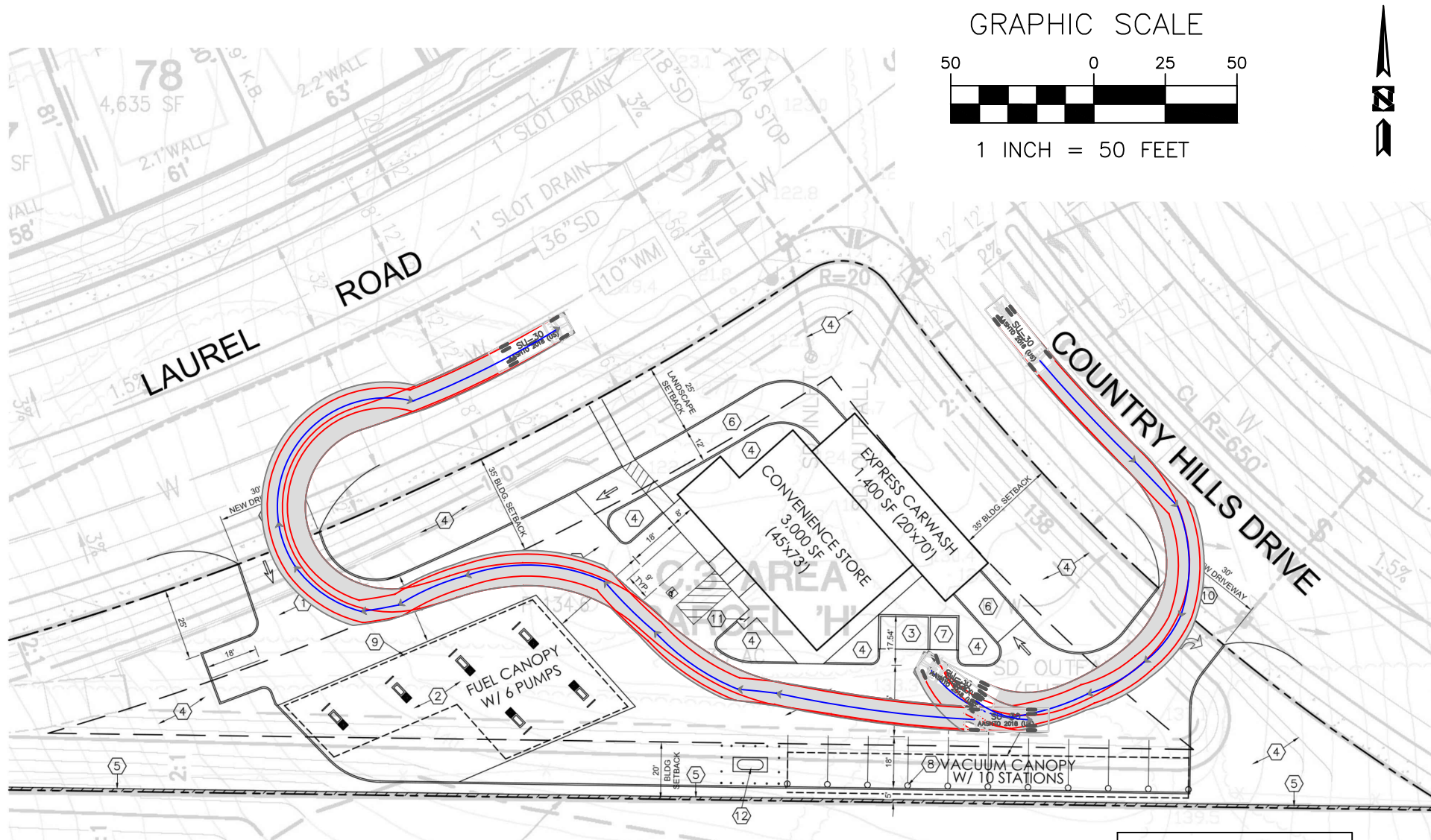
1 INCH = 50 FEET



CONCEPTUAL PLAN  
NOVEMBER 2022  
NOT FOR CONSTRUCTION

DRAWN R. RODRIGUEZ	SCALE 1" = 50'	 <b>HEXAGON TRANSPORTATION CONSULTANTS, INC.</b> <small>100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com</small>	<b>CITY OF ANTIOCH</b>  <b>LAUREL RANCH TURNING TEMPLATE AASHTO SU-30</b>	EXHIBIT NO.  <b>4</b>
CHECKED ----	DATE 11/3/2022			





CONCEPTUAL PLAN  
NOVEMBER 2022  
NOT FOR CONSTRUCTION

DRAWN  
R. RODRIGUEZ

SCALE  
1" = 50'



HEXAGON TRANSPORTATION  
CONSULTANTS, INC.

100 Century Center Court, Suite 501  
San Jose, California 95112  
Ph: (408) 971-6100

www.hextrans.com

CHECKED

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DATE

11/3/2022

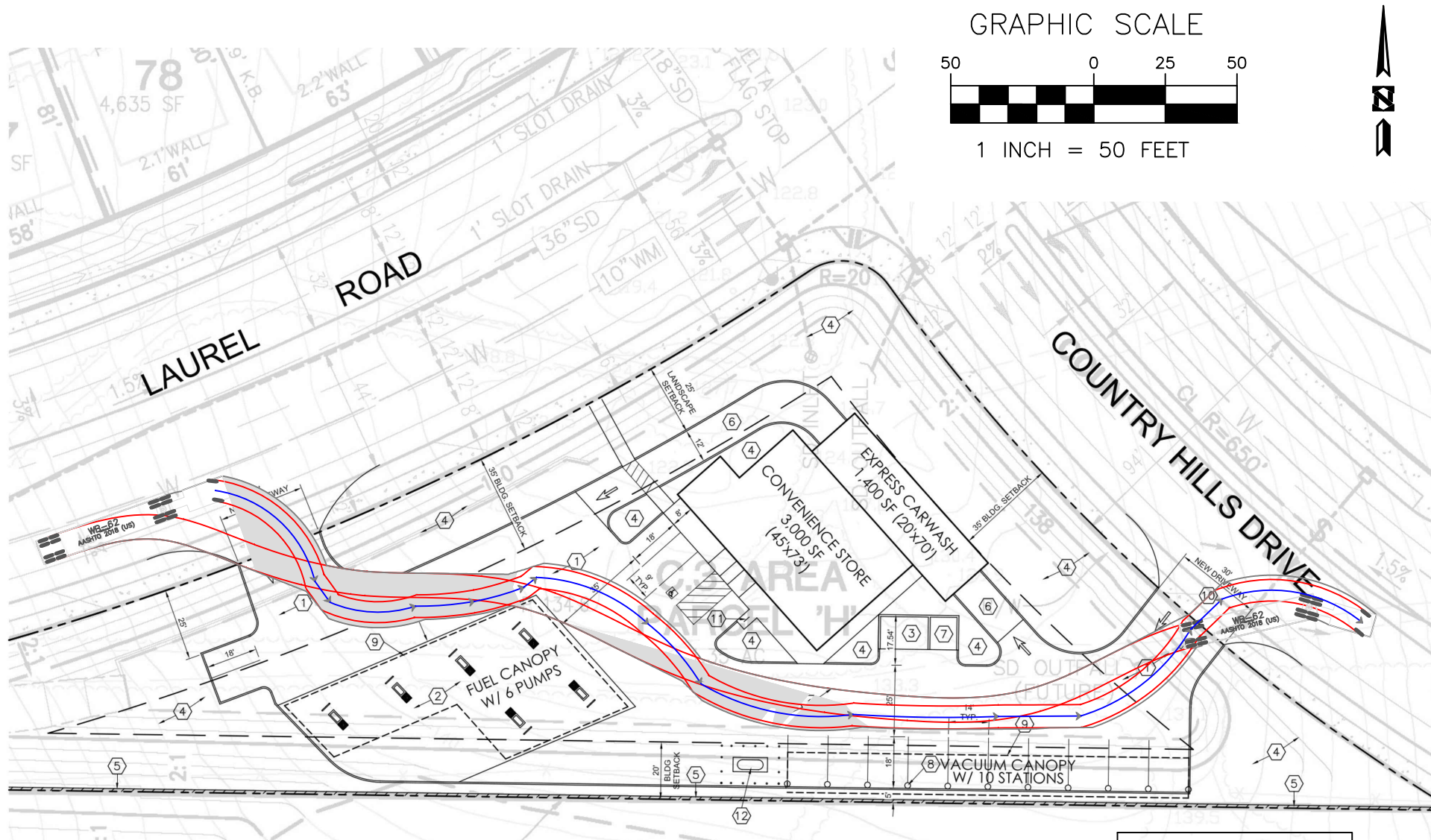
CITY OF ANTIOCH

LAUREL RANCH  
TURNING TEMPLATE  
AASHTO SU-30

EXHIBIT NO.

5





CONCEPTUAL PLAN  
NOVEMBER 2022  
NOT FOR CONSTRUCTION

DRAWN  
R. RODRIGUEZ

SCALE  
1" = 50'

**HEXAGON TRANSPORTATION  
CONSULTANTS, INC.**

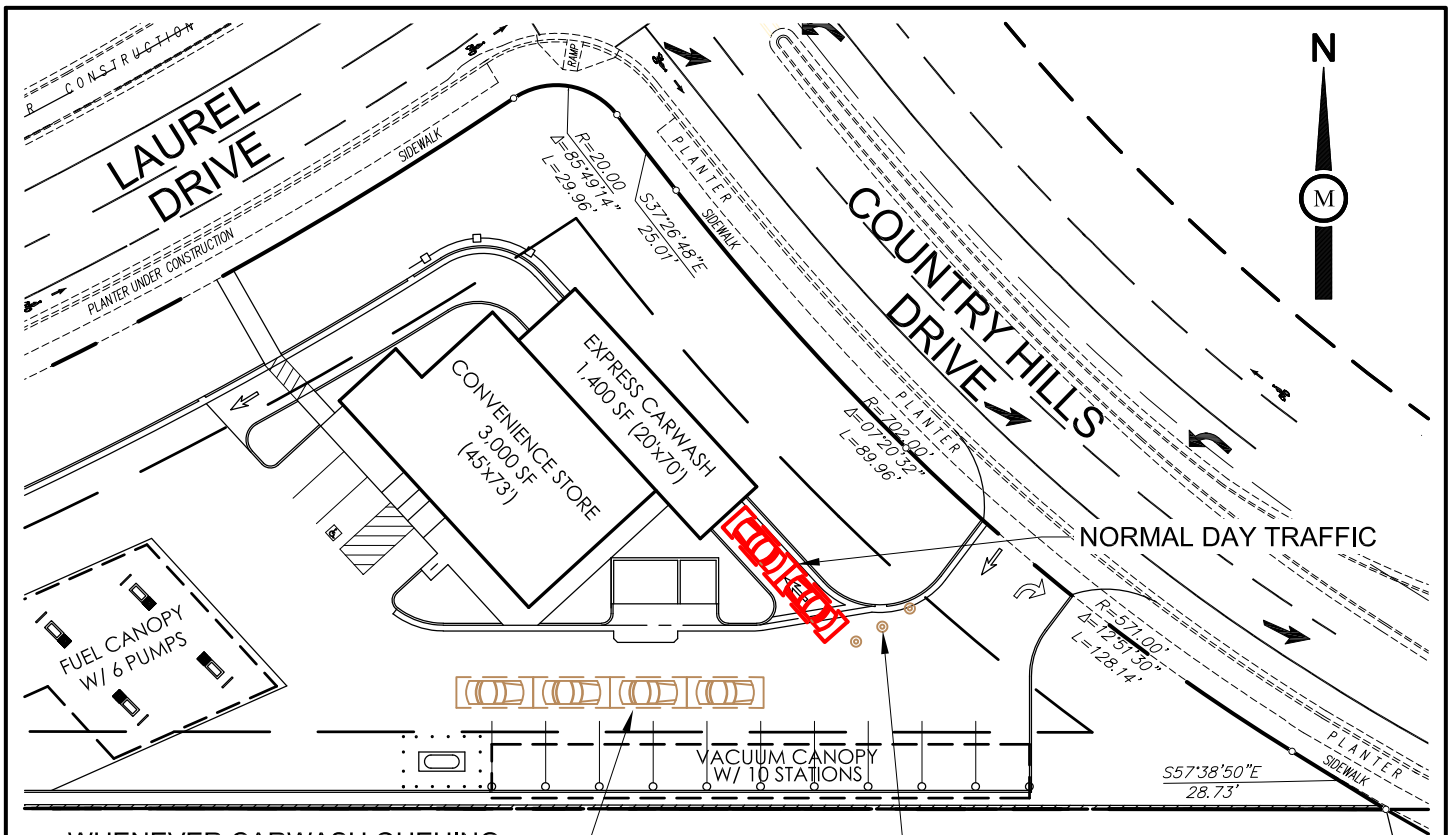
100 Century Center Court, Suite 501  
San Jose, California 95112  
Ph: (408) 971-6100  
www.hextrans.com

**CITY OF ANTIOCH**  
**LAUREL RANCH**  
**TURNING TEMPLATE**  
**AASHTO WB-62**

EXHIBIT NO.

6

**ATTACHMENT E  
QUEING MANAGEMENT PLAN  
(SEPARATE PAGE)**



WHENEVER CARWASH QUEUING EXCEEDS A TWO-CAR STACK, EMPLOYEES SHALL DIRECT VEHICLES TO STACK IN THIS AREA

## PLAN

SCALE: 1" = 50'

INSTALL CONES DURING GRAND OPENING OR PEAK HOUR TIMES TO BLOCK ENTRY FROM COUNTRY HILLS DRIVE

## LEGEND



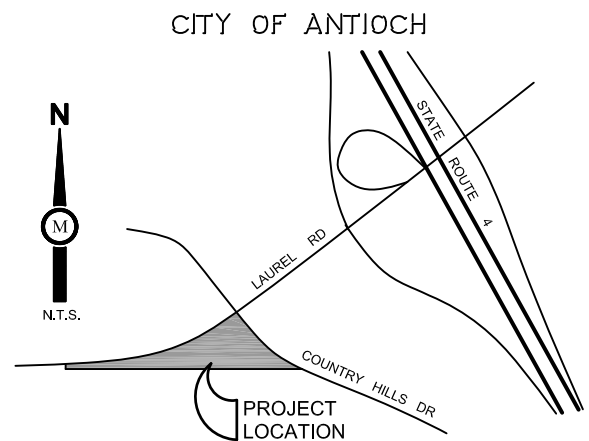
TYPICAL VEHICLE COUNT EXPECTED ON A NORMAL DAY (2 VEHICLES SHOWN)



GRAND OPENING OR PEAK HOUR TIMES VEHICLES



TRAFFIC CONTROL (CONES) AS REQUIRED TO BLOCK ENTRY FROM COUNTRY HILLS DRIVE



## VICINITY MAP

N.T.S.



**Milestone Associates**  
*Imagineering*

1000 LINCOLN ROAD, STE. H202, YUBA CITY, CA 95991  
TEL (530) 755-4700 FAX (530) 755-4567

### EXHIBIT B

QUEUE MANAGEMENT PLAN  
LAUREL DRIVE  
ANTIOCH, CA

SCALE  
1" = 50'

DATE  
11-09-22

SHEET  
1 OF 1

**ATTACHMENT F  
FIRE LETTER  
(SEPARATE PAGE)**



December 29, 2022

Ms. Zoe Merideth, Senior Planner  
City of Antioch Planning Division

**Subject:** Proposed Gas Station/Car Wash  
Southwestern corner of Laurel Road and Country Hills Drive  
Project # PDP22-01  
**CCCFPD Project No.: P-2022-020398**

Dear Ms. Merideth:

We have reviewed the preliminary development plan application to establish a gas station with an automatic carwash and convenience store at the subject location. The following is required for Fire District approval in accordance with the 2019 California Fire Code (CFC), the 2019 California Building Code (CBC), and Local and County Ordinances and adopted standards:

**Note:** This planning review was done using the current codes. Projects with plans submitted starting January 1, 2023 will be reviewed using 2022 California Code of Regulations Title 24 including the 2022 California Fire Code.

1. The Contra Costa County Fire Protection District has development impact fees established in the unincorporated County and in the Cities of Antioch. Projects within the development impact areas will need to pay the fees prior to Building Permit issuance.
2. Access as shown on plans complies 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

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

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

4. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the California Fire Code. If an existing fire hydrant(s) does not meet CFC requirements, developer will be responsible to provide required hydrant(s) (507.1) CFC
5. A land development permit is required for access and water supply review and approval prior to submitting building construction plans.



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 to include slope and road surface  
Aerial fire apparatus access,  
Elevations of building,  
Size of building and type of construction,  
Gates, fences, retaining walls, bio-retention basins, any obstructions to access.  
Detail showing the lowest level of fire department vehicle access and the floor level of the highest occupied floor,  
Striping and signage plan to include "NO PARKING-FIRE LANE" markings  
Provide drawings for paths from the public way to under emergency escape and rescue openings showing a proposed clear path and clear space under these openings that allow for the placement of ground ladders at a climbing angle of 70 to 75 degrees and a minimum of 18" clearance from the base of the ladder to any obstruction (see attached ground ladder access standard) for review and approval prior to obtaining a building permit.

**This is a separate submittal from the building construction plans. These plans shall be approved prior to submitting building plans for review.** (501.3) CFC

6. ***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.

7. The developer shall provide traffic signal pre-emption systems (Opticom) on any new or modified traffic signals installed with this development. (21351) CVC
8. Flammable or combustible liquid storage tanks shall **not** be located on the site without obtaining approval and necessary permits from the Fire District. (3401.4) CFC
9. The owner shall cut down and remove all weeds, grass, vines, or other growth that is capable of being ignited and endangering property. (304.1.2) CFC
10. The owner or the owner's authorized agent shall be responsible for the development, implementation and maintenance of a written plan in compliance with NFPA 241, establishing a fire prevention program at the project site applicable throughout all phases of the construction. The plan shall be made available for review by the fire code official upon request. (Ch.33) CFC

The fire prevention program superintendent shall develop and maintain an approved prefire plan in cooperation with the fire chief. The fire chief and fire code official shall be notified of changes affecting the utilization of information contained in such prefire plans. (Ch.33) CFC

11. The developer shall submit a minimum of two (2) complete sets of building construction plans and specifications for the subject project to the Fire District. After the new construction / tenant improvement plans are approved, plans and specifications for all deferred submittals shall be submitted, including, but not limited to the following.

- Private underground fire service water mains
- Fire sprinklers if required
- Fire alarm
- Emergency generator if required
- Carbon Dioxide Systems
- Aboveground/underground flammable/combustible liquid storage tanks

Plans shall be submitted to the Fire District for review and approval ***prior to*** construction of the building or installation of the systems 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

**CONTACT THE FIRE DISTRICT (MINIMUM 2 WORKING DAYS IN ADVANCE) AT 925-941-3300 EXT 3902 TO SCHEDULE AN INSPECTION OF THE ACCESS AND HYDRANT INSTALLATION PRIOR TO CONSTRUCTION OR THE STORAGE OF COMBUSTIBLE MATERIALS ON THE JOB SITE.**

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,



Michael Cameron  
Fire Inspector



**ATTACHMENT G**  
**FLOOR DISTRICT LETTER**  
**(SEPARATE PAGE)**

**From:** [Michael Burger](#)  
**To:** [Merideth, Zoe](#)  
**Cc:** [Jorge Hernandez](#); [Mark Boucher](#); [Michelle Cordis](#)  
**Subject:** RE: City of Antioch Project Routing - Laurel Ranch Gas Station  
**Date:** Wednesday, December 14, 2022 2:31:16 PM  
**Attachments:** [image002.jpg](#)  
[image003.png](#)  
[image005.png](#)  
[image001.png](#)  
[2022-1212 - DA 56 - Laurel Ranch Gas Station - APN 053-060-064.pdf](#)

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**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Ms. Meredith,

The Contra Costa County Flood Control and Water Conservation District (FC District) has reviewed the Preliminary Project Review for the Laurel Ranch Gas Station project located at the southwestern corner of Laurel Road and Country Hills Drive (APN 053-060-064) in the City of Antioch (City). We submit the following comments:

1. This project is located within Drainage Area 56 (DA 56), for which a drainage fee is due in accordance with Flood Control Ordinance Number 2002-24. By ordinance, all building permits or subdivision maps filed in this area are subject to the provisions of the drainage fee ordinance. Effective January 1, 2022, the current fee in this drainage area is \$1.05 per square foot of newly created impervious surface. The drainage area fee for this lot should be collected prior to issuing a building permit for this project.
2. The FC District is not the approving local agency for this project as defined by the Subdivision Map Act. As a special district, the FC District has an independent authority to collect drainage fees that is not restricted by the Subdivision Map Act. The FC District reviews the drainage fee rate every year the ordinance is in effect, and adjusts the rate annually on January 1 to account for inflation. The drainage fee rate does not vest at the time of tentative map approval. The drainage fees due and payable will be based on the fee in effect at the time of fee collection.
3. The DA 56 fee for this project is estimated to be \$62,797.17. Please see the enclosed spreadsheet for our drainage fee calculation.
4. We recommend that the City condition the developer to design and construct storm drain facilities to adequately collect and convey stormwater entering or originating within the development to the nearest adequate man-made drainage facility or natural watercourse, without diversion of the watershed.
5. The developer should be required to submit hydrology and hydraulic calculations to the City that prove the adequacy of the in-tract drainage system and the downstream drainage system. We defer review of the local drainage to the City. However, the FC District is available to provide technical review under our Fee-for-Service program.
6. Any work on the DA 56 Line G would be eligible for credit against drainage area fees, provided such work is in compliance with the District's DA 56 plan and plans are approved by the FC District. Reimbursement for work that exceeds a development's drainage fee obligation would be based upon a signed reimbursement agreement prior to performance of the work between the developer and the FC District. Once we agree with the alignment of the storm drain Line G, please have the developer's engineer submit an itemized estimate along with unit costs for our review in determining eligible drainage costs.
7. We recommend that the City condition the developer to contact the appropriate



environmental regulatory agencies, such as the State Department of Fish and Wildlife and State Regional Water Quality Control Board, to obtain all the necessary permits for this project or show that such permits are not necessary.

8. The Applicant should be required to comply with the current National Pollutant Discharge Elimination System (NPDES) requirements under the City's Stormwater Management and Discharge Control Ordinances and the C.3 Guidebook. We support the State's goal of providing best management practices to achieve the permanent reduction or elimination of stormwater pollutants and downstream erosion from new development. The FC District is available to provide technical assistance for meeting these requirements under our Fee-for-Service program.

We appreciate the opportunity to comment on the Laurel Ranch Gas Station project (APN 053-060-064) in the City of Antioch and welcome continued coordination with the City. If you have any questions, please contact us at your earliest convenience.

Regards,



Michael Burger | **Engineering Technician**

**Contra Costa County Flood Control & Water Conservation District**

255 Glacier Drive, Martinez, CA 94553

Phone: 925.313.2308 | Fax: 925.313.2333

[michael.burger@pw.cccounty.us](mailto:michael.burger@pw.cccounty.us) | [cccpublicworks.org](http://cccpublicworks.org)

---

**From:** Merideth, Zoe <[zmerideth@antiochca.gov](mailto:zmerideth@antiochca.gov)>

**Sent:** Wednesday, December 7, 2022 2:28 PM

**To:** Merideth, Zoe <[zmerideth@antiochca.gov](mailto:zmerideth@antiochca.gov)>

**Subject:** City of Antioch Project Routing - Laurel Ranch Gas Station

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The City of Antioch Planning Division is requesting your review of the project information and plans referenced in the attached PDF.

Please provide feedback on availability of services, potential design or code conflicts, requirements for additional permits, and draft conditions of project approval to the Project Manager referenced therein.

**Responses are requested at your earliest availability, by or before JANUARY 4, 2023 to Zoe Merideth (925-779-6122 or [zmerideth@antiochca.gov](mailto:zmerideth@antiochca.gov))**

Thank you in advance for your time and collaboration.

*If you wish to update, change, or remove your contact information please fill out the following quick online form:*

*City of Antioch Planning Division Inter-Agency Contact Form*

**Zoe Merideth**  
Senior Planner

City of Antioch | P.O. Box 5007, Antioch, CA 94531-5007



## Summary of Drainage Fees

Development #: **Laurel Ranch Gas Station (PDP22-01)**

Date: 12-Dec-22

APN: **053-060-064**

Fee Schedule: **2022**

Ordinance: 2002-24

Drainage Area: **56**

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

### **Multifamily Residences**

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

### **Single Family Residential**

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

Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 43,176		-	\$ 46,379	1.35	62,797.17
37,002		-	41,349		-
30,965		-	34,902		-
Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 34,020		-	\$ 34,020		-
2,016		-	2,016		-
2,310		-	2,310		-
2,688		-	2,688		-
3,077		-	3,077		-
3,455		-	3,455		-
3,822		-	3,822		-
4,011		-	4,011		-
Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 2,825		-	\$ 4,526		-
2,951		-	4,715		-
3,077		-	4,904		-
3,203		-	5,093		-
3,392		-	5,366		-
3,770		-	5,912		-
4,400		-	6,804		-
5,439		-	8,159		-
6,752		-	9,744		-
8,096		-	11,225		-

Amount of	Sqr Ft.	Unit Price	Amount
impervious surface.	0	1.05	\$ -
to account for:			

**TOTAL: \$62,797**

Calculate DA 130 fee if checked ☐

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

### **Comments:**

This fee is based on the the Site Plan/Project Data dated August 9, 2022 and prepared by Milestone Associates Imagineering, Inc. indicating the total project area as approximately 1.354 acres. 1 lot was charged at the Commercial/Industrial/Downtown subdivision rate.

Prepared by: Michael Burger

## Lot Closure

LOT #	(square feet)				
1	58,981	35	-	69	-
2	-	36	-	70	-
3	-	37	-	71	-
4	-	38	-	72	-
5	-	39	-	73	-
6	-	40	-	74	-
7	-	41	-	75	-
8	-	42	-	76	-
9	-	43	-	77	-
10	-	44	-	78	-
11	-	45	-	79	-
12	-	46	-	80	-
13	-	47	-	81	-
14	-	48	-	82	-
15	-	49	-	83	-
16	-	50	-	84	-
17	-	51	-	85	-
18	-	52	-	86	-
19	-	53	-	87	-
20	-	54	-	88	-
21	-	55	-	89	-
22	-	56	-	90	-
23	-	57	-	91	-
24	-	58	-	92	-
25	-	59	-	93	-
26	-	60	-	94	-
27	-	61	-	95	-
28	-	62	-	96	-
29	-	63	-	97	-
30	-	64	-	98	-
31	-	65	-	99	-
32	-	66	-	100	-
33	-	67	-		
34	-	68	-		

**Total Area (ft<sup>2</sup>):** 58,981

**Total Area (Acres):** 1.354

**Comments:**

AREA (SF)	QTY
<2,500	-
2,500-2,999	-
3,000-3,999	-
4,000-4,999	-
5,000-5,999	-
6,000-6,999	-
7,000-7,999	-
8,000-9,999	-
10,000-13,999	-
14,000-19,999	-
20,000-29,999	-
30,000-39,999	-
40,000 +	1