CITY OF ANTIOCH CALIFORNIA

STAFF REPORT TO THE PLANNING COMMISSION

DATE: Regular Meeting of September 1, 2021

SUBMITTED BY: Zoe Merideth, Senior Planner ZM

APPROVED BY: Forrest Ebbs, Community Development Director FE

SUBJECT: **AMPORTS Antioch Vehicle Processing Facility (UP-20-14, AR-20-18, V-21-04)**

RECOMMENDED ACTION

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

1. Adopt the resolution approving the AMPORTS Antioch Vehicle Processing Facility Project Initial Study/Mitigated Negative Declaration (IS/MND) and adopting the Mitigation Monitoring and Reporting Program (MMRP).

2. Adopt the resolution approving a Use Permit, Design Review, and Variance subject to conditions of approval (UP-20-14, AR-20-18, V-21-04).

DISCUSSION

Requested Approvals

The applicant, AMPORTS, requests approval of an IS/MND and MMRP and approval of a Use Permit, Design Review, and Variance to develop an automotive logistics and processing facility for vehicles prior to their distribution to dealerships. The project includes the conversion and upgrade of the existing wharf for roll on/roll off operations, construction of a new building, and new site improvements - including new paving, stormwater improvements, and fencing. The project is located at 2301 Wilbur Avenue (APNs 051-020-006 and 051-020-012). Each request is described in detail below:

1. IS/MND: The Planning Commission must adopt the resolution approving the IS/MND and MMRP prior to taking action on the other resolution for the project.

2. Use Permit: The Zoning Ordinance requires that a use permit be approved prior to operating vehicle storage in the M-2 zoning district.

3. Design Review: Design review of the project's architecture, design and landscaping is required.

4. Variance: A variance is required to reduce the required 30-foot front landscaping setback and place a fence over three feet in height within the required front setback.

Environmental

In accordance with the requirements of the California Environmental Quality Act (CEQA), an IS/MND was prepared for the proposed project and determined that all significant environmental impacts could be mitigated to a less-than-significant level with incorporation of mitigation. A copy of the public review draft of the IS/MND, Final IS/MND, MMRP, and appendices can be found at the following link:

https://www.antiochca.gov/community-development-department/planning-division/environmental-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 to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, recreation, transportation, and tribal cultural resources. The IS/MND concluded that all impacts would be reduced to a less than significant level with the implementation of mitigation measures. A MMRP was prepared and is included in Attachment A, Exhibit A

The draft IS/MND was released for public review from July 2, 2021 to August 2, 2021. Two comment letters on the IS/MND were received during the public review period (Contra Costa County Flood Control District and Central Valley Regional Water Quality Control Board). According to CEQA Guidelines Section 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 and are contained in the Final IS/MND. The Contra Costa County Flood Control District comment letter focuses on flood control responsibilities. The Central Valley Regional Water Quality Control Board letter focuses on permitting requirements. At the end of the comment period on August 2, 2021, the California Department of Fish and Wildlife (CDFW) requested to submit a comment after the close of the comment period. The City accepted this request. The City received the CDFW letter on August 4, 2021. The letter discusses regulatory requirements and comments on certain species of plants and animals. The Final IS/MND includes a response to the CDFW letter as well.

ANALYSIS

Site History and Project Overview

The proposed project involves the construction of an automotive logistics and processing facility on an approximately 38.9-acre vacant site to store and process new automobiles shipped from overseas to be transported to dealerships throughout the San Francisco Bay Area. The project site operated as a containerboard and linerboard production facility from 1956 to 2002. The facility last operated as the Gaylord Container Corporation West Mill facility from 1986 to 2002. Once the facility closed in 2002, most of the existing structures and underground pipelines were demolished and removed. Currently, the site is mostly paved and developed with a 5,000 square foot metal warehouse building in the eastern portion of the site, a security guard station, fencing, and entrance gates.

The project site is connected to an approximately 770-foot-long wharf located on the south bank of the San Joaquin River. The main portion of the wharf is approximately 422 feet in length and situated approximately 60 feet from the southern bank of the San Joaquin River. The existing wharf is located on lands managed by the California State Lands Commission. It is currently inoperable and has not serviced vessels since closure of the paper mill in 2002.

The proposed project will involve structural upgrades to the existing wharf to accommodate vessels arriving at the site to off-load new automobiles. It will also involve the construction of a new pre-engineered metal building of approximately 25,328 square feet; grading and paving of the site for automobile storage; the demolition and construction of new utility connections; stormwater improvements; lighting; and fencing.

Project development plans and the applicant's project description are included as Attachments C and D, respectively, to the staff report. Please note that the number of employees in the project description differs from this report and in the IS/MND. The number of employees was revised by the applicant team during the CEQA process. The comprehensive wharf plans are available to view online here: https://www.antiochca.gov/fc/community-development/planning/ProjectDOCs/UP-20-14-wp.pdf

General Plan, Zoning, and Land Use

The project site is in the Eastern Waterfront Employment Focus Area of the General Plan and is designated as General Industrial, which aligns with the Industrial land use designation elsewhere in the General Plan. The site is zoned Heavy Industrial (M-2). Automobile storage facilities are allowed in the M-2 district with the approval of a use Permit. The site is also zoned cannabis overlay district.

The surrounding land uses and zoning designations are noted below:

North:	San Joaquin River / None
South:	Warehousing and distribution / Planned Business Center (PBC) & Cannabis Overlay
East:	Vacant / Heavy Industrial (M-2) & Cannabis Overlay
West:	Vacant land/active and inactive industrial uses / Heavy Industrial (M-2) & Cannabis Overlay

Architecture and Site Design

The proposed project will construct a pre-engineered metal vehicle processing building of approximately 25,328 square feet in the eastern portion of the site. The pre-engineered vehicle processing building will be one-story tall with a maximum height of 24 feet and 3

inches. The building will include an open bay for six vehicle processing lanes, as well as administration offices, a conference room, restrooms, a break room, and storage areas.

The applicant has proposed for the building to have medium gray walls, a white roof, and very dark blue gutters and trim. The concrete masonry screening wall used to shield the mechanical equipment will be gray masonry. Staff has historically conditioned projects to avoid the use of white roofs, which do not age well and show dirt overtime. Consistent with other projects, staff has added a recommended condition of approval that the building's roof be a gray-tone to coordinate with the building's wall color.

The applicant is also proposing a future trailer for the stevedores with a restroom in the northeast corner of the site, on State Lands Commission controlled property. The design of the trailer is not shown on the project plans. Staff has added a recommended condition of approval that the trailer be subject to design review, built on a permanent foundation, and hooked up to utilities.

The existing wharf structure will be upgraded to accommodate vessels that will be delivering new automobiles to the project site from overseas. The proposed wharf structure will be approximately 31,240 square feet. Upgrades to the wharf structure will include the demolition of treated timber structures, concrete repair, installation of new steel and concrete piles, concrete deck installation, new walkways, installation of new breasting and mooring dolphins, and construction of a stern ramp to roll-on/roll-off new automobiles. Dolphins are marine structures that extend above the waterline and are not connected to shore. They typically consist of piles and are connected above the water to provide a platform or fixing point and can assist in berthing and mooring of vessels. These proposed improvements will primarily occur within the wharf's existing footprint, except for the new stern ramp that will be constructed from the wharf to the shoreline to support loading and unloading operations. There is an existing, isolated pier located to the east of the main wharf structure which will remain in place to allow operations and maintenance access from the easternmost mooring dolphins. There are also two existing pipeways/timber walkways and an existing concrete ramp that connect the existing wharf facilities to the shoreline, which will remain in place to allow wharf access from the landside.

The proposed project will involve grading and paving 20 acres of the site for the storage of approximately 3,000 to 4,000 automobiles. Employee parking will be located next to the building and along the fence line for the truckway, which is the truck loading area, just south of the building. The employee parking area will consist of 55 standard parking spaces and three accessible parking spaces. The stevedores, or dock workers, generally arrive at the site in groups by bus. The proposed project will also provide 10 truck lanes in a truckway area in the southern portion of the site.

AMPORTS has stated that they do not propose to use the rail spur on the site. Staff has added a recommended condition of approval that the applicant shall either improve or abandon the Wilbur Avenue rail crossing.

Facility Operation

The facility will receive vehicles shipped from overseas on vessels. The vehicles will be unloaded, lightly processed, and then trucked to dealerships in the San Francisco Bay Area and the greater Northern California Region.

The project will have an average of 30 daily employees onsite. However, on days when vessels will arrive to the project site it is estimated there will be 35 temporary stevedores present onsite to unload the automobiles from the vessels. It is anticipated that the proposed facility will operate Monday through Friday from 7:00 AM to 4:00 PM. The vehicle processing employees and temporary stevedores will typically be onsite from 7:00 AM to 3:30 PM. Additionally, the trucks will typically arrive to the project site Monday through Friday from 8:00 AM to 4:00 PM to transport the automobiles off-site. The proposed facility is not anticipated to operate during weekends; however, it is possible that a vessel could arrive on a Saturday or Sunday due to tidal influences or shipping schedules. Each vessel will off-load approximately 1,200 to 1,500 automobiles. Two tugboats per ocean going vessel will be used to help guide the vessels to dock. Process time to offload and stage the automobiles is estimated to take four to six and a half hours. Depending on the arrival time of the vessel and tidal conditions, the vessel may dock overnight at the facility before departing the following day. After the vehicles have been off-loaded, they will be staged and processed. Trucks will then transport the automobiles off-site to dealerships in the San Francisco Bay Area. The trucks will have capacity to hold nine to 10 automobiles. It is anticipated that 10 to 12 trucks will arrive at the project site per day to transport the automobiles.

The general process that takes place at the site will be similar, regardless of the vessel. When a vessel docks at the wharf, stevedores will unload the vehicles from the vessels. The vehicles will then be staged throughout the site prior to and after processing. These staging configurations will be dependent on the individual vendors. The vehicles will then be brought to the new pre-engineered building for processing, which includes inspection and accessorizing. When ready to leave the site, the vehicles will be brought to the truckway area where they are loaded onto trailers and trucked off-site.

In the applicant's project description and project request, the applicant stated that the project would generate approximately 25 vessel calls a year. When this number of vessel calls was used in the Air Quality and Green House Gas analysis for the Initial Study, it resulted in an exceedance of daily and annual thresholds of nitrogen oxides (NOx), which would have led to a potentially significant impact and required the preparation of a Focused EIR. Rather than prepare a Focused EIR, the applicant opted to have the CEQA consultant determine the maximum number of vessel calls per year that would result in a less than significant impact. Based on the analysis, a total of eight vessel calls per year may occur without exceeding the daily and annual thresholds of NOx, if another mitigation measure is also incorporated. The other mitigation measure (MM AIR-2) would require the applicant to reduce ship emissions in one of two ways. First, providing shore power,

which is when a vessel is plugged into the local electric grid and the engines are shut down. The second option in the mitigation measure is to use a California Air Resources Board approved control technology for auto carrier vessels, such as a capture-and-control technology that employs a “bonnet” to cover a ships exhaust stacks, which contains and treats harmful emissions. To ensure that a maximum of eight vessel calls a year, mitigation measure AIR-3 would be implemented. This mitigation measure requires the applicant to limit vessel calls to no more than eight per year or incorporate additional emission reduction measures. The applicant would be responsible for providing documentation demonstrating that operations have been revised and that they are below the annual and daily mass thresholds of significance for NOx. The applicant would also be responsible for a third-party verification of the documentation on behalf of the City. The full text of the mitigation measures is available in the IS/MND, which is available via the link in Environmental section, and in the MMRP, which is included as Exhibit A to Attachment A.

Frontage Improvements, Landscaping, Fencing, and Lighting

The applicant is proposing improvements to the landscaping, fencing, and lighting at the site. The project plans show the currently undisturbed areas around the perimeter of the site to remain unpaved and to be hydroseeded and maintained. The project plans show the proposed fencing will be located on the front property line, without providing frontage landscaping. The Antioch Municipal Code § 9-5.601 requires non-residential projects on an arterial street to provide a 30-foot front landscaping setback. The project plans do not currently show any landscaping setback.

The Wilbur Avenue right-of-way fronting the project site is currently approximately 91-feet-wide at the widest point, according to the project plans. Wilbur Avenue is planned to be widened to a 108-foot-wide arterial roadway. The project has been conditioned to dedicate and improve the additional right-of-way needed to accommodate the arterial roadway, including a five-foot-wide sidewalk, five-foot-wide landscaping planter, curb, and gutter prior to commencing operations at the site. The applicant will be required to dedicate approximately 17 feet, at the portion of Wilbur that is currently approximately 91-feet-wide.

To minimize the impact of the dedication and a full landscaping setback on the site layout, staff has added a recommended condition of approval to the project to provide a 10-foot landscaping setback, measured from the modified front property line. The recommended condition of approval requires screening landscaping, be installed to screen the fence and the site. Staff believes that with the landscaping setback and the five-foot-wide landscaping planter along Wilbur Ave that a sufficient amount of landscaping will be installed to screen the site. Additionally, the 17-foot dedication along with the 10-foot landscaping setback will nearly equal the 30-foot landscaping setback that would normally be required for a project.

The proposed project will construct a new six-foot-tall interior chain-link fence around the truck parking area in the southeastern portion of the project site. A new eight-foot-tall chain-link fence with black vinyl slats for screening will be constructed around the site perimeter and along Wilbur Avenue. Three strands of barbed wire are also proposed to be added on top of the perimeter fence. At the wharf, the fence will feature a 30-foot-wide gate.

The Antioch Municipal Code § 9-5.1602 allows fences to be up to eight feet tall within industrial zones with the approval of a use permit. The Antioch Municipal Code § 9-5.1601 allows barbed wire to be installed on the top of fences in special circumstances.

As proposed, the fence would be an eight-foot-tall chain-link fence with black vinyl slats with an additional foot of barbed wire on top, which would total nine feet tall. The United States Coast Guard (USCG) requires barbed wire for maritime facilities. USCG Circular COMDTPUB P16700.4 in section 2.3.8 states that "fencing at a site should be adequate to prevent unauthorized access to a facility." The section goes on to state that the "standards recommend that a fence be a minimum of 7 feet high with an additional 1 foot top guard for a total minimum height of 8 feet." Staff believes that given the nature of the facility and the USCG requirements that the barbed wire is warranted in this instance. Staff also believes that providing the 10-foot landscaping setback in front of the fence will prevent pedestrians from accidentally contacting the barbed wire. To comply with the Antioch Municipal Code and still meet the USCG requirements, staff has added a recommended condition of approval that the total height of the fence not exceed eight feet.

The proposed project would provide exterior lighting throughout the project site to illuminate the automobile parking areas and wharf structure. The lighting near the wharf will be amber for waterfront use. As required in the application checklist, a photometric plan was provided showing that the site meets or exceeds the required two foot-candle standard in the Antioch Municipal Code.

<u>Variance</u>

As conditioned, the project will include an eight-foot-high fence in the required front setback and a 10-foot landscaping front setback, where a 30-foot front landscaped setback is required. A fence up to eight feet high is allowed on the side and rear property lines in the heavy industrial zoning district with approval of a use permit, but a variance is required for anything over three feet high in the required 30-foot front landscaped setback.

In order to grant a variance, four findings must be made (Antioch Municipal Code Section 9-5.2703). If an application can meet all four of the findings, then the variance can be granted. Conversely, if any one of the findings cannot be made, the variance should be denied.

The four findings and their applicability to the variance are as follows:

1. **That there are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to the property or class of use in the same zone or vicinity.**

   The intended use of the property is a vehicle processing facility with a wharf. Due to the need to secure the vehicles, the USCG regulations to secure the site, the conditioned dedication for Wilbur Avenue, and the layout of the existing site, a reduced landscaping setback and security fence is most effectively placed close to Wilbur Avenue.

2. **That the granting of such variance will not be materially detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity.**

   The proposed 10-foot landscaping setback will allow for attractive landscaping to be installed at the site, which will help screen the fence and provide a buffer from the sidewalk and the barbed wire and will satisfy the USCG security requirements for the site. The conditions of approval also require the fence and landscaping to not cause a visual obstruction for drivers using the project's driveway. Therefore, the proposed reduced setback and fence will not be detrimental to the public health or injurious to the properties in the area.

3. **That because of special circumstances applicable to the subject property, including size, shape, topography, location, or surroundings, the strict application of the zoning provisions is found to deprive the subject property of privileges enjoyed by other properties in the vicinity under the identical zone classifications.**

   The project site will be developed a wharf facility with vehicle storage. Providing robust security for the wharf, as required by the USCG is unique to properties along the water with a functioning with wharf. Restricting the project to a three-foot-tall fence in the front setback would limit the project's ability to provide adequate security for the site. The City is conditioning the project to dedicate right-of-way to the site, reducing the amount of frontage that would normally be used for a front setback, this requirement is not placed on all properties. Therefore, this property features special circumstances that require a reduced setback and eight-foot fence in the front setback.

4. **That the granting of such variance will not adversely affect the comprehensive General Plan.**

The proposed use of the project site is consistent with the General Plan designation of Industrial. The applicant's request would not adversely affect the comprehensive General Plan.

ATTACHMENTS

A. Resolution adopting the IS/MND and MMRP for the AMPORTS Antioch Vehicle Processing Facility
   Exhibit A. Mitigation Monitoring and Reporting Program
B. Resolution approving a Use Permit, Design Review, and Variance
C. Project Plans
D. Project Description
E. CCCFPD Comment Letter
F. Letter from Ben Buben, AMPORTS Chief Operating Officer

ATTACHMENT A

Resolution adopting the IS/MND and MMRP for the AMPORTS Antioch Vehicle Processing Facility

ATTACHMENT A

PLANNING COMMISSION
RESOLUTION NO. 2021-**

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH ADOPTING THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE AMPORTS ANTIOCH VEHICLE PROCESSING FACILITY AS ADEQAUTE FOR ADDRESSING THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

WHEREAS, the City of Antioch received an application from AMPORTS for approval of an Initial Study / Mitigated Negative Declaration, Use Permit, Design Review, and Variance for the development of an automotive logistics and processing facility for vehicles prior to their distribution to dealerships. The project includes the conversion and upgrade of the existing wharf for roll on/roll off operations, construction of a new building, and new site improvements - including new paving, stormwater improvements, and fencing at 2301 Wilbur Avenue (UP-20-14, AR-20-18, V-21-04) (APNs 051-020-006 and 051-020-012);

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 July 2, 2021 and ending on August 2, 2021. Staff received two comment letters during the review period. Staff received one letter outside of the comment period;

WHEREAS, all three comment letters were responded to in the Final IS/MND;

WHEREAS, the Planning Commission has reviewed the IS/MND for this Project, the public comments, and the responses to comments received during the comment period;

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

WHEREAS, on September 1, 2021, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary and documentary;

WHEREAS, the custodian of the Final IS/MND and Mitigation Monitoring and Reporting Program (MMRP) 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/ and at the second floor of City Hall Monday through Friday 8:00-5pm. 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 APROVES AND ADOPTS the Final IS/MND, and MMRP for the Project (Exhibit A).

* * * * * * * *

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 1st day of September 2021.

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Forrest Ebbs
Secretary to the Planning Commission

ATTACHMENT A

Exhibit A:

Mitigation Monitoring and Reporting Program

Stantec

AMPORTS Antioch Vehicle Processing Facility Project

Mitigation Monitoring and Reporting Program

August 18, 2021

Lead Agency:

City of Antioch
Planning Division
200 H Street
Antioch, CA 94509

Technical Assistance:

Stantec Consulting Services Inc.
1340 Treat Boulevard, Suite 300
Walnut Creek, CA 94597

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ACRONYMS AND ABBREVIATIONS

Applicant	AMPORTS
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Antioch
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
HDPE	High-density polyethylene
HMBP	Hazardous Materials Business Plan
ISMND	Initial Study Mitigated Negative Declaration
MLD	Most Likely Descendant
MMRP	Mitigation, Monitoring, and Reporting Program
NAHC	Native American Heritage Commission
NMFS	National Marine Fisheries Service
PRC	Public Resources Code
proposed project	AMPORTS Antioch Vehicle Processing Facility Project
RWQCB	Regional Water Quality Control Board
SPCC	Spill Prevention, Control and Countermeasure Plan
SWPPP	Stormwater Pollution Prevention Program
USFWS	U.S. Fish and Wildlife Service

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1.0 MITIGATION MONITORING AND REPORTING PROGRAM

The purpose of the Mitigation, Monitoring, and Reporting Program (MMRP) is to provide the City of Antioch (City) Community Development Department and AMPORTS (Applicant) with a comprehensive list of the mitigation measures identified in the Initial Study Mitigated Negative Declaration (ISMND) for the AMPORTS Antioch Vehicle Processing Facility Project (proposed project).

1.1 INTRODUCTION

The City is acting as the Lead Agency, as defined by the California Environmental Quality Act (CEQA). In accordance with Public Resources Code (PRC) section 21081.6, a Lead Agency that approves or carries out a project with potentially significant environmental effects shall adopt a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment."

The CEQA Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with respect to implementing and monitoring mitigation measures. In accordance with CEQA Guidelines section 15097(d), "each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise." This discretion will be exercised by implementing agencies at the time they consider any of the activities identified in the environmental document.

This MMRP is a working guide to facilitate both the implementation of the mitigation measures and the monitoring, compliance, and reporting activities by the City and any monitors it may designate. If the City adopts the ISMND for the proposed project, it will adopt the MMRP.

1.2 OVERVIEW OF THE MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP is presented in the following table and includes the following components:

- The list of mitigation measures contained in the ISMND, as adopted by the City;
- The party responsible for implementing the mitigation measure;
- The timing for implementation of the mitigation measure;
- The agency responsible for monitoring implementation of the mitigation measure; and
- The monitoring action and frequency.

The City and its contractors will be required to comply with this MMRP in all respects. In any instance where non-compliance occurs, the City-designated environmental monitors will issue a warning to the construction supervisor and the City's Project

Manager. Any decisions to halt work due to non-compliance will be made by the City. The City's designated environmental monitors will keep records of any incidents on non-compliance with mitigation measures. Copies of these documents will be supplied to the City.

Once construction has begun and is underway, the City will carry out monitoring of the mitigation measures associated with construction. The MMRP will be maintained in the City's files for use in construction and operation of the proposed project.

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
Section 3.3: Air Quality						
MM AIR-1: Implement Construction Best Management Practices. The Applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate: a) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day; b) All haul trucks transporting soil, sand, or other loose material offsite will be covered; c) All visible mud or dirt track-out onto adjacent public roads will 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 will be limited to 15 miles per hour; e) All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used. f) Idling times shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of the California Code of Regulations. Clear signage shall be provided for construction workers at all access points. g) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. h) Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.	☐ The Applicant ☐ Construction Contractor	Prior to issuance of grading permit and during construction.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm best management practices (BMPs) are included in project specifications and grading plan. • Confirm BMPs are implemented throughout the construction phase.	Prior to issuance of grading permit and throughout the construction phase as needed.		

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Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
MM AIR-2: Implement Early California Air Resources Board At-Berth Regulations. The Applicant shall provide either shore power or a California Air Resources Board (CARB)-approved control technology to auto carrier vessels docking at the wharf to reduce NOx emissions. Alternatives to shore power may include what is known as capture-and-control technology that employs a "bonnet" to cover a ship's exhaust stacks, both containing and treating harmful emissions. The Applicant shall notify the City's Community Development Department which compliance mechanism they have selected prior to issuance of a grading permit.	The Applicant	Prior to issuance of grading permit and during operation of the proposed project.	**Monitoring Party:** City of Antioch Community Development Department **Monitoring Action:** Confirm shore power or a CARB-approved control technology is provided to auto carrier vessels docking at the wharf.	Throughout operation of proposed project.		
MM AIR-3: Reduce Annual Vessel Calls, Provide Emissions Offsets, or Otherwise Demonstrate a Reduction in Emissions. To reduce operation phase NOX emissions to below the BAAQMD annual and daily mass emissions thresholds, the Applicant shall limit vessel calls to no more than eight (8) vessel calls per year; or incorporate additional emission reduction measures which may include but are not limited to the following: • Secure and surrender NOx emissions offsets for NOx emissions over the BAAQMD threshold of significant; or, • Truck fleet electrification • Truck fleet alternative fuels (natural gas, hydrogen, etc.) • Truck model year restrictions, e.g., 2018 or newer • Truck idling restrictions The Applicant shall be responsible for the preparation of documents demonstrating revised operational characteristics are below BAAQMD annual and daily mass thresholds of significance for NOx, and shall also be responsible for a third-party verification on behalf of the City, if required by the City's Planning Manager.	• The Applicant	During operation of the proposed project.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm no more than eight (8) vessel calls occur per year unless given approval from City Planning Manager. • Confirm operational phase NOx emissions are below the BAAQMD emission threshold.	Throughout operation of the proposed project.		
Section 3.4: Biological Resources						
MM BIO-1: Special-Status Fish – Pile Driving. Prior to initiation of construction, the Applicant will consult with regulatory agencies with jurisdiction over the project activities, such as CDFW, NMFS, and USFWS to obtain appropriate permits, recommendations for mitigation measures and habitat mitigation recommendations for project impacts. In addition, the Applicant shall provide evidence of compliance with the permits to the City prior	• The Applicant • Construction Contractor	Prior to pile driving activities and during the construction phase.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm appropriate permits are obtained from CDFW, NMFS, and USFWS.	Prior to pile driving activities and throughout the construction phase as needed.		

A11

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
to start of project construction activities. This series of consultations will provide a comprehensive list of measures, which will be required to be implemented by the project. Any such measures will be incorporated into the project, but at a minimum, the following measures will be implemented during the driving of all piles: • Pile driving will be limited to the period between July 1 and November 30 for concrete and high-density polyethylene (HDPE) piles, and from August 1 and November 30 for steel piles. • A Worker Environmental Awareness Program will be developed which will inform project personnel about the ecology, and protection of special-status species, as well as any project specific measures to be implemented for the protection of aquatic species. A sign-in sheet documenting all onsite project personnel have attended the Worker Environmental Awareness Program will be kept onsite and a copy will be sent to the City's Community Development Department and appropriate agencies. • A Spill Prevention, Control, and Countermeasure Plan will be developed in advance of the project initiation (Mitigation Measure HAZ-2). • Any wildlife encountered within the work area will be allowed to leave the area unharmed. • A "soft start" shall be used during vibratory pile driving to give marine mammals, birds, and nearshore fish species an opportunity to move out of the area away from the sound source. Soft starts would be implemented at the start of each day's pile driving and at any time following the cessation of pile driving for a period of 30 minutes or longer. • For vibratory pile drivers, the sound shall be initiated for 15 seconds at reduced energy followed by a 30-second waiting period; this procedure shall then be repeated two additional times. The following measures will also be included for times when work involves driving steel piles: • To the extent feasible, pile driving for steel piles will be conducted with a vibratory hammer.			• Confirm the Applicant implements recommendations of permits issued by CDFW, NMFS, and USFWS.			

A12

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
• When installation with an impact hammer is required for steel piles, the following additional measures will be employed: o Underwater sound monitoring will be performed during pile driving activities, according to the details of a sound attenuation and monitoring plan accepted by the regulatory agencies. o Use of a bubble curtain. o Use of a slow start (gradually increasing energy and frequency). • To protect general water quality for special-status fish species, Mitigation Measure HAZ-1: Prepare and Implement a Hazardous Materials Business Plan (Section 3.9, Hazardous Materials) and Mitigation Measure HYD-1: Prepare and Implement a SWPPP (Section 3.10, Hydrology and Water Quality) would be required.						
MM BIO-2: Special-Status Marine Mammals – Pile Driving. To prevent impacts to marine mammals during the driving of steel piles which require use of an impact hammer, a biological monitor will be present to observe for marine mammals within 500 meters of the project area, which is the safety zone established around the work area based on pile driving estimates. If the monitor observes a marine mammal within the 500-meter disturbance zone, they will direct work to halt until the animal has left the area on its own and passed beyond the zone of influence for acoustic impacts or 15 minutes has elapsed since the last sighting.	• The Applicant • Construction Contractor • Biological monitor	During steel pile driving activities using an impact hammer.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm biological monitor is present on project site during pile driving activities.	Throughout the construction phase as needed.		
MM BIO-3: Migratory Nesting Birds. If initial construction activities commence during the nesting season (February 15 through September 15) a survey for active bird nests will be conducted by a qualified biologist no more than 5 days prior to the start of project activities. The survey will be conducted to the extent feasible for all areas within 250 feet around the project area in order to identify the location and status of any nests that could potentially be directly or indirectly affected by construction activities. If active nests of MBTA or FGC protected species are found within the project area or close enough to the area to affect nesting success, a work exclusion zone will be established around each nest. Established exclusion zones will remain in place until all young in the nest have	• The Applicant • Construction Contractor • Qualified biologist	Nesting bird survey will be conducted no more than 5 days prior to the start of project construction activities during nesting season.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm selection of qualified biologist • Confirm nesting bird surveys are conducted within 5 days of starting construction work during nesting season. • Confirm pre-construction clearance by qualified biologist	Prior to issuance of grading permit and throughout the construction phase as needed.		

A13

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
fledged or the nest otherwise becomes inactive (e.g., due to predation). Appropriate exclusion zone sizes vary dependent upon bird species, nest location, existing visual buffers, ambient sound levels, and other factors; an exclusion zone radius may be as small as 25 feet (for common, disturbance-adapted species) or as large as 250 feet or more for raptors. The no-disturbance buffer zone shall be determined by a qualified biologist. Nests shall be monitored daily during project-related activities by a qualified biologist to determine the sufficiency of the buffer and whether it should be expanded to protect the nest based on disruptions to an individual bird's natural nesting behavior. Exclusion zone size may also be reduced from established levels if supported by nest monitoring by a qualified biologist indicating that work activities are not adversely impacting the nest.			• If active nests of protected species are found, confirm exclusion zone has been established.			
MM BIO-4: Fill Below the Water Line and Shading of Open Waters of the San Joaquin River. The project will mitigate for the lost aquatic resource function resulting from permanent fill consisting of new piles and shading of open waters in the San Joaquin River by purchasing shallow freshwater habitat credits from an agency-approved mitigation or conservation bank at a ratio of no less than 1:1. The Applicant will provide proof of purchase for these credits to the City's Community Development Department in order to show compliance with agency permits.	• The Applicant	Prior to issuance of regulatory permits for in-water work.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm purchase of shallow freshwater habitat credit from an agency approved mitigation or conservation bank.	Prior to issuance of regulatory permits for in-water work..		
Section 3.5: Cultural Resources						
MM CUL-1: Cultural Materials Discovered During Construction. 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 archeological, historical, or tribal resource shall cease until an archaeologist who meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history evaluates the resource for its potential significance and determines whether the resource requires further study. If the qualified archaeologist determines that the cultural resource does not appear to be eligible for inclusion on the CRHR and is not identified as a tribal cultural resource, it will be appropriately documented on	• Construction Contractor • Qualified archaeologist	During the construction phase.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm a qualified archaeologist is under contract prior to the start of any ground disturbing activities. • If cultural resources are discovered during construction, confirm activities are halted until appropriate treatment measures are implemented.	Prior to issuance of grading permit and throughout the construction phase as needed.		

A14

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
Department of Parks and Recreation (DPR) 523 series forms and project activity may resume. If the qualified archaeologist determines that the cultural resource appears eligible for inclusion on the CRHR, the archaeologist shall make recommendations to the City of Antioch on the measures to be implemented to protect the discovered resources. The measures may include avoidance, preservation in place, data recovery excavation, or other appropriate measures outlined in PRC Section 21083.2. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate DPR forms and evaluated for significance in terms of CEQA criteria. The Applicant shall be responsible for the costs of retaining a qualified archaeologist, and for the recording of resources on DPR forms. Title to all archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the California State Lands Commission. Commission staff shall be notified of any cultural resources or paleontological specimens discovered on lands under the jurisdiction of the California State Lands Commission. The final disposition of archaeological and historical resources or paleontological specimens from such lands must be approved by the California State Lands Commission. No further grading shall occur within a 50-foot radius of the discovery until the City of Antioch approves the measures to protect these resources. Any archaeological artifacts recovered because of mitigation shall be donated to a qualified scientific institution approved by the City where they would be afforded long-term preservation to allow future scientific study.						
MM CUL-2: Worker Awareness Training. Prior to the start of any ground disturbance, all field personnel shall receive worker's environmental awareness training on cultural resources. The training, which may be conducted with other environmental or safety trainings, will provide a description of cultural resources that may be encountered during construction and outline the steps to follow in the event that a discovery is made. Documentation of training shall be submitted to the City's Community Development Department.	• Construction Contractor • Qualified archaeologist	Pre-construction: Prior to ground disturbing activities.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm a qualified archaeologist is under contract prior to the start of any ground disturbing activities. • Confirm a qualified archaeologist provides worker awareness	Prior to issuance of grading permit and throughout the construction phase as needed.		

A15

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
			training prior to start of any ground disturbing activities.			
MM CUL-3: **Human Remains Discovered During Construction.** 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: 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 that 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" (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of the human remains and any associated grave goods with appropriate dignity, as provided in PRC Section 5097.98. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from further disturbance. If the landowner does not accept the MLD's recommendations, the owner or the MLD may request mediation by NAHC.	• Construction Contractor • Qualified archaeologist	During the construction phase.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm a qualified archaeologist is under contract prior to the start of any ground disturbing activities. • Confirm a qualified archaeologist is onsite monitoring during ground disturbing activities • If human remains are discovered during construction, confirm activities are halted until appropriate treatment measures are implemented.	Prior to issuance of grading permit and throughout the construction phase as needed.		
Section 3.7: Geology and Soils						
MM GEO-1: Prepare and Implement Dewatering Plan. If groundwater is expected to be encountered during construction activities, a dewatering plan will be submitted to the City for approval prior to issuance of a grading permit. At a minimum, the dewatering plan will detail dewatering methods, location of dewatering activities, equipment, groundwater sampling, disposal,	• The Applicant	Prior to issuance of grading permits.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:**	Prior to issuance of grading permits and throughout the construction phase as needed.		

A16

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
and discharge point in accordance with the applicable waste discharge requirements of the Central Valley Regional Water Quality Control Board (RWQCB). In the event that shoring methods are implemented for any excavations, shoring plans shall be prepared in accordance with the requirements of the final geotechnical investigation report and submitted to the City for approval prior to issuance of a grading permit. All shoring plans shall be prepared in accordance with the California Division of Occupational Safety and Health regulations and the City's engineering standards and specifications.			• Confirm all dewatering and shoring plans have been submitted to the City. • Confirm plans are implemented during construction phase.			
MM GEO-2: Procedures for Paleontological Resources Discovered During Construction. If any paleontological resources are encountered during ground-disturbing or subsurface construction activities (e.g., trenching, grading), all construction activities within a 50-foot radius of the identified resource shall cease and the City shall immediately be notified. The Applicant shall retain a qualified paleontologist (as approved by the City) to evaluate the find and recommend appropriate treatment of the inadvertently discovered paleontological resource. The appropriate treatment of an inadvertently discovered paleontological resource shall be implemented to ensure that impacts to the resource are avoided. The title to all paleontological resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the California State Lands Commission. California State Lands Commission staff shall be notified of any cultural resources or paleontological specimens discovered on lands under the jurisdiction of the California State Lands Commission. The final disposition of archaeological and historical resources or paleontological specimens from such lands must be approved by the California State Lands Commission.	• Construction Contractor • Qualified paleontologist	During the construction phase.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm selection of qualified paleontologist. • If paleontological resources are encountered during construction, confirm construction activities are halted until appropriate treatment measures are implemented.	Prior to issuance of grading permit and throughout the construction phase as needed.		
Refer to Mitigation Measure HYD-1: Prepare and Implement a Stormwater Pollution Prevention Plan in Section 3.10, Hydrology and Water Quality.						
Section 3.9: Hazards and Hazardous Materials						
MM HAZ-1: Prepare and Implement a Hazardous Materials Business Plan. The Applicant shall prepare a HMBP in accordance with CFR, Title 40. The HMBP shall include inventory of any individual hazardous materials or mixture in excess of any of the following quantities: 55	• The Applicant	Prior to occupancy and operation.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:**	Once prior to occupancy.		

A17

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
gallons (liquid); 500 pounds (solid); or 200 cubic feet (gases). The HMBP would include measures for safe storage, transportation, use, and handling of hazardous materials. The HMBP shall also include a contingency plan that describes the facility's response procedures in the event of a hazardous materials release. The HMBP shall be submitted to Contra Costa Health Services prior to occupancy and operation. The Applicant will provide documentation of submittal to the City's Community Development Department.			• Confirm HMBP was submitted to Contra Costa Health Services.			
MM HAZ-2: Prepare and Implement a Spill Prevention, Control and Countermeasure Plan. A Spill Prevention, Control, and Countermeasure Plan (SPCC) shall be prepared in accordance with Section 311(j)(1)(C) of the Clean Water Act. The Applicant will develop and implement an SPCC Plan that describes oil handling operations, spill prevention practices, discharge or drainage controls, and the personnel, equipment and resources at the facility that are used to prevent oil spills from reaching navigable waters or adjoining shorelines. The SPCC Plan must describe and include the following elements: • Operating procedures at the facility to prevent oil spills; • Control measures (such as secondary containment) installed to prevent oil spills from entering navigable waters or adjoining shorelines; and • Countermeasures to contain and cleanup the effects of an oil spill that has impacted navigable waters and adjoining shorelines. The SPCC shall be submitted to Contra Costa Health Services prior to occupancy and operation. The Applicant will provide documentation of the submittal to the City's Community Development Department.	• The Applicant	Prior to occupancy and operation.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm SPCC was submitted to Contra Costa Health Services.	Once prior to occupancy.		
Refer to Mitigation Measures HYD-1: Prepare and Implement a Stormwater Pollution Prevention Plan and HYD-2: Obtain General Industrial Permit in Section 3.10, Hydrology and Water Quality.						
Section 3.10: Hydrology and Water Quality						
MM HYD-1: Prepare and Implement a Stormwater Pollution Prevention Plan. Coverage shall be obtained for the project under the Construction General Permit (Order No. 2009-009-DWQ, as amended by 2010-0014-DWQ and 20152-006-DWQ). Per the requirements of the State Water Resources Control Board, a SWPPP shall	• The Applicant • Construction Contractor	Prior to issuance of grading permits and during construction.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:**	Once at the time of contractor specifications review and throughout the construction phase as needed.		

A18

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
be prepared for the project to reduce the potential for water pollution and sedimentation from proposed project activities. The SWPPP shall address site runoff, assuring that project runoff shall not affect or alter the drainage patterns on the project site. The SWPPP shall comply with the Waste Discharge Requirements of the Central Valley RWQCB Permit.			• Confirm requirements of the approved SWPPP are included in project specifications and implemented throughout the construction phase.			
MM HYD-2: Obtain Industrial General Permit. Prior to operation, the Applicant shall obtain coverage under the Industrial General Permit (Order No. 2014-0057-DWQ). Per the requirements of the State Water Resources Control Board, the Applicant and facility operators would be required to prepare an operational SWPPP, eliminate unauthorized non-stormwater discharges, and perform monitoring of stormwater discharges and authorized non-stormwater discharges. The operational SWPPP shall comply the City's sewer discharge requirements, as specified in Chapter 6-4, of the Antioch Municipal Code, and the Waste Discharge Requirements of the Central Valley RWQCB Permit.	• The Applicant • Facility Operators	Prior to operation of the proposed project.	**Monitoring Party:** • City of Antioch Community Development Department **Monitoring Action:** • Confirm requirements are met and implemented prior to operation.	Once prior to operation.		
Refer to Mitigation Measure BIO-1: Special-Status Fish – Pile Driving in Section 3.4, Biological Resources and Mitigation Measure GEO-1: Prepare and Implement Dewatering Plan in Section 3.7, Geology and Soils.						
Section 3.13: Noise						
Refer to Mitigation Measure BIO-1: Special-Status Fish – Pile Driving in Section 3.4, Biological Resources.						
Section 3.16: Recreation						
Refer to Mitigation Measure TRANS-1: Advanced Notice to Mariners in Section 3.17, Transportation.						
Section 3.17: Transportation						
MM TRANS-1: Advanced Notice to Mariners. All offshore operations shall be described in a Local Notice to Mariners to be submitted to the U.S. Coast Guard at least 15 days prior to mobilization and decommissioning activities. The Notice shall include: • Type of operation • Location of operation, including latitude and longitude and geographical position, if applicable • Duration of operation, including start and completion dates (if these dates change, the U.S. Coast Guard needs to be notified) • Vessels involved in the operation • Very High Frequency-FM radio frequencies monitored by vessels on the scene	• Construction Contractor	Prior to start of construction activities.	**Monitoring Party:** • U.S. Coast Guard **Monitoring Action:** • Confirm Local Notice to Mariners has been submitted at least 15 days prior to mobilization and decommissioning activities.	Once prior to start of construction.		

A19

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
• Point of contact and 24-hour phone number • Chart Number for the area of operation						
Section 3.18: Tribal Cultural Resources						
Refer to Mitigation Measures CUL-1: Cultural Materials Discovered During Construction, CUL-2: Worker Awareness Training, and CUL-3: Human Remains Discovered During Construction in Section 3.5, Cultural Resources.						

ATTACHMENT B

Resolution approving a Use Permit, Design Review, and Variance

ATTACHMENT B

PLANNING COMMISSION
RESOLUTION NO. 2021-**

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH APPROVING A USE PERMIT, DESIGN REVIEW, AND VARIANCE (UP-20-14, AR-20-18, V-21-04) FOR AMPORTS ANTIOCH VEHICLE PROCESSING FACILITY AT 2301 WILBUR AVENUE

WHEREAS, the City of Antioch received an application from AMPORTS for approval of an Initial Study / Mitigated Negative Declaration, Use Permit, Design Review, and Variance for the development of an automotive logistics and processing facility for vehicles prior to their distribution to dealerships. The project includes the conversion and upgrade of the existing wharf for roll on/roll off operations, construction of a new building, and new site improvements - including new paving, stormwater improvements, and fencing at 2301 Wilbur Avenue (UP-20-14, AR-20-18, V-21-04) (APNs 051-020-006 and 051-020-012);

WHEREAS, an Initial Study / Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15162, and considered by the Planning Commission on August 18, 2021;

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

WHEREAS, the Planning Commission September 1, 2021, duly held a public hearing, received and considered evidence, both oral and documentary; and

WHEREAS, on September 1, 2021, the Planning Commission adopted the Initial Study / Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program for the project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby make the following findings required for approval of the 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.

   The proposed vehicle processing facility is required to comply with multiple conditions of approval that address the project's impact on public health and the properties in the vicinity. The vehicle processing facility is located in an industrial district with similar uses in close proximity. Based upon the conditions imposed, the proposed use will not create adverse impacts to the surrounding businesses and residents.

2. The use applied at the location indicated is properly one for which a Use Permit is authorized.

   The site is zoned Heavy Industrial (M-2). The Heavy Industrial District allows vehicle storage with the approval of a use permit.

3. The site for the proposed use is adequate in size and shape to accommodate such use, and all parking, and other features required.

   The proposed site is adequate in size and shape to accommodate a vehicle processing facility. The proposed facility will provide ample space for the vehicles to be stored along with ample employee parking.

4. That the site abuts streets and highways adequate in width and pavement type to carry the kind of traffic generated by the proposed use.

   The project site is currently vacant, partially paved, and has an existing wharf and is located on Wilbur Avenue, which is adequate in width and pavement type to carry the traffic generated by the proposed use.

5. The granting of such Use Permit will not adversely affect the comprehensive General Plan.

   The use will not adversely affect the comprehensive General Plan because the project is consistent with the General Plan designation for the site of Industrial.

BE IT FURTHER RESOLVED that the Planning Commission does hereby make the following findings for the approval of a Variance for an eight-foot-high fence in the required front setback and a 10-foot landscaping front setback, where a 30-foot front landscaped setback is required:

1. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to the property or class of use in the same zone or vicinity.

   The intended use of the property is a vehicle processing facility with a wharf. Due to the need to secure the vehicles, the USCG regulations to secure the site, the conditioned dedication for Wilbur Avenue, and the layout of the existing site, a reduced landscaping setback and security fence is most effectively placed close to Wilbur Avenue.

2. That the granting of such variance will not be materially detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity.

The proposed 10-foot landscaping setback will allow for attractive landscaping to be installed at the site, which will help screen the fence and provide a buffer from the sidewalk and the barbed wire and will satisfy the USCG security requirements for the site. The conditions of approval also require the fence and landscaping to not cause a visual obstruction for drivers using the project's driveway. Therefore, the proposed reduced setback and fence will not be detrimental to the public health or injurious to the properties in the area.

3. That because of special circumstances applicable to the subject property, including size, shape, topography, location, or surroundings, the strict application of the zoning provisions is found to deprive the subject property of privileges enjoyed by other properties in the vicinity under the identical zone classifications.

   The project site will be developed a wharf facility with vehicle storage. Providing robust security for the wharf, as required by the USCG is unique to properties along the water with a functioning with wharf. Restricting the project to a three-foot-tall fence in the front setback would limit the project's ability to provide adequate security for the site. The City is conditioning the project to dedicate right-of-way to the site, reducing the amount of frontage that would normally be used for a front setback, this requirement is not placed on all properties. Therefore, this property features special circumstances that require a reduced setback and eight-foot fence in the front setback.

4. That the granting of such variance will not adversely affect the comprehensive General Plan.

   The proposed use of the project site is consistent with the General Plan designation of Industrial. The applicant's request would not adversely affect the comprehensive General Plan.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Antioch does hereby **APPROVE** a Use Permit, Design Review, and Variance for the development of an automotive logistics and processing facility for vehicles prior to their distribution to dealerships. The project includes the conversion and upgrade of the existing wharf for roll on/roll off operations, construction of a new building, and new site improvements - including new paving, stormwater improvements, and fencing at 2301 Wilbur Avenue (UP-20-14, AR-20-18, V-21-04) (APNs 051-020-006 and 051-020-012) subject to the following conditions:

A. <u>GENERAL CONDITIONS</u>

1. 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.

2. This approval expires two years from the date of approval (Expires September 1, 2023), unless: a building permit has been issued and construction has diligently commenced thereon and has not expired; a certificate of occupancy has been issued; or the use is established. 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.

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

4. The developer shall defend, indemnify, and hold harmless the City in any action brought challenging any land use approval or environmental review for the Project. In addition, developer shall pay any and all costs associated with any challenge to the land use approval or environmental review for the Project, including, without limitation, the costs associated with any election challenging the Project.

5. A final and unchallenged approval of this project supersedes previous approvals that have been granted for this site.

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

7. 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.

8. All required easements or rights of entry for off-site improvements 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.

9. 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.

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

11. 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.

12. On site Asphalt paving including repairs to existing pavement 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.

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

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

B. <u>CONSTRUCTION CONDITIONS</u>

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 Manager or designee for consideration.

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

3. 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.

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

C. <u>FIRE REQUIREMENTS</u>

1. All requirements of the Contra Costa County Fire District shall be met.

D. <u>FEES</u>

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

2. The applicant shall pay all pass-through fees. Fees include but are not limited to:

- East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fee in effect at the time of building permit issuance.
- Contra Costa County Fire Protection District Fire Development Fee in effect at the time of building permit issuance.
- Development Impact Fee
- Traffic Signal Fees
- Gravity Flow Sewer Assessment Fee
- School Impact Fees
- Delta Diablo Sewer Fee
- Contra Costa Water District Fee

3. The applicant shall pay the Contra Costa County Flood Control District Drainage Area fee in effect at the time of, and prior to issuance of, a building permit.

4. Prior to the issuance of a certificate of occupancy, the property shall annex into Street Lighting and Landscape District 2A Zone 3 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.

E. <u>PROPERTY MAINTENANCE</u>

1. 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.

2. The project shall comply with Property Maintenance Ordinance Section 5-1.204. No final landscape and irrigation plan shall be considered complete without an approved maintenance agreement reflective of standards contained in Section 5-1.204(G).

3. Property owner shall comply with all City municipal code regarding the maintenance of property.

4. Property owner shall be responsible for maintaining all on-site and frontage landscaping and storm water detention basins.

F. <u>GRADING</u>

1. The grading operation shall take place at a time, and in a manner, so as not to allow erosion and sedimentation. 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.

G. CONSERVATION/NPDES

1. The project shall comply with all Federal, State, and City regulations for the National Pollution Discharge Elimination System (NPDES) (AMC§6-9). Under NPDES regulations, the project is subject to provision C.3: New development and redevelopment regulations for storm water treatment. Provision C.3 requires that the project include storm water treatment and source control measures, as well run-off flow controls, so that post-project runoff does not exceed estimated pre-project runoff. C.3 regulations require the submittal of a Storm Water Control Plan (SWCP) that demonstrates how compliance will be achieved. The SWCP shall be submitted simultaneously with the project plans. An Operation and Maintenance Plan (O&M) for the treatment and flow-controls in the approved SWCP shall be submitted and approved before the Building Department will issue Certificate of Occupancy permits and shall be included in the project CC&Rs. Prior to building permit final and issuance of a Certificate of Occupancy, the applicant 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.

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

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 applicant shall submit a permit application consistent with the applicant'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 applicant shall submit, for review and approval by the City, a final Storm Water BMP Operation and Maintenance Plan in accordance with City of Antioch guidelines. This O&M plan shall incorporate City comments on the draft O&M plan and any revisions resulting from changes made during construction. The O&M plan shall be incorporated into the CC&Rs for the Project.

d. Prior to building permit final and issuance of a Certificate of Occupancy, the applicant shall execute and record any agreements identified in the Storm Water Control Plan which pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs.

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

f. Collect and convey all storm water entering, and/or originating from, the site to an adequate downstream drainage facility. 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. Applicant shall implement Best Management Practices (BMP's) at all times.

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

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

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

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

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

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

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

6. Double detector check fire line backflow assemblies shall be enclosed within an easement granted to the City, as needed, and at no cost to the City.

7. The developer shall provide all offsite and onsite improvements necessary to 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.

8. Water systems shall be designed as a looped distribution system, if not already connecting as a looped system, developer shall be responsible for installing any water mains, meters, and backflow devices to create a looped system at no cost to the City.

9. The developer 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.

10. The developer shall minimize water and sewer connection tie-ins to wet utility mains.

11. All onsite utilities shall be privately maintained and connected to public facilities in accordance with City Standards, or as approved by the City Engineer.

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

13. All structures onsite shall be connected to water and sewer mains for service.

I. LANDSCAPING

1. Sight distance triangles shall be maintained per Antioch Municipal Code § 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 landside 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.

J. MITIGATION MONITORING AND REPORTING PROGRAM

1. The developer shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP) for the AMPORTS Antioch Vehicle Processing Facility Project.

2. The applicant shall comply with mitigation measure AIR-3 in the MMRP, which states:

   MM AIR-3: Reduce Annual Vessel Calls, Provide Emissions Offsets, or Otherwise Demonstrate a Reduction in Emissions. To reduce operation phase NOX emissions to below the BAAQMD annual and daily mass emissions thresholds, the Applicant shall limit vessel calls to no more than eight (8) vessel calls per year; or incorporate additional emission reduction measures which may include but are not limited to the following:

   - Secure and surrender NOx emissions offsets for NOx emissions over the BAAQMD threshold of significant; or,
   - Truck fleet electrification
   - Truck fleet alternative fuels (natural gas, hydrogen, etc.)
   - Truck model year restrictions, e.g., 2018 or newer
   - Truck idling restrictions

The Applicant shall be responsible for the preparation of documents demonstrating revised operational characteristics are below BAAQMD annual and daily mass thresholds of significance for NOx, and shall also be responsible for a third-party verification on behalf of the City, if required by the City's Planning Manager.

K. PROJECT SPECIFIC CONDITIONS

1. This approval applies to the project plans and other design drawings provided to the City of Antioch on January 29, 2021; the updated wharf plans provided to the City of Antioch on March 23, 2021; the topographic map prepared by Cinquini & Passarino, Inc. provided to the City of Antioch on April 28, 2021; and the updated conceptual stormwater control plan sheet (CG-201) dated May 4, 2021.

2. Prior to the commencement of operations at the site, the property owner shall dedicate and improve additional right-of-way along the project frontage as necessary for the widening of Wilbur Avenue to accommodate a 108-foot-wide arterial roadway, to the satisfaction of the City Engineer.

3. Applicant shall design and construct all frontage improvements, prior to commencement of operations at the site, along Wilbur Avenue including a 5-foot-wide sidewalk, 5-foot-wide landscaping planter, curb and gutter. Asphalt paving shall be designed for a minimum traffic index (T.I.) of 9.0 and shall have a minimum slope of 2%. Pavement section shall be a minimum of 6" A.C. over 18" Class II A.B.

4. Applicant shall conform all new improvements with existing improvements at the cost of the applicant. Transitions shall all occur offsite from the project frontage.

5. The applicant shall locate the front boundary fence 10 feet back from the modified front property line. Screening landscaping shall be installed within this 10-foot area with plants such as oleander to screen the fence. The landscaping shall be shown on the building permit for the landside work and shall be subject to review and approval by the Planning Division.

6. Applicant shall design and construct all signing and striping necessary to conform the existing Wilbur Avenue improvements with the new improvements constructed by this project all at the cost of the applicant.

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

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

9. No Parking Any Time (R26) signage shall be installed per California MUTCD standards at locations along project frontage as approved by the City Engineer.

10. The applicant shall show a turning template on the building permit site plan verifying that delivery trucks can safely ingress, egress and successfully maneuver throughout the site.

11. The location of the trash enclosures shall be shown on the building permit submittal for the landside operations. The waste company shall provide approval for the location of all trash enclosures, subject to the approval of the City Engineer. Trash enclosures shall not be located within any easement areas.

12. The building permit submittal shall include detailed plans of the location and design of the trash enclosure, in compliance with Antioch Municipal Code Section § 9-5.1401, including:

    - The walls of the trash enclosure structure shall be constructed of solid masonry material with a decorative exterior surface finish compatible to the main structure(s). A split face concrete block finish is recommended;

    - The trash enclosure structure shall have solid heavy gauge metal gates; the trash enclosure for residential developments should be designed to allow walk-in access by tenants without requiring the main enclosure gates to be opened;

    - The trash enclosure walls shall be a minimum six feet in height. The minimum dimensions for the trash enclosure shall be adequate for the size and number of dumpster units and recycling bins; and signage identifying the types of recyclable materials accepted for collection at the trash enclosure shall be conspicuously posted within the enclosure;

    - If visible from public view, the perimeter of the trash enclosure structure shall be planted with landscaping, including a combination of shrubs and/or climbing evergreen vines.

13. Stop signs shall be installed at driveway exits onto Wilbur Avenue prior to the commencement of operations.

14. Striping of Wilbur Avenue along project frontage section shall be restriped and restored to the satisfaction of the City Engineer prior to the commencement of operations.

15. Developer shall improve or abandon Wilbur Avenue rail crossing servicing the project site. The improvements or abandonment shall be completed prior to the commencement of operations at the site.

- If rail crossing is utilized, developer shall reconstruct rail crossing to conformance of new and existing frontage improvements. Pedestrian crossing guards/signage shall be constructed at no cost to the City. All permitting through the railroad shall be of applicant's responsibility.

- If rail crossing is abandoned, developer shall repair Wilbur Avenue site frontage to the satisfaction of the City Engineer.

16. The project entry shall allow for two (2) full-sized auto-carriers to be queue in line at the gate without any portion of the vehicle protruding into the travel lanes on Wilbur Avenue. The building permit plans for the landside work shall show the revised project entry and a template of the two (2) full-sized auto-carriers queued.

17. Developer shall extend the existing sewer main on Wilbur Avenue to the full extent of site frontage and connect to Wilbur Avenue sewer main for service. The work shall be completed prior to the commencement of operations at the site.

18. The stevedore trailer shall be built on a permanent foundation and hooked up to utilities. The trailer shall be subject to administrative design review prior to the submittal of building permits for the trailer.

19. The roof of the office and vehicle process facility shall be gray toned instead of white and shall be subject to review and approval by the Planning Division prior to the issuance of a building permit for the building.

20. The perimeter chain link fence adjacent to the public right-of-way shall have vinyl clad hardware.

21. The perimeter chain link fence shall be a maximum height of seven feet with an additional one foot of barbed wire. The total fence height shall not exceed eight feet.

22. Prior to issuance of a building permit for the landside work or commencement of operations at the site, whichever comes first, the developer shall secure the required regulatory permits to use, operate, and maintain the existing storm water outfall which drains the site directly to the San Joaquin River.

23. The developer shall secure all required regulatory permits necessary for the construction and operation of the site.

24. Fencing shall not obstruct sight distance triangles, as required per Antioch Municipal Code § 9-5.1101, Site Obstructions at Intersections.

25. In alignment with the City's adopted Climate Action Plan (2010), the City requires this development to install at least 1 "Idle Free" incidental sign encouraging drivers not to idle their vehicle in order to reduce air pollution and greenhouse gas emissions. The City recommends the sign be placed in an area where drivers are likely to see it when they park and wait, such as at the beginning of a drive thru or pick up area. The sign's location shall be shown on plans and shall be reviewed and approved by staff at the building permit stage. The City requires that the sign be 12"x18" and meet existing City requirements for signage, such as for no parking signs, traffic sign mounting, and signage in the right of way. The applicant shall visit the Idle Free Bay Area website at https://idlefreebayarea.org/resources/ in order to view a sample bilingual Idle Free sign. This template sign can be used by the applicant when having a sign designed and printed.

26. Per the letter dated June 30, 2021, AMPORTS acknowledges the need to enter into a formal agreement with the City of Antioch regarding the public/private partnership for this project to be a success for all parties. AMPORTS also agrees to work in good faith to develop an agreement to mitigate City impacts as well as negotiate City protections and cost reimbursement for administration of a PIDP grant if awarded.

* * * * * * * *

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 1st day of September 2021.

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Forrest Ebbs
Secretary to the Planning Commission

ATTACHMENT C

Project Plans

AMPORTS ANTIOCH VEHICLE PROCESSING FACILITY

ANTIOCH WHARF - PULP TO RORO BERTH CONVERSION AND ON-SITE FACILITIES

2301 WILBUR AVENUE, ANTIOCH, CA
APN: 051020012
APN: 051020006

ANTIOCH SITE

LOCATION MAP
NTS

PROJECT LOCATION

VICINITY MAP
NTS

DRAWING INDEX

SHEET	NO.	DRAWING TITLE
G-001	1	TITLE SHEET
CS-101	2	CONCEPTUAL SITE PLAN
CS-301	3	CONCEPTUAL ENGINEERED CROSS-SECTIONS
CS-302	4	CONCEPTUAL TRUE CROSS-SECTIONS
CG-101	5	CONCEPTUAL GRADING AND DRAINAGE PLAN
CG-201	6	CONCEPTUAL STORMWATER CONTROL PLAN
CU-101	7	CONCEPTUAL UTILITY PLAN
ES-101	8	CONCEPTUAL ELECTRICAL SITE LIGHTING PLAN
ES-151	9	CONCEPTUAL ELECTRICAL SITE LIGHTING PHOTOMETRIC CALCULATIONS
ES-651	10	CONCEPTUAL ELECTRICAL SITE LIGHTING SCHEDULES
A-101	11	CONCEPTUAL FLOOR PLAN
A-102	12	CONCEPTUAL ROOF PLAN
A-201	13	CONCEPTUAL EXTERIOR ELEVATIONS AND EXTERIOR FINISHES
		SIGN PLAN (NOT INCLUDED, SEE SITE PLAN)
		TRAFFIC SIGNING & STRIPING PLAN (NOT INCLUDED, SEE SITE PLAN)
		LANDSCAPE PLAN (NOT INCLUDED, SEE SITE PLAN)
		WHARF IMPROVEMENT PLANS (INCLUDED AS A SEPARATE SET)

ANTIOCH USE PLAN PERMIT SET
REVISED: 1/28/2021

TranSystems
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BERKELEY, CA 94704
PHONE: 510-835-2761
FAX: 510-842-1579

CONSULTANTS:

AMPORTS ANTIOCH
VEHICLE PROCESSING FACILITY
2301 WILBUR AVENUE, ANTIOCH, CA

REVISIONS:

MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 1/28/2021
DESIGNED BY: GMS
DRAWN BY: GMS
CHECKED BY: RC/MLR

SHEET TITLE:
TITLE SHEET

SHEET NO.
G-001
SHEET 01 OF 13

C1

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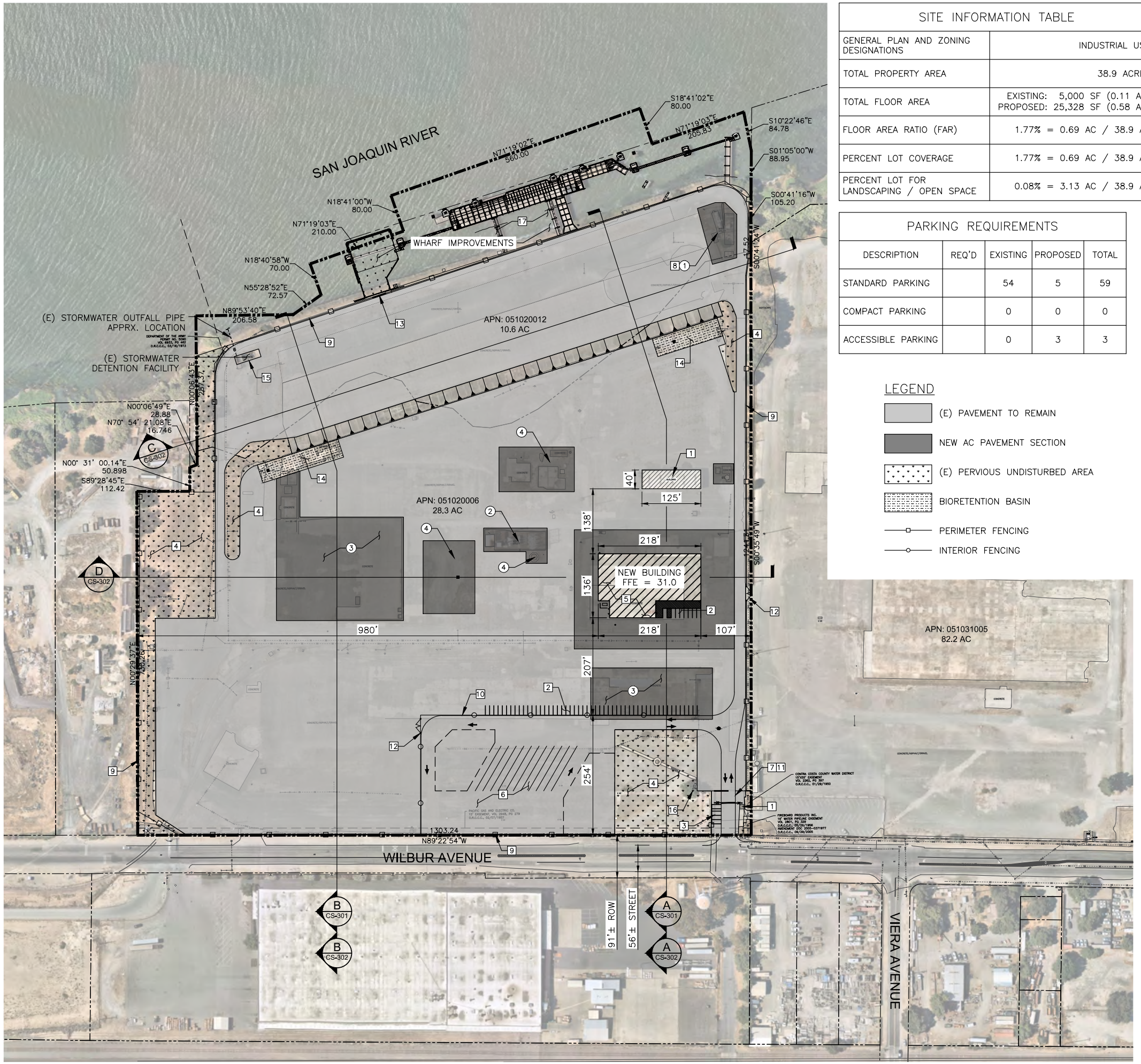

SITE INFORMATION TABLE

GENERAL PLAN AND ZONING DESIGNATIONS	INDUSTRIAL USE
TOTAL PROPERTY AREA	38.9 ACRES
TOTAL FLOOR AREA	EXISTING: 5,000 SF (0.11 AC) PROPOSED: 25,328 SF (0.58 AC)
FLOOR AREA RATIO (FAR)	1.77% = 0.69 AC / 38.9 AC
PERCENT LOT COVERAGE	1.77% = 0.69 AC / 38.9 AC
PERCENT LOT FOR LANDSCAPING / OPEN SPACE	0.08% = 3.13 AC / 38.9 AC

PARKING REQUIREMENTS

DESCRIPTION	REQ'D	EXISTING	PROPOSED	TOTAL
STANDARD PARKING		54	5	59
COMPACT PARKING		0	0	0
ACCESSIBLE PARKING		0	3	3

LEGEND

- (E) PAVEMENT TO REMAIN
- NEW AC PAVEMENT SECTION
- (E) PERVIOUS UNDISTURBED AREA
- BIORETENTION BASIN
- PERIMETER FENCING
- INTERIOR FENCING

GENERAL NOTES

A. SEE G-001 FOR PROJECT VICINITY AND LOCATION MAPS.

B. TRAFFIC SIGNING AND STRIPING PLAN NOT INCLUDED IN THIS PLAN SET. ON SITE SIGNING AND STRIPING IS NOT PROPOSED AT THIS TIME.

C. SIGN PLAN NOT INCLUDED IN THIS PLAN SET. NO NEW SIGNS ARE PROPOSED ON THE SITE.

D. LANDSCAPE PLAN NOT INCLUDED IN THIS PLAN SET. NO NEW NEW LANDSCAPING IS PROPOSED ON THE SITE.

E. GENERAL PAVEMENT REHABILITATION WILL BE PERFORMED FOR EXISTING PAVEMENT (REMOVING WEEDS, MINOR OVERLAY, SEAL COAT ETC.) ON AN AS NEEDED BASIS AND IS NOT SPECIFICALLY CALLED OUT IN THIS PLAN.

F. THE PROJECT AREA IS WITHIN FEMA ZONE X. REFERENCE FIRMETTE MAP NUMBER 06013C0144G.

ⓧ DEMOLITION KEY NOTES

1. REMOVE EXISTING PUMPS, ELECTRICAL, PIPING ETC.
2. REMOVE ABOVE-GROUND UTILITIES AND CAP 2' BELOW GRADE.
3. REMOVE EXISTING LOADING DOCK AND ASSOCIATED FACILITIES.
4. REMOVE EXISTING PAVEMENT, CONCRETE PADS ETC.

⊠ SITE KEY NOTES

1. EXISTING BUILDING TO REMAIN.
2. PROPOSED PARKING. 3 ADA STALLS AND 5 STANDARD STALLS NEXT TO THE BUILDING AND ~50 ADDITIONAL STANDARD STALLS FOR EMPLOYEE PARKING SOUTH OF THE BUILDING.
3. REUSE EXISTING PARKING STALLS NEAR MAIN GATE (4 STANDARD STALLS).
4. MAINTAIN AND HYDROSEED EXISTING UNDISTURBED PERVIOUS AREA.
5. NEW OFFICE AND VEHICLE PROCESSING FACILITY, SEE SHEET A-101.
6. TRUCKAWAY AREA, 10 LANES (14'x110').
7. CANTILEVERED SLIDING GATE.
8. FUTURE STEVEDORE TRAILER WITH RESTROOM LOCATION.
9. PERIMETER FENCING (4,870 LF), 8' HIGH CHAIN LINK WITH BLACK VINYL SLATS FOR SCREENING AND 12" BARBED WIRE EXTENSION CONSISTING OF 3 STRANDS OF BARBED WIRE.
10. INTERIOR FENCING (850 LF), 6' HIGH CHAIN LINK.
11. ENTRANCE GATE ARMS AND TIRE SPIKES (PASSIVE INBOUND, POWERED OUTBOUND).
12. DOUBLE SWING GATE, 30' WIDE
13. TWIC GATE 30' WIDE.
14. BIORETENTION AREA.
15. SERVICE EXISTING STORMWATER DETENTION FACILITY.
16. EXISTING TREE TO REMAIN.
17. WHARF IMPROVEMENTS INCLUDE CONVERSION AND UPGRADE OF EXISTING WHARF TO SUPPORT ROLL-ON / ROLL-OFF (RORO) OPERATIONS. SEE WHARF IMPROVEMENT PLANS.

N

PRELIMINARY SCOPING PLANS
NOT FOR CONSTRUCTION

0 100 200 300
SCALE FEET
1" = 100'

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AMPORTS

REVISIONS:		
MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 1/28/2021
DESIGNED BY: GMS
DRAWN BY: GMS
CHECKED BY: RC/MLR

SHEET TITLE:
CONCEPTUAL SITE PLAN

SHEET NO.
CS-101
SHEET 02 OF 13

C2

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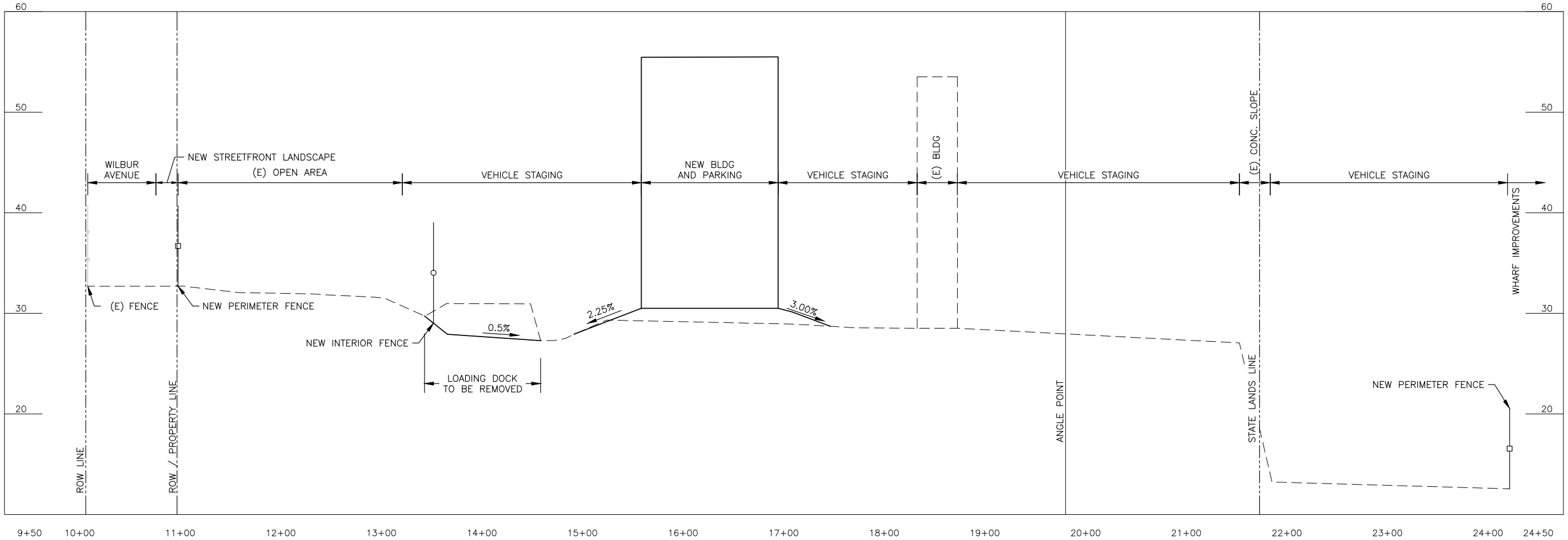

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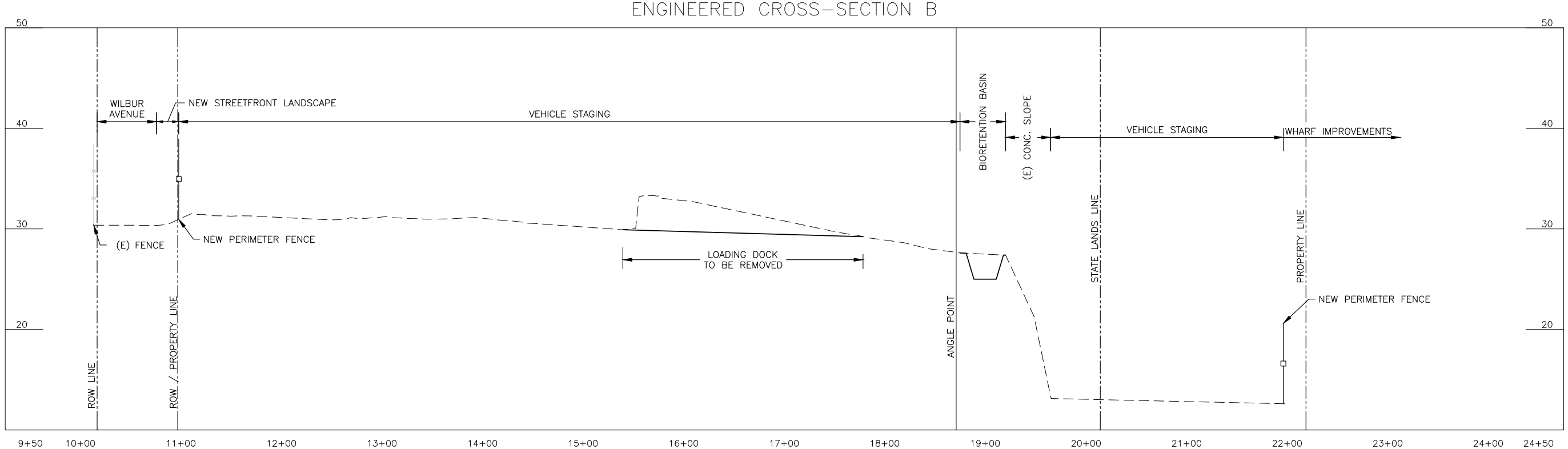

PRELIMINARY SCOPING PLANS
NOT FOR CONSTRUCTION

SCALE 0 5 10 15 FEET
1" = 5' VERTICAL

SCALE 0 50 100 150 FEET
1" = 50' HORIZONTAL

IF THIS DRAWING IS LESS THAN 24" X 36" IT IS A REDUCED SIZE DRAWING

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AMPORTS

REVISIONS:		
MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 1/28/2021
DESIGNED BY: GMS
DRAWN BY: GMS
CHECKED BY: RC/MLR

SHEET TITLE:
CONCEPTUAL ENGINEERED CROSS-SECTIONS

SHEET NO.
CS-301
SHEET 03 OF 13

C3

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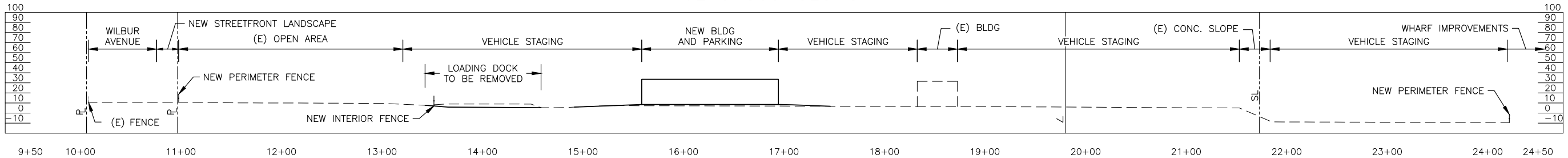

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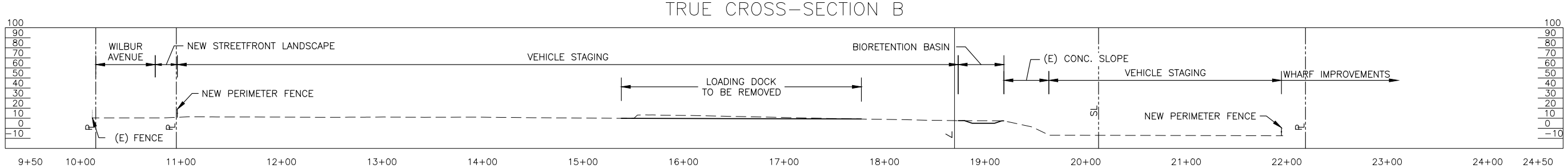
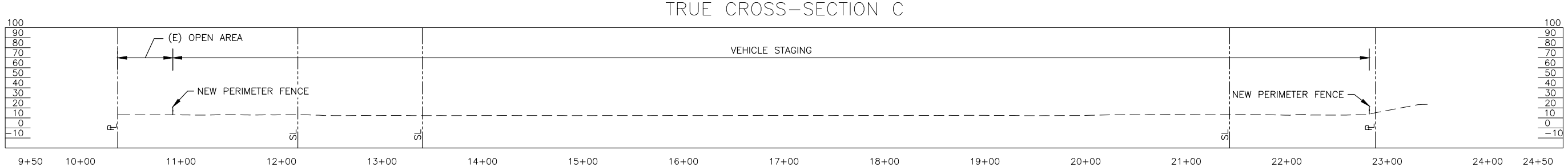
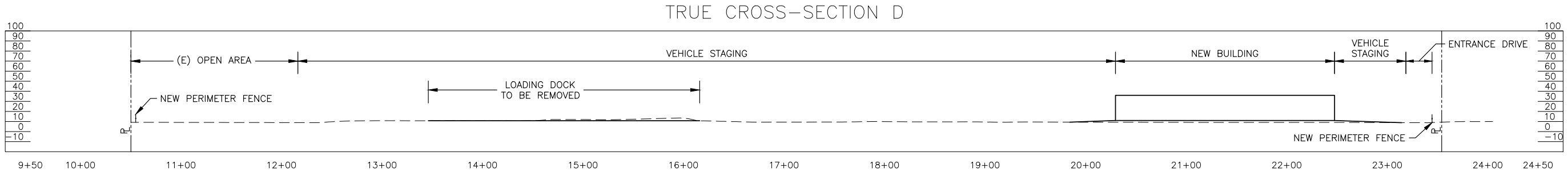


TRUE CROSS-SECTION C



TRUE CROSS-SECTION D



PRELIMINARY SCOPING PLANS
NOT FOR CONSTRUCTION

0 50 100 150
SCALE FEET
1" = 50'

TranSystems
2000 CENTER ST
SUITE 303
BERKELEY, CA 94704
PHONE: 510-835-2761
FAX: 510-842-1579

CONSULTANTS:

AMPORTS ANTIOCH
VEHICLE PROCESSING FACILITY
2301 WILBUR AVENUE, ANTIOCH, CA

AMPORTS

REVISIONS:		
MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 1/28/2021
DESIGNED BY: GMS
DRAWN BY: GMS
CHECKED BY: RC/MLR

SHEET TITLE:
CONCEPTUAL
TRUE CROSS-SECTIONS

SHEET NO.
CS-302

SHEET 04 OF 13

C4

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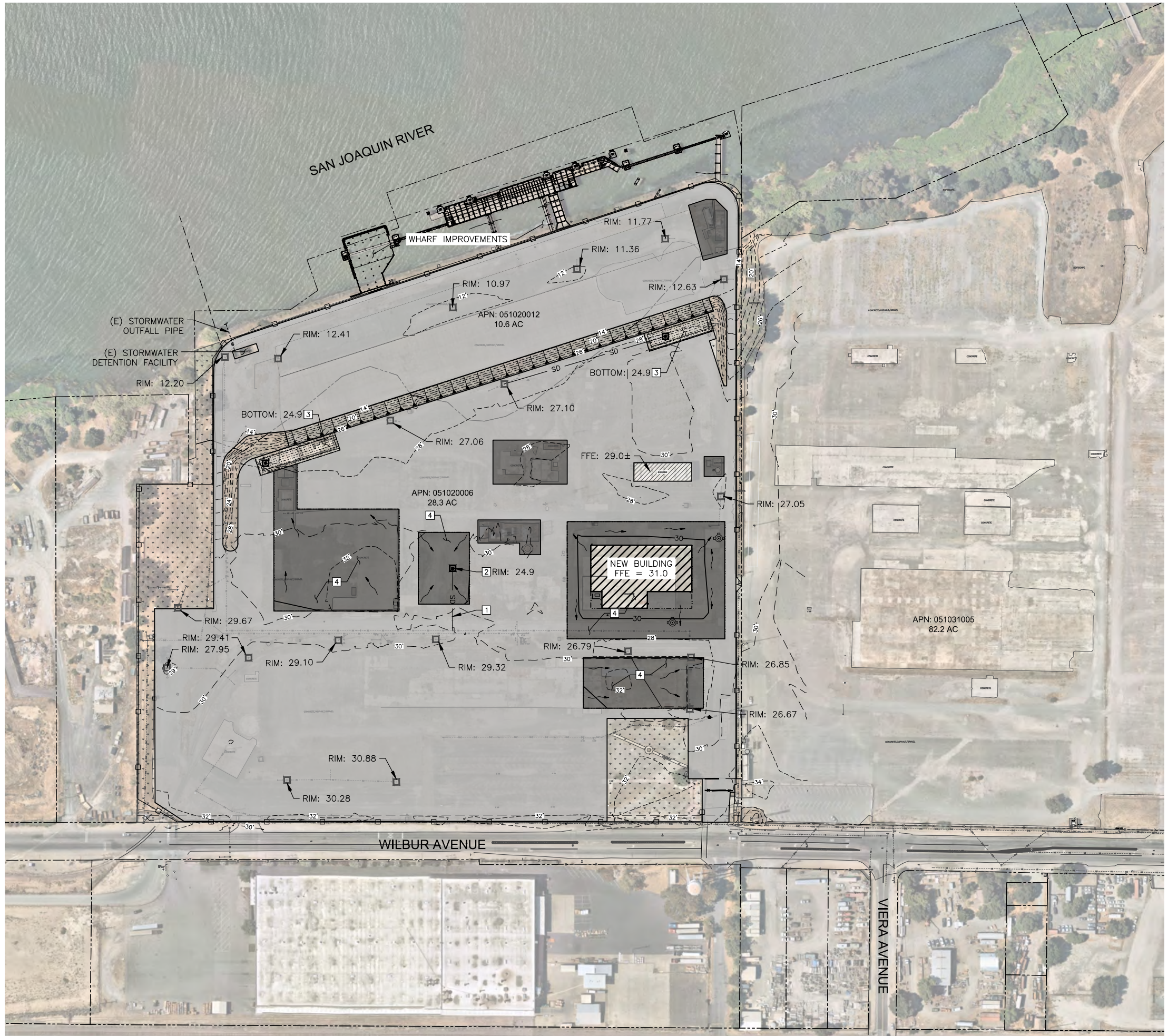

GENERAL NOTES

A. SEE G-001 FOR PROJECT VICINITY AND LOCATION MAPS.

B. PRELIMINARY EARTHWORK CALCULATIONS HAVE BEEN PERFORMED AT THIS TIME WITHOUT A GEOTECHNICAL REPORT OR ASSESSMENT AND UTILIZING ASSUMPTIONS FOR EXISTING SITE INFRASTRUCTURE SECTIONS. EARTHWORK CALCULATIONS WILL BE UPDATED AS THE CONCEPTUAL DESIGN PROGRESSES TO CONSTRUCTION DOCUMENTS.

C. EXISTING CONTOURS SHOWN ARE AT 2' INTERVALS AND HAVE BEEN SIMPLIFIED FROM THE ORIGINAL LIDAR DATA PROVIDED TO BE MORE LEGIBLE.

[X] KEY NOTES

1. NEW STORM DRAIN LINE. TIE INTO EXISTING STORM DRAIN SYSTEM ON-SITE.
2. NEW STORM DRAIN AREA INLET.
3. EAST BIORETENTION AREA AND WEST BIORETENTION AREA FOR STORMWATER TREATMENT. 3:1 SIDE SLOPE, TYP.
4. NEW AC PAVEMENT AREA WILL REQUIRE GRADE CHANGES. SEE FLOW ARROWS FOR PROPOSED FLOW DIRECTION.

LEGEND

- (E) PAVEMENT TO REMAIN
- NEW AC PAVEMENT
- NEW BIORETENTION BASIN
- (E) PERVIOUS AREA TO REMAIN
- SD — NEW STORM DRAIN LINE
- STORM DRAIN INLET
- (E) STORM DRAIN INLET
- SURFACE FLOW DIRECTION

PRELIMINARY EARTHWORK	
CUT (CY)	6,660
FILL (CY)	4,110
NET CUT (CY)	2,550

PRELIMINARY SCOPING PLANS
NOT FOR CONSTRUCTION

N

0 100 200 300
SCALE FEET
1" = 100'

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CONSULTANTS:

AMPORTS ANTIOCH
VEHICLE PROCESSING FACILITY
2301 WILBUR AVENUE, ANTIOCH, CA

AMPORTS

REVISIONS:

MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 1/28/2021
DESIGNED BY: GMS
DRAWN BY: GMS
CHECKED BY: RC/MLR

SHEET TITLE:
CONCEPTUAL GRADING AND DRAINAGE PLAN

SHEET NO.
CG-101

SHEET 05 OF 13

C5

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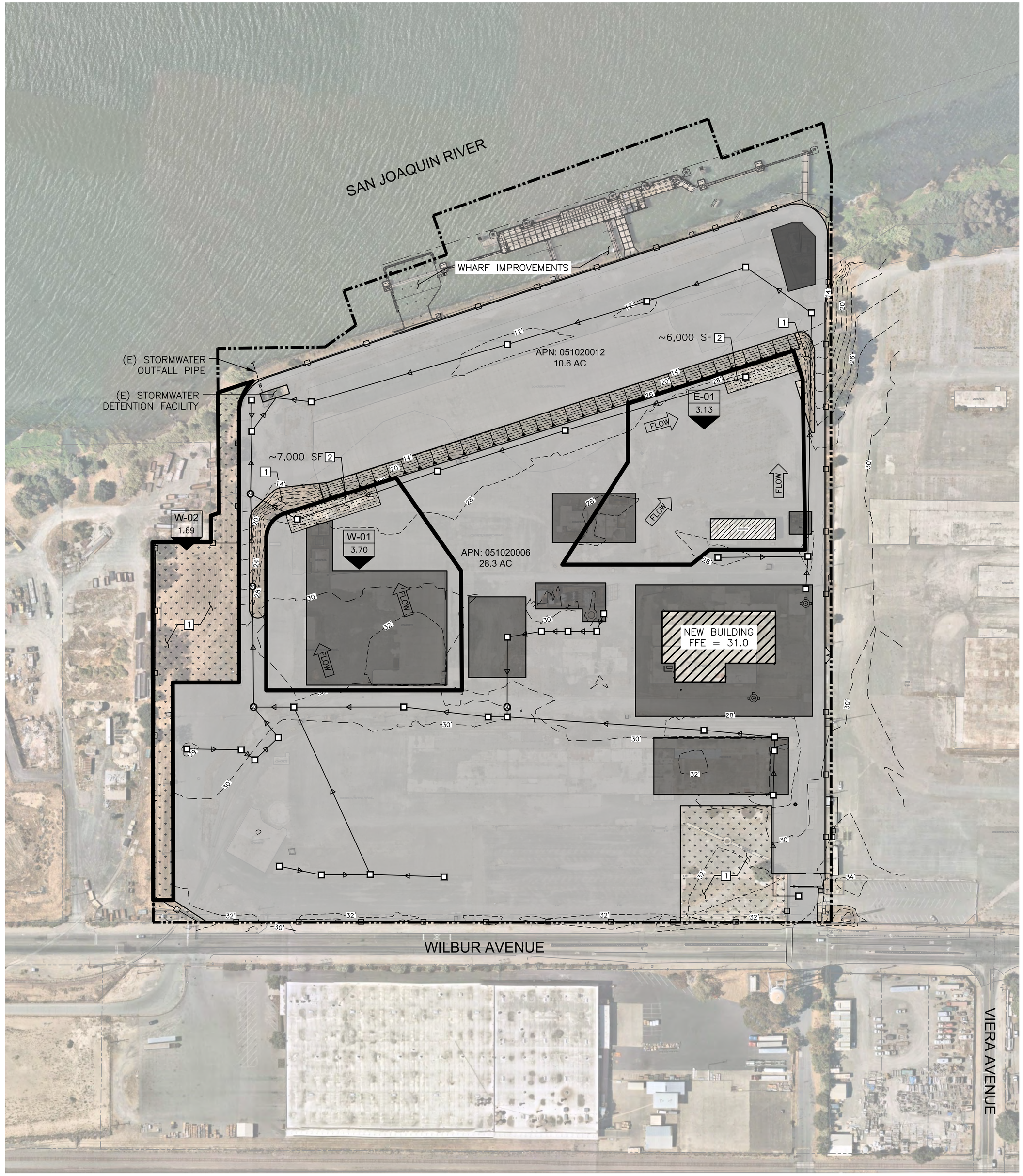

PROJECT AREA TOTALS		
DESCRIPTION	AREA (SF)	AREA (AC)
TOTAL PROPERTY AREA	1,693,232	38.9
EXISTING IMPERVIOUS AREA	1,363,920	31.3
NEW OR REPLACED IMPERVIOUS AREA	282,125	6.5
FINAL IMPERVIOUS AREA	1,351,770	31.0
(%) CHANGE IMPERVIOUS AREA	1% DECREASE	1% DECREASE
CONSTRUCTION DISTURBANCE AREA	282,125	6.5

DRAINAGE MANAGEMENT AREAS				
DMA	DESCRIPTION	AREA (SF)	AREA (AC)	DRAINS TO:
W-01	IMPERVIOUS VEHICLE PARKING AREA	146,770	3.7	WEST BIORETENTION
W-02	PERVIOUS, UNDISTURBED, NATURAL AREA THAT IS SELF TREATING	73,710	1.7	OFF-SITE
E-01	IMPERVIOUS VEHICLE PARKING AND BUILDING AREA	136,360	3.1	EAST BIORETENTION

TREATMENT AREA TOTALS			
AREA TYPE	AMOUNT REQ'D TO BE TREATED	AMOUNT TREATED BY PROJECT	DIFFERENCE
NEW OR REPLACED IMPERVIOUS AREA	282,125 SF (6.5 AC)	283,130 SF (6.83 AC)*	1,005 SF (0.33 AC) EXCESS (TREATING MORE THAN REQ'D)

* INCLUDES BIORETENTION AREAS

GENERAL NOTES

A. SEE G-001 FOR PROJECT VICINITY AND LOCATION MAPS.

B. THE NRCS CLASSIFIES THE EXISTING SOIL AT THE SITE AS "HYDRAULIC GROUP A".

KEY NOTES

1. EXISTING PERVIOUS AREA TO REMAIN UNDISTURBED.
2. BIORETENTION BASIN FOR STORMWATER TREATMENT. CONSISTS OF 4% OF NEW LAND SIDE IMPROVEMENT AREAS (~12,200 SF TOTAL).

LEGEND

- (E) PAVEMENT TO REMAIN
- NEW AC PAVEMENT
- NEW BIORETENTION BASIN
- (E) PERVIOUS UNDISTURBED AREA
- STORM DRAIN INLET LOCATION
- STORM DRAIN MANHOLE LOCATION
- STORM DRAIN PIPE WITH FLOW
- FLOW — SURFACE WATER FLOW DIRECTION
- PROJECT LIMITS
- DRAINAGE BASIN LIMITS
- XXX / XXX.XX — DRAINAGE BASIN CALLOUT

N

PRELIMINARY SCOPING PLANS
NOT FOR CONSTRUCTION

0 100 200 300
SCALE FEET
1" = 100'

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AMPORTS

REVISIONS:		
MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 5/4/2021
DESIGNED BY: GMS
DRAWN BY: GMS
CHECKED BY: RC/MLR

SHEET TITLE:
CONCEPTUAL STORMWATER CONTROL PLAN

SHEET NO.
CG-201

SHEET 06 OF 13

C6

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GENERAL NOTES

A. EXISTING UTILITES SHOWN ARE FROM SURVEY PROVIDED BY AMPORTS.

B. SEE ELECTRICAL PLANS FOR ADDITIONAL LIGHTING INFORMATION.

KEY NOTES

1. NEW DOMESTIC WATER SERVICE (1100 LF) WITH METER AND BACKFLOW PREVENTER. TIE INTO (E) MAIN ALONG WILBUR AVENUE.
2. NEW FIRE LINE (1300 LF) WITH DOUBLE CHECK DETECTOR BACKFLOW DEVICE. TIE INTO (E) MAIN ALONG WILBUR AVENUE.
3. NEW FIRE SPRINKLER LINE WITH POST INDICATOR VALVE AND FIRE DEPARTMENT CONNECTION.
4. NEW FIRE HYDRANT ASSEMBLY WITH GATE VALVE.
5. NEW SANITARY SEWER LATERAL SERVICE (600 LF) WITH CLEANOUT AND SANITARY SEWER MANHOLE. TIE INTO (E) SANITARY SEWER LINE ALONG WILBUR AVENUE.
6. NEW NATURAL GAS SERVICE LINE (800 LF) WITH GAS METER ASSEMBLY. TIE INTO (E) MAIN ALONG WILBUR AVENUE.
7. FIRE LINE CONTINUES TO WHARF IMPROVEMENTS.
8. WHARF UTILITY IMPROVEMENTS, SEE WHARF PLANS.

LEGEND

- NG — NATURAL GAS
- F — FIRE LINE
- W — DOMESTIC WATER LINE
- SS — SANITARY SEWER LINE
- FIRE HYDRANT
- SANITARY SEWER MANHOLE
- CO — SANITARY SEWER CLEANOUT
- LIGHT POLE

PRELIMINARY SCOPING PLANS
NOT FOR CONSTRUCTION

0 100 200 300
SCALE FEET
1" = 100'

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CONSULTANTS:

AMPORTS ANTIOCH
VEHICLE PROCESSING FACILITY
2301 WILBUR AVENUE, ANTIOCH, CA

AMPORTS

REVISIONS:		
MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 1/28/2021
DESIGNED BY: GMS
DRAWN BY: GMS
CHECKED BY: RC/MLR

SHEET TITLE:
CONCEPTUAL UTILITY PLAN

SHEET NO.
CU-101
SHEET 07 OF 13

C7

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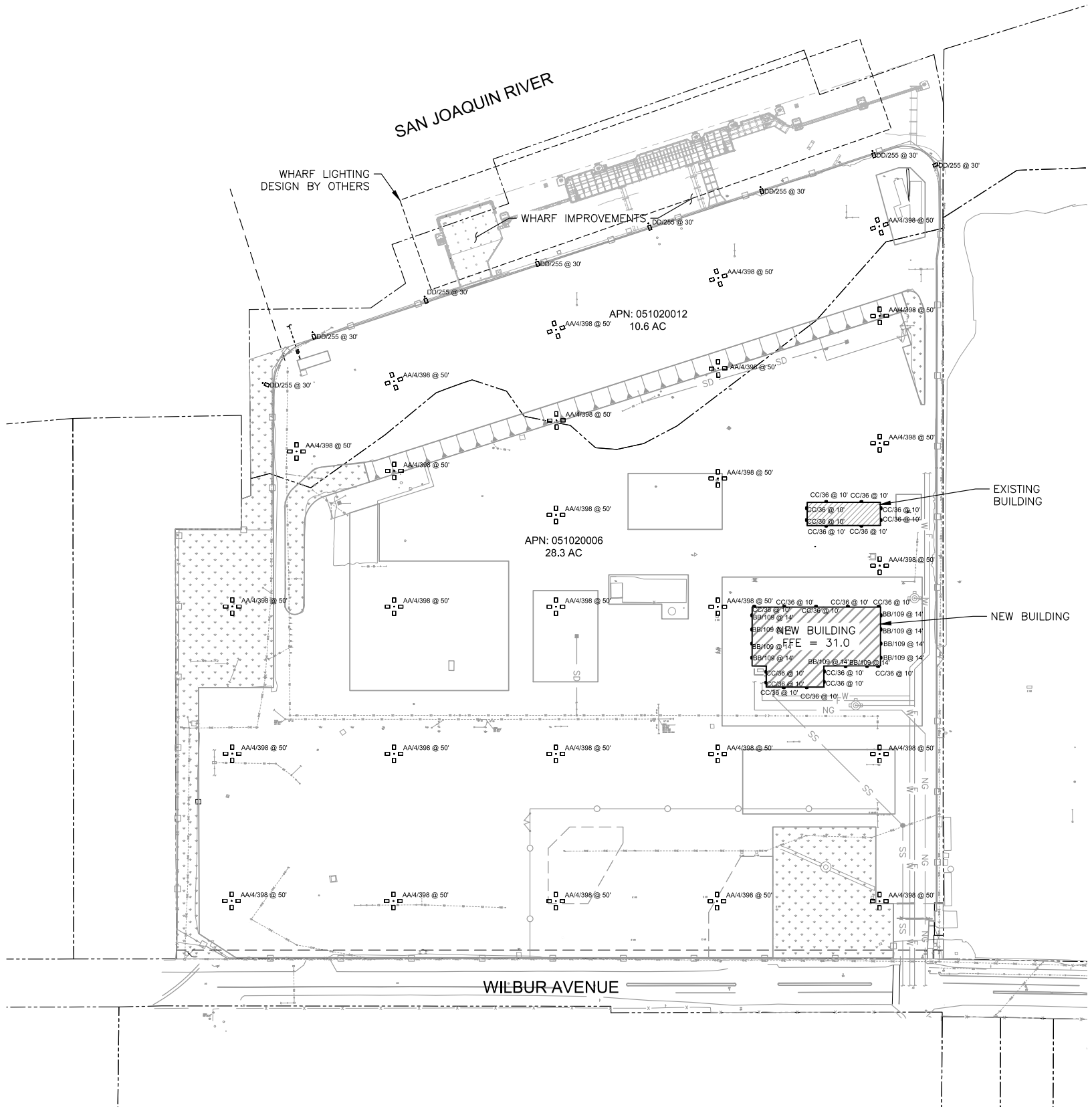
IF THIS DRAWING IS LESS THAN 24" X 36" IT IS A REDUCED SIZE DRAWING

GENERAL NOTES:

A. REFER TO ES-651 FOR CODE REQUIREMENT HIGHLIGHTS THAT ARE APPLICABLE TO SITE LIGHTING.
B. REFER TO ES-651 FOR SITE LIGHTING FIXTURE SCHEDULE.



1 ELECTRICAL SITE LIGHTING PLAN
SCALE: 1" = 100'

N

0 100 200 300
SCALE FEET
1" = 100'

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SUITE 303
BERKELEY, CA 94704
PHONE: 510-835-2761
FAX: 510-842-1579

CONSULTANTS:

AMPORTS ANTIOCH
VEHICLE PROCESSING FACILITY
2301 WILBUR AVENUE, ANTIOCH, CA

AMPORTS

REVISIONS:		
MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 1/28/2021
DESIGNED BY: DDP
DRAWN BY: JSY
CHECKED BY: XXX

SHEET TITLE:
CONCEPTUAL ELECTRICAL SITE LIGHTING PLAN

SHEET NO.
ES-101
SHEET 8 OF 13

C8

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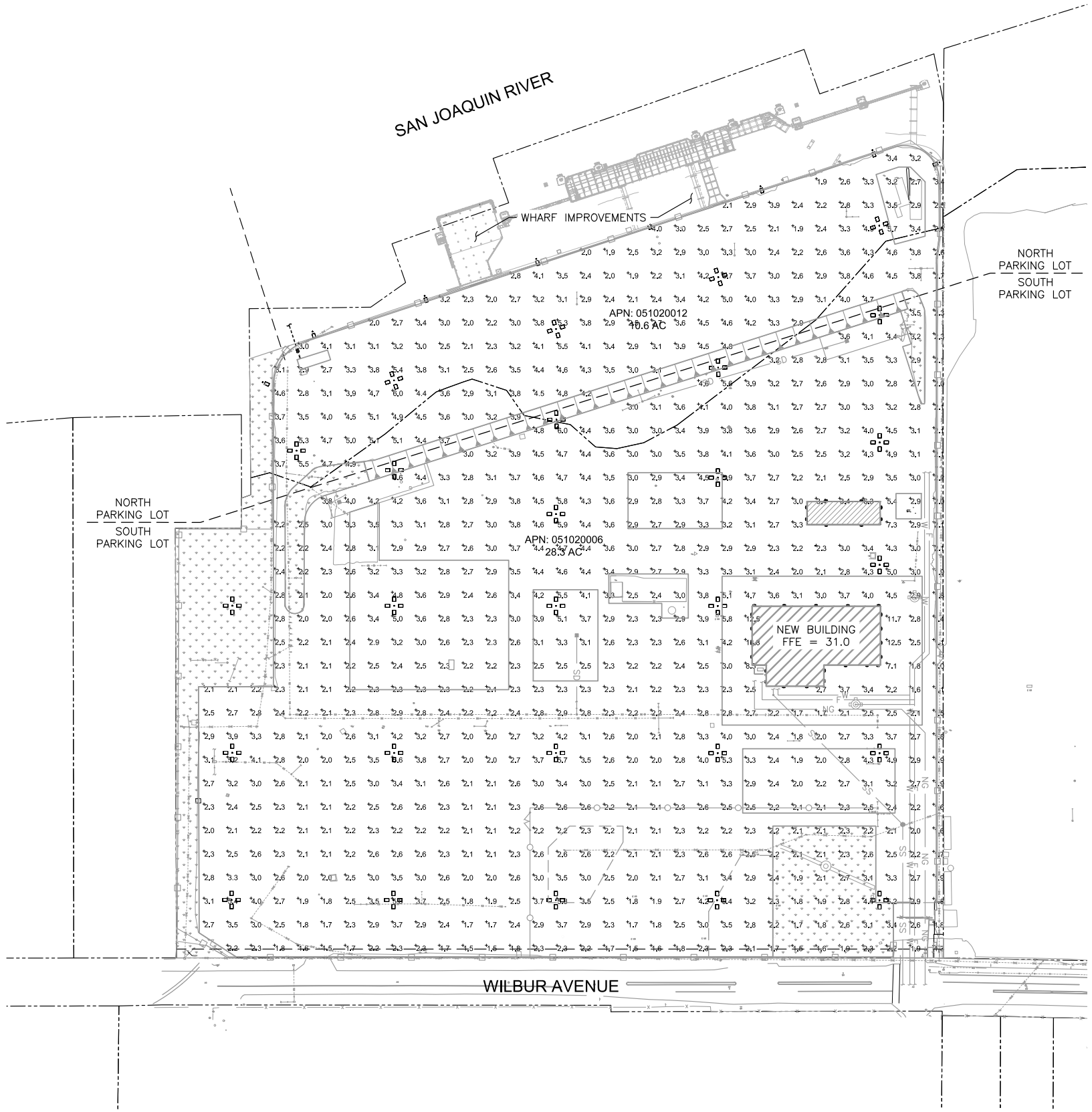
IF THIS DRAWING IS LESS THAN 24" X 36" IT IS A REDUCED SIZE DRAWING

GENERAL NOTES:

A. REFER TO ES-651 FOR CODE REQUIREMENT HIGHLIGHTS THAT ARE APPLICABLE TO SITE LIGHTING.
B. REFER TO ES-651 FOR SITE LIGHTING FIXTURE SCHEDULE.
C. REFER TO ES-101 FOR SITE LIGHTING PLAN.



1 ELECTRICAL SITE LIGHTING PHOTOMETRIC CALCULATIONS
SCALE: 1" = 100'

LIGHTING PHOTOMETRIC STATISTICS					
Description	Avg	Max	Min	Max/Min	Avg/Min
North Parking Lot	3.4 fc	6.0 fc	1.9 fc	3.2:1	1.8:1
South Parking Lot	2.9 fc	13.8 fc	1.0 fc	13.8:1	3.1:1

N

0 100 200 300
SCALE FEET
1" = 100'

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BERKELEY, CA 94704
PHONE: 510-835-2761
FAX: 510-842-1579

CONSULTANTS:

AMPORTS ANTIOCH
VEHICLE PROCESSING FACILITY
2301 WILBUR AVENUE, ANTIOCH, CA

REVISIONS:

MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 1/28/2021
DESIGNED BY: DDP
DRAWN BY: JSY
CHECKED BY: XXX

SHEET TITLE:
CONCEPTUAL ELECTRICAL SITE LIGHTING PHOTOMETRIC CALCULATIONS

SHEET NO.
ES-151
SHEET 9 OF 13

C9

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LIGHTING FIXTURE SCHEDULE

Symbol	Label	Mounting Height	Quantity	Manufacturer	Catalog Number	Description	Light Source	Lumens Per Lamp	Light Loss Factor	Wattage	BACKLIGHT-UPLIGHT-GLARE RATING (B-U-G)	Notes
	AA/4/398	50'	27	Lithonia Lighting	DSX2 LED P7 40K T5W MVOLT	DSX2 LED P7 40K T5W MVOLT	LED	47379	0.95	1592	B5-U0-G5	PARKING AREA LIGHT POLE
	BB/109	14'	10	Lithonia Lighting	DSXW2 LED 30C 1000 40K TFTM MVOLT	DSXW2 LED WITH 3 LIGHT ENGINES, 30 LED's, 1000mA DRIVER, 4000K LED, TYPE FORWARD THROW MEDIUM OPTIC	LED	11120	0.95	109	B5-U0-G3	WALL-MOUNTED OVER VEHICLE AREAS
	CC/36	10'	20	Lithonia Lighting	DSXW2 LED 20C 530 40K T3M MVOLT	DSXW2 LED WITH 2 LIGHT ENGINES, 20 LED's, 530mA DRIVER, 4000K LED, TYPE 3 MEDIUM OPTIC	LED	4342	0.95	36	B1-U0-G2	WALL-MOUNTED OVER PEDESTRIAN AREAS
	DD/255	30'	8	Lithonia Lighting	DSX2 LED P3 AMBPC T2M HS	DSX2 Area Luminaire Size 2 P3 Lumen Package Phosphor Converted Amber Type T2M Distribution with Houseside Shield	LED	16819	0.95	255.2	B2-U0-G2	AMBER OUTPUT FOR WATERFRONT USE; SHIELDED TOWARDS WATER

1 SITE LIGHTING FIXTURE SCHEDULE
N.T.S.

ANTIOCH 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.

(Ord. 897-C.S, passed 10-25-94) Penalty, see § 9-5.2904

CALIFORNIA GREEN BUILDING STANDARDS

As an industrial site, exterior lighting is exempt from 5.106.8.

CALIFORNIA ENERGY CODE

As an industrial site, exterior lighting is exempt from 130.2(b) and 140.7(a).

2 SITE LIGHTING-APPLICABLE CODE HIGHLIGHTS
N.T.S.

GENERAL NOTES:

A. REFER TO ES-101 FOR SITE LIGHTING PLAN.
B. REFER TO ES-151 FOR SITE LIGHTING FIXTURE PHOTOMETRIC CALCULATIONS.

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CONSULTANTS:

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VEHICLE PROCESSING FACILITY
2301 WILBUR AVENUE, ANTIOCH, CA

REVISIONS:

MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 1/28/2021
DESIGNED BY: DDP
DRAWN BY: JSY
CHECKED BY: XXX

SHEET TITLE:
CONCEPTUAL ELECTRICAL SITE LIGHTING SCHEDULES

SHEET NO.
ES-651

SHEET 10 OF 13

C10

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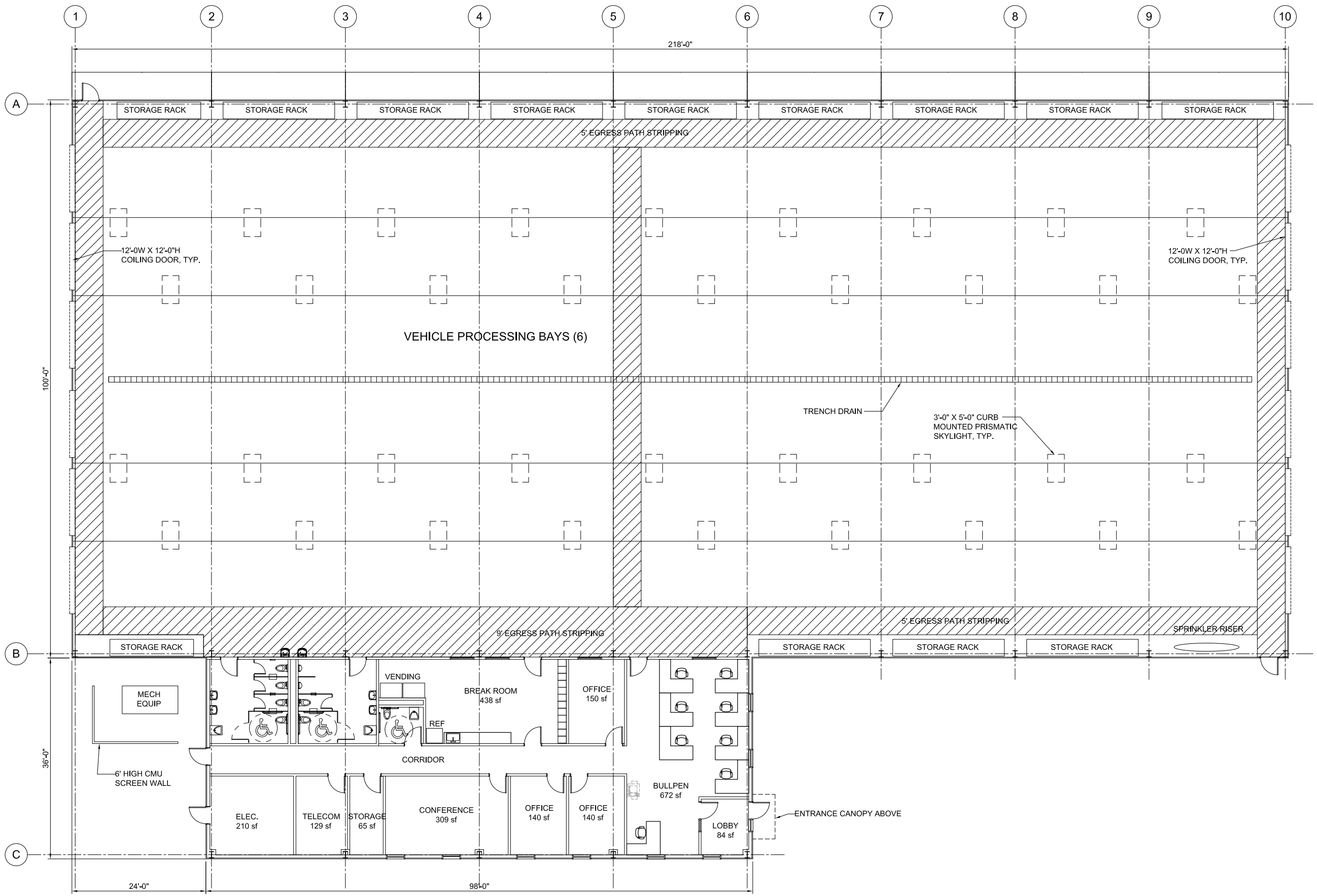

1 CONCEPTUAL FLOOR PLAN

SCALE: 1/8"=1'-0"

PRELIMINARY SCOPING DOCUMENT
NOT FOR CONSTRUCTION

N

GRAPHIC SCALE

0 4 8 16

SCALE FEET

1/8" = 1'-0"

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VEHICLE PROCESSING FACILITY
AMPORTS 2301 WILBUR AVENUE
ANTIOCH, CA

AMPORTS

REVISIONS:		
MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 11/20/2020
DESIGNED BY: DL
DRAWN BY: TMM
CHECKED BY: DL

SHEET TITLE:

CONCEPTUAL FLOOR PLAN

SHEET NO.

A-101

SHEET 11 OF 13

C11

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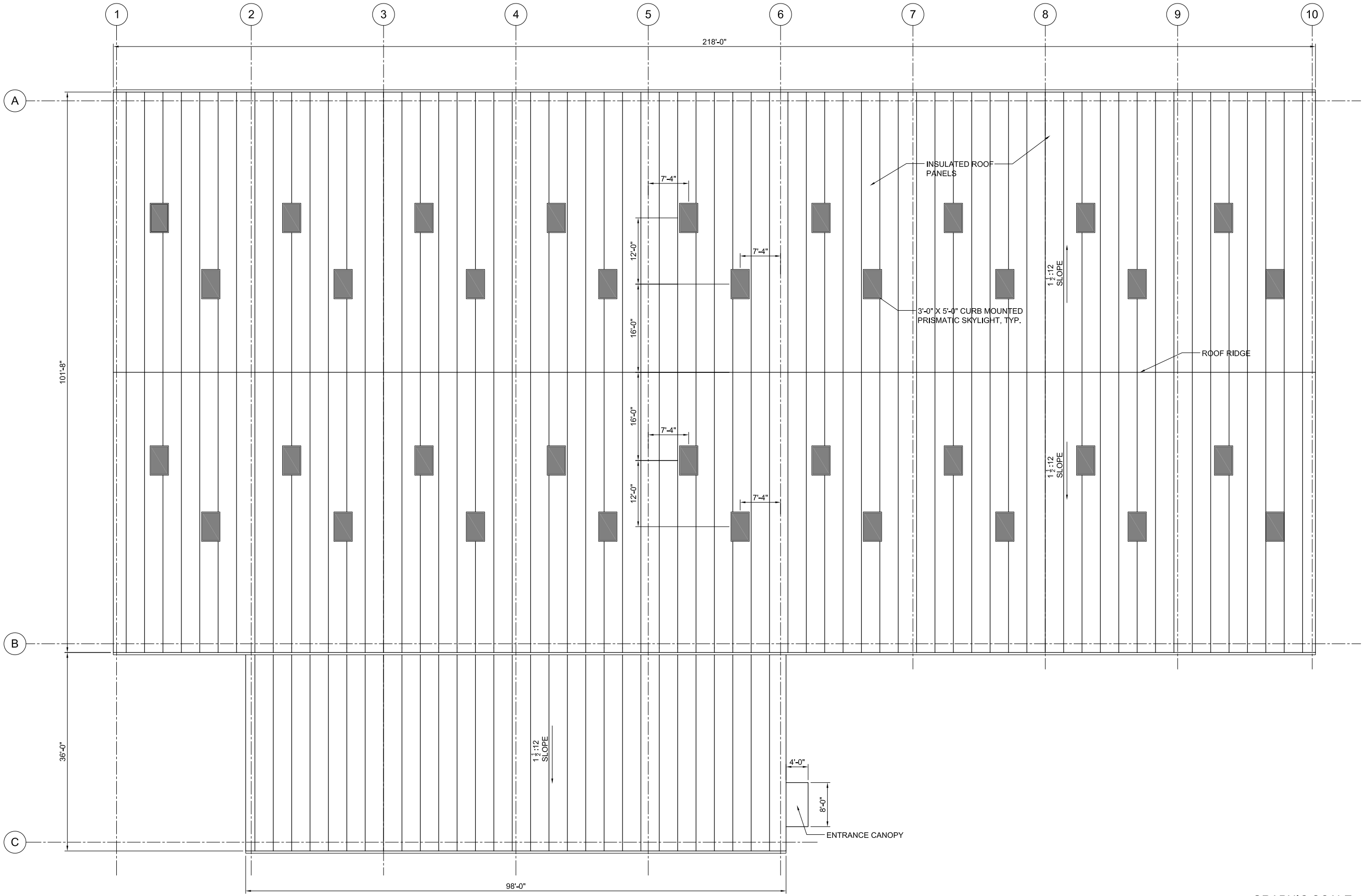

1 CONCEPTUAL ROOF PLAN
SCALE: 1/8"=1'-0"

PRELIMINARY SCOPING DOCUMENT
NOT FOR CONSTRUCTION

GRAPHIC SCALE
0 4 8 16
SCALE FEET
1/8" = 1'-0"

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AMPORTS 2301 WILBUR AVENUE
ANTIOCH, CA

AMPORTS

REVISIONS:

MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 11/20/2020
DESIGNED BY: DL
DRAWN BY: TMM
CHECKED BY: DL

SHEET TITLE:
CONCEPTUAL ROOF PLAN

SHEET NO.
A-102

SHEET 12 OF 13

C12

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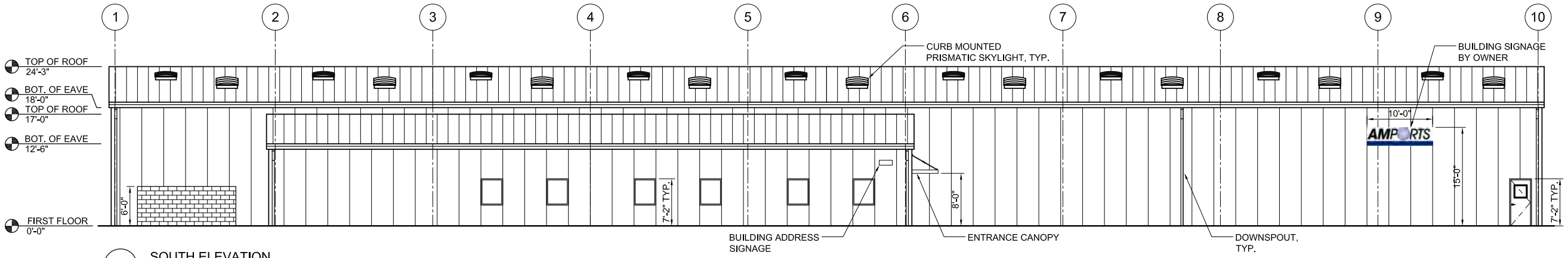
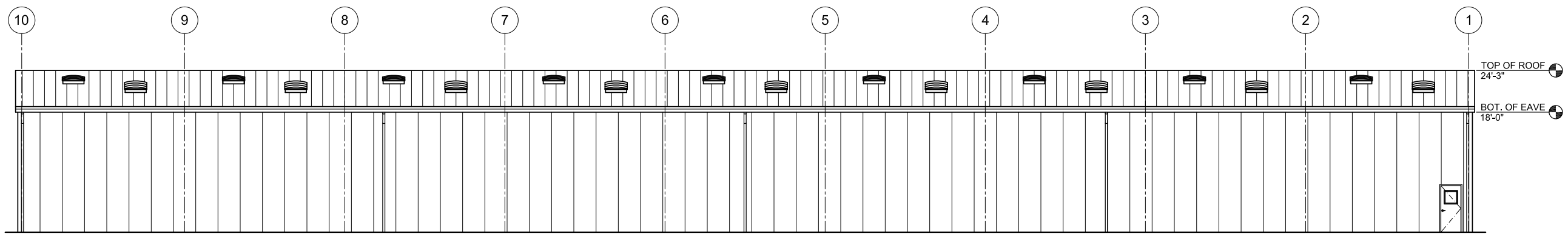
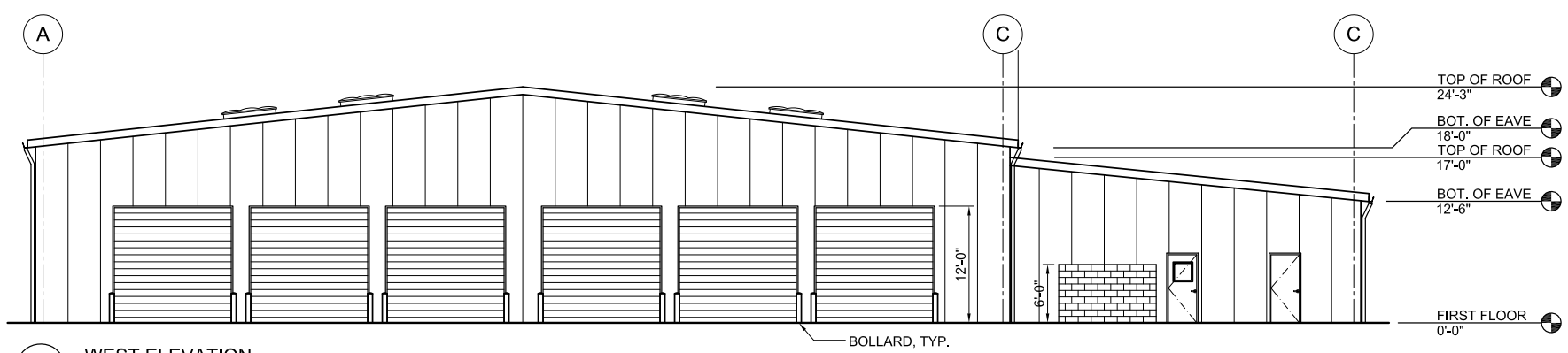


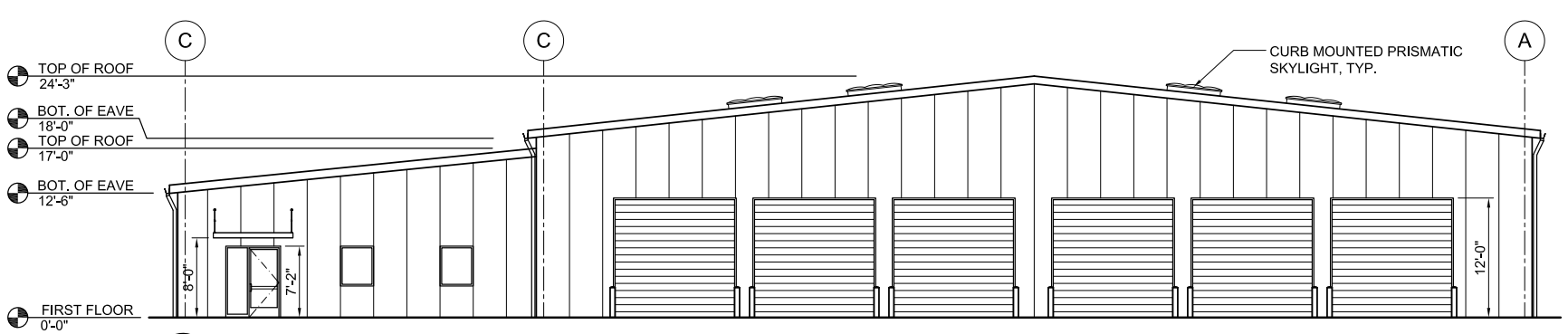
1 SOUTH ELEVATION
SCALE: 1/8"=1'-0"



2 NORTH ELEVATION
SCALE: 1/8"=1'-0"



3 WEST ELEVATION
SCALE: 1/8"=1'-0"



4 EAST ELEVATION
SCALE: 1/8"=1'-0"

PRELIMINARY SCOPING DOCUMENT
NOT FOR CONSTRUCTION

GRAPHIC SCALE
0 4 8 16
SCALE FEET
1/8" = 1'-0"

EXTERIOR FINISHES

Regal White — IR .71 SRI 86

ROOF PANEL:
NUCOR BUILDING SYSTEMS -
HR3 INSULATED HIGH RIB ROOF SYSTEM OR SIMILAR

Pearl Gray — IR .50 SRI 56

WALL PANEL:
NUCOR BUILDING SYSTEMS -
ST40 STRIATED INSULATED WALL PANEL OR SIMILAR

GUTTERS AND TRIM: TO MATCH PMS 289 C

DOWNSPOUTS: TO MATCH WALL PANEL

EXTERIOR COILING AND PERSONNEL DOORS: TO MATCH ROOF PANEL

BOLLARDS: SAFETY YELLOW

CURB MOUNTED PRISMATIC SKYLIGHT: NUCOR BUILDING SYSTEMS OR SIMILAR

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VEHICLE PROCESSING FACILITY
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ANTIOCH, CA

AMPORTS

REVISIONS:

MARK	DATE	DESCRIPTION

PROJ NO: P309190180
SCALE: AS SHOWN
DATE: 11/20/2020
DESIGNED BY: DL
DRAWN BY: TMM
CHECKED BY: DL

SHEET TITLE:
CONCEPTUAL EXTERIOR ELEVATIONS & EXTERIOR FINISHES

SHEET NO.
A-201
SHEET 13 OF 13

C13

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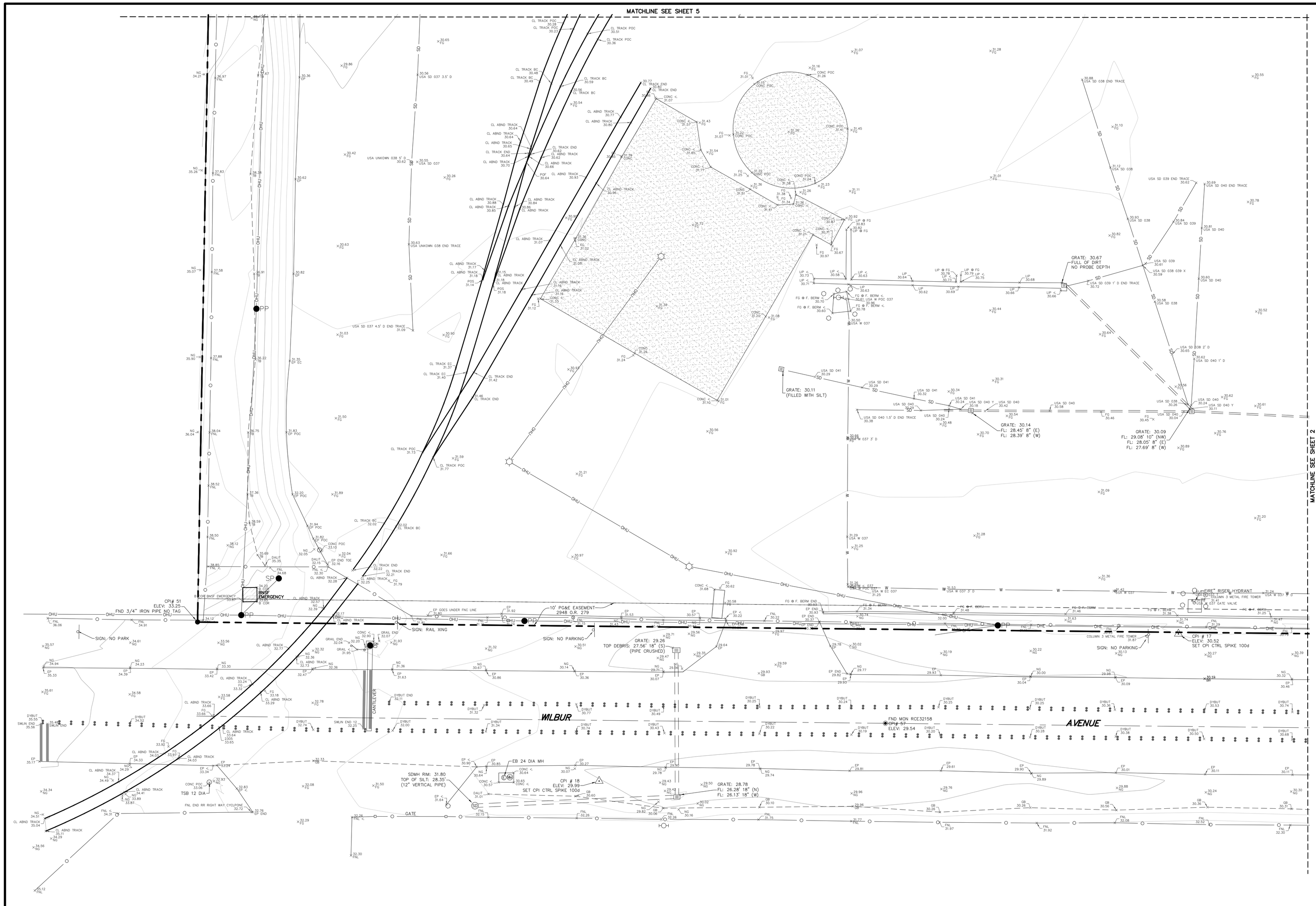
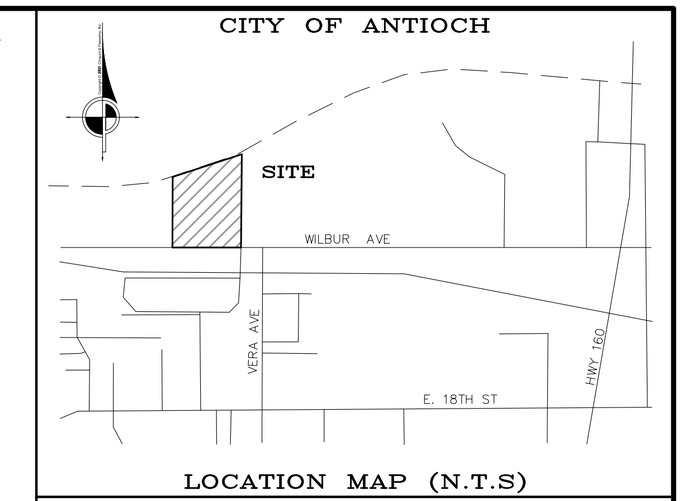
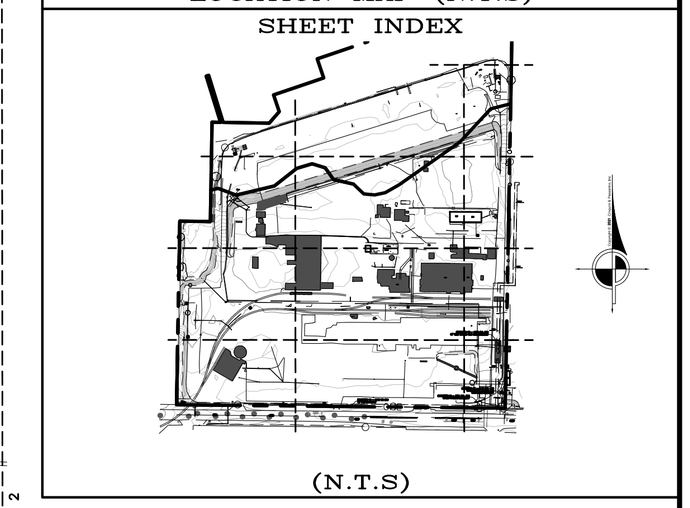
IF THIS DRAWING IS LESS THAN 24" X 36" IT IS A REDUCED SIZE DRAWING





LOCATION MAP (N.T.S)

SHEET INDEX



(N.T.S)

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GRAPHIC SCALE

-20 0 20 40

(IN FEET)
1 inch = 20 ft.

BENCHMARK

CINQUINI & PASSARINO CONTROL POINT NO. 13 AS SHOWN ON THE MAP, BEING A SET ½" IRON PIPE.

THE ORTHOMETRIC ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988) AND WERE DETERMINED BY STATIC GPS TIES TO CGPS STATIONS P248 WITH PUBLISHED ELLIPSOIDAL HEIGHTS, IN ADDITION TO APPLYING THE NGS GEOID HEIGHT MODEL "GEOID2012B".

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE 3, NAD 83, EPOCH 2017.50 AS DETERMINED LOCALLY BY A LINE BETWEEN CONTINUOUS GLOBAL POSITIONING SYSTEMS (CGPS) STATION DIAB AND STATION P256; BEING NORTH 78°32'20" EAST AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC).

SURVEYOR'S STATEMENT

THIS MAP REPRESENTS A FIELD SURVEY MADE BY ME OR UNDER MY DIRECTION IN MARCH 2021 AND REPRESENTS THE VISUAL SURFACE CONDITIONS AS OF AFORESAID DATE.

Final

James M. Dickey, P.L.S. 7935

DATE

LEGEND (ALL SYMBOLS MAY NOT APPLY)

- SUBJECT PROPERTY BOUNDARY
- OHE — OHE — OVERHEAD ELECTRIC LINE
- OHT — OHT — OVERHEAD TELEPHONE LINE
- OHU — OHU — OVERHEAD UTILITY LINES (MULTIPLE)
- OHE—HV — OVERHEAD ELECTRIC (HIGH VOLTAGE)
- OHU—HV — OVERHEAD UTILITY LINES (HIGH VOLTAGE)
- G — G — GAS LINE
- SD — SD — STORM DRAIN LINE
- SS — SS — SANITARY SEWER LINE
- W — W — WATER LINE
- UGTS — UNDERGROUND TRAFFIC SIGNAL WIRE
- CHAINLINK FENCE
- WOOD FENCE
- WIRE FENCE
- CONCRETE
- PERIMETER OF BUILDING
- SURVEY CONTROL POINT
- + 100.00 SPOT ELEVATION
- CO SANITARY SEWER CLEANOUT
- SANITARY SEWER MANHOLE
- STORM DRAIN MANHOLE
- STORM DRAIN CATCH BASIN
- DRAINAGE INLET
- DRAINAGE INLET
- DS DRAINAGE DOWNSPOUT
- IRRIGATION CONTROL VALVE
- MW MONITORING WELL
- W WELL
- FIRE HYDRANT
- WV WATER VALVE
- WM WATER METER
- HOSE BIB
- E ELECTRIC BOX
- PG&E PG&E VAULT
- E ELECTRIC LID
- PP POWER POLE
- JP JOINT UTILITY POLE
- JP JOINT POLE W/STREET LIGHT
- S TRAFFIC SIGNAL
- S TRAFFIC SIGNAL POLE W/STREET LIGHT
- TP TELEPHONE POLE
- STREET LIGHT
- LS LANDSCAPE LIGHT
- LB STREET LIGHT BOX
- S TRAFFIC SIGNAL LIGHT BOX
- D TRAFFIC DETECTOR LID
- T TELEPHONE BOX
- T TELEPHONE MANHOLE
- C CABLE TV BOX
- TEL TELEPHONE VAULT
- GAS VALVE
- G GAS METER
- BOLLARD
- SIGN
- M MAILBOX
- FOUND IRON PIPE, SIZE AND TAGGED AS NOTED
- FOUND MONUMENT, SIZED AND STAMPED, AS NOTED
- TREE SYMBOL AND DRIP LINE
- BIR. BIRCH

B.O.	BLACK OAK
EUC	EUCALYPTUS
L.A.	LIQUID AMBER
L.O.	LIVE OAK
MAD	MADRONE
ORN	ORNAMENTAL
RWD	REDWOOD
W.O.	WHITE OAK
SYC	SYCAMORE
WIL	WILLOW
AC	ASPHALT
B.F.P.C.V.	BACK FLOW PREVENTION CHECK VALVE
BLDG	BUILDING
BSW	BACK OF SIDEWALK
CMP	CORRUGATED METAL PIPE
DI	DRAINAGE INLET
DN	DOCUMENT NUMBER
DW	DRIVEWAY
DYBUT	DOUBLE YELLOW BUTTON
EP	EDGE PAVING
ER	EDGE OF ROAD
ETW	EDGE TRAVELED WAY
EXIST	EXISTING
FL	FLOWLINE
FG	FINISH GRADE
GB	GRADE BREAK
HC	HANDICAPPED PARKING SPACE
HDPE	HIGH DENSITY POLYETHYLENE
(ITEM NO.)	TITLE REPORT ITEM NUMBER
JB	JUNCTION BOX
LIP	LIP OF GUTTER
NG	NATURAL GROUND
O.R.	OFFICIAL RECORDS
PL	PROPERTY LINE
RCP	REINFORCED CONCRETE PIPE
RWB	RETAINING WALL BOTTOM
RWT	RETAINING WALL TOP
SD	STORM DRAIN
SLB	STREET LIGHT BOX
SWBUT	SINGLE WHITE BUTTON
SYBUT	SINGLE YELLOW BUTTON
TB	TOP OF BANK
TOE	TOE OF BANK
TC	TOP OF CURB
BRC	BACK OF ROLLED CURB
TSB	TRAFFIC SIGNAL BOX
TW	TOP OF WALL
OH	OVERHEAD

Job Name: AMPORTS - ANTIOCH	DRAWN BY: JM	CHECKED BY: JMD
	SCALE: 1" = 20'	
	SHEET: 1 OF 10	JOB NUMBER: 9276-21
Description: TOPOGRAPHIC MAP	DWG. PATH:	C:\Users\jdickey\appdata\local\temp\AcPublish_21948\
	DWG. FILE:	9276Topo.dwg
	DATE/TIME:	Apr 07, 2021 - 9:00am

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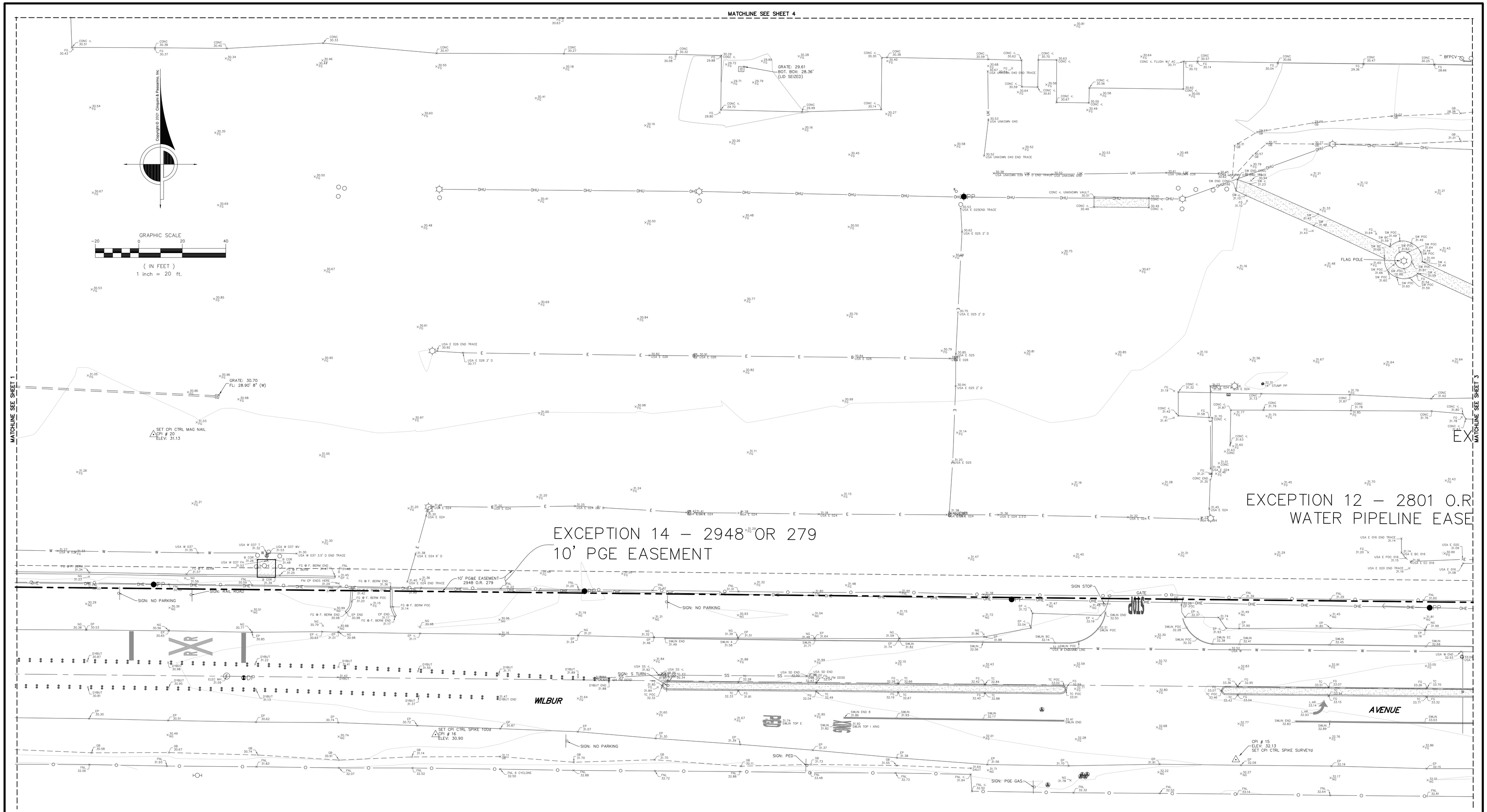
- BOUNDARY
- TOPOGRAPHIC
- CONSTRUCTION
- SUBDIVISIONS

C14



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- DRAINAGE INLET
- DS DRAINAGE DOWNSPOUT
- IRRIGATION CONTROL VALVE
- MONITORING WELL
- WELL
- FIRE HYDRANT
- WATER VALVE
- WATER METER
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DI	DRAINAGE INLET
DN	DOCUMENT NUMBER
DW	DRIVEWAY
DYBUT	DOUBLE YELLOW BUTTON
EP	EDGE PAVING
ER	EDGE OF ROAD
ETW	EDGE TRAVELED WAY
EXIST	EXISTING
FL	FLOWLINE
FG	FINISH GRADE
GB	GRADE BREAK
HC	HANDICAPPED PARKING SPACE
HDPE	HIGH DENSITY POLYETHYLENE
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SWBUT	SINGLE WHITE BUTTON
SYBUT	SINGLE YELLOW BUTTON
TB	TOP OF BANK
TOE	TOE OF BANK
TC	TOP OF CURB
BRC	BACK OF ROLLED CURB
TSB	TRAFFIC SIGNAL BOX
TW	TOP OF WALL
OH	OVERHEAD

Job Name: AMPORTS - ANTIOCH	DRAWN BY: JM / CHECKED BY: JMD
	SCALE: 1" = 20'
	SHEET: 2 OF 10 / JOB NUMBER: 9276-21
Description: TOPOGRAPHIC MAP	DWG. PATH: C:\Users\jlickey\appdata\local\temp\AcPublish_11948\
	DWG. FILE: 9276Topo.dwg
	DATE/TIME: Apr 07, 2021 – 9:01am

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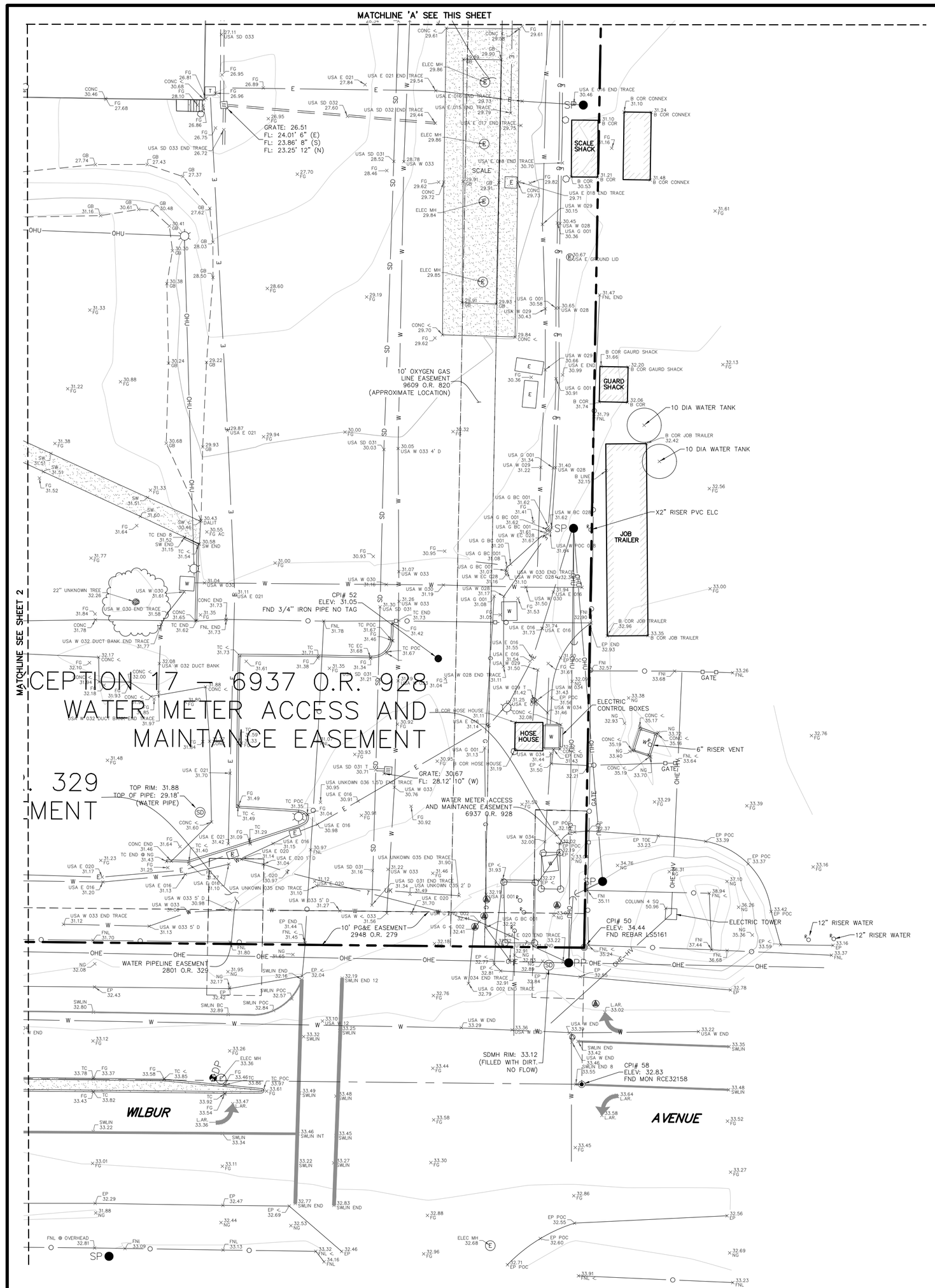

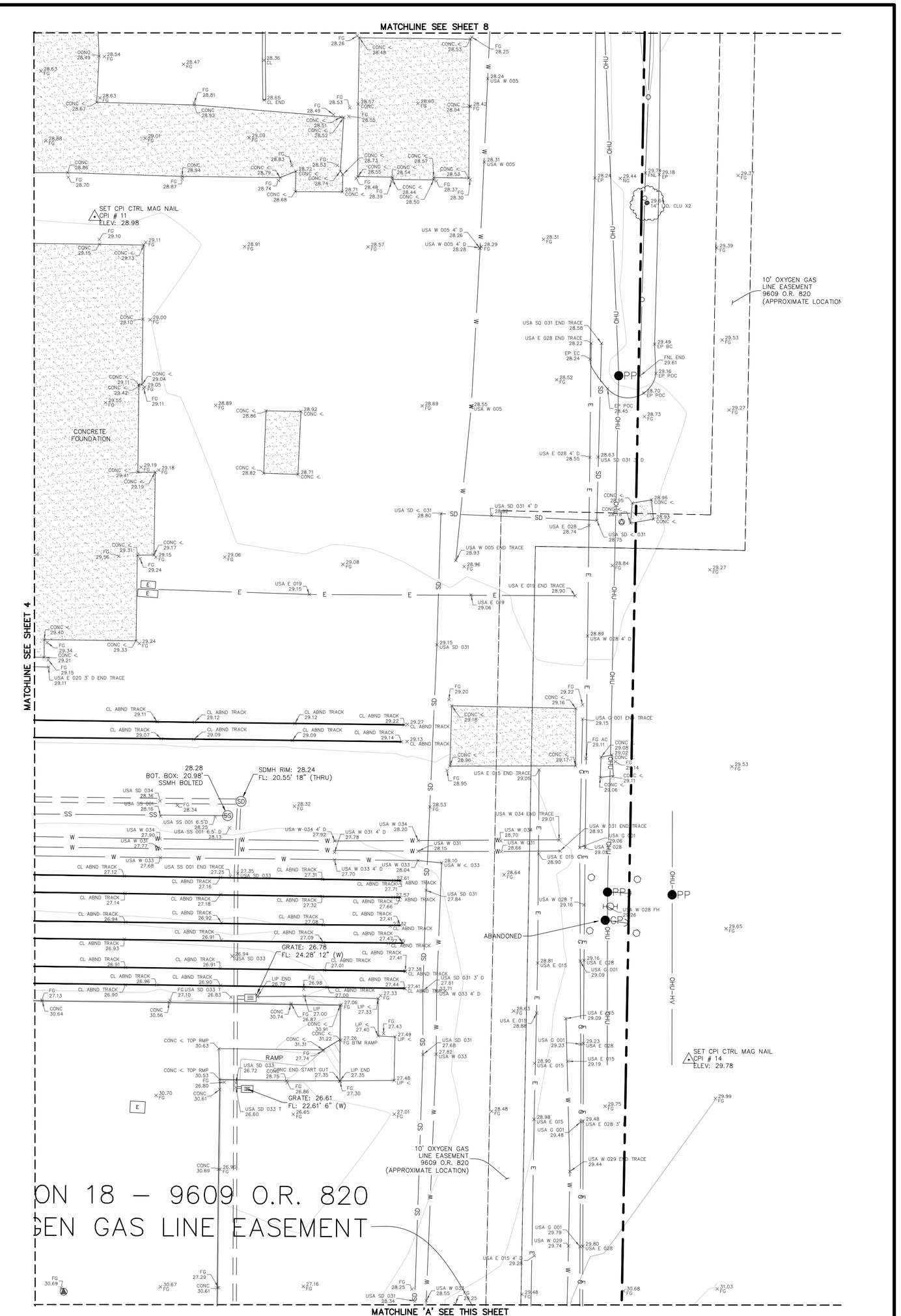

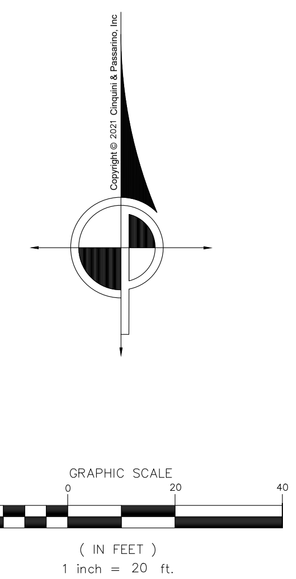

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LEGEND (ALL SYMBOLS MAY NOT APPLY)

	SUBJECT PROPERTY BOUNDARY		WIRE FENCE		IRRIGATION CONTROL VALVE		JOINT POLE W/STREET LIGHT		TELEPHONE VAULT	B.O.	BLACK OAK	BLDG	BUILDING
OHE	OVERHEAD ELECTRIC LINE		CONCRETE		MONITORING WELL		TRAFFIC SIGNAL		GAS VALVE	EUC	EUCALYPTUS	BSW	BACK OF SIDEWALK
OHT	OVERHEAD TELEPHONE LINE		PERIMETER OF BUILDING		WELL		TRAFFIC SIGNAL POLE W/STREET LIGHT		GAS METER	L.A.	LIQUID AMBER	CMP	CORRUGATED METAL PIPE
OHU	OVERHEAD UTILITY LINES (MULTIPLE)		SURVEY CONTROL POINT		FIRE HYDRANT		TELEPHONE POLE		BOLLARD	L.O.	LIVE OAK	DI	DRAINAGE INLET
OHE–HV	OVERHEAD ELECTRIC (HIGH VOLTAGE)	+ 100.00	SPOT ELEVATION		WATER VALVE		STREET LIGHT		SIGN	MAD	MADRONE	DN	DOCUMENT NUMBER
OHU–HV	OVERHEAD UTILITY LINES (HIGH VOLTAGE)	CO	SANITARY SEWER CLEANOUT		WATER METER		LANDSCAPE LIGHT		MAILBOX	ORN	ORNAMENTAL	DW	DRIVEWAY
G	GAS LINE	SS	SANITARY SEWER MANHOLE		HOSE BIB		STREET LIGHT BOX		FOUND IRON PIPE, SIZE AND TAGGED AS NOTED	RWD	REDWOOD	DYBUT	DOUBLE YELLOW BUTTON
SD	STORM DRAIN LINE	SD	STORM DRAIN MANHOLE		ELECTRIC BOX		TRAFFIC SIGNAL LIGHT BOX		FOUND MONUMENT, SIZED AND STAMPED, AS NOTED	W.O.	WHITE OAK	EP	EDGE PAVING
SS	SANITARY SEWER LINE		STORM DRAIN CATCH BASIN		PG&E VAULT		TRAFFIC DETECTOR LID		TREE SYMBOL AND DRIP LINE	SYC	SYCAMORE	ER	EDGE OF ROAD
W	WATER LINE		DRAINAGE INLET		ELECTRIC LID		TELEPHONE BOX	BIR.	BIRCH	WIL	WILLOW	ETW	EDGE TRAVELED WAY
UGTS	UNDERGROUND TRAFFIC SIGNAL WIRE		DRAINAGE INLET		POWER POLE		TELEPHONE MANHOLE			AC	ASPHALT	EXIST	EXISTING
	CHAINLINK FENCE		DRAINAGE DOWNSPOUT		JOINT UTILITY POLE		CABLE TV BOX			B.F.P.C.V.	BACK FLOW PREVENTION CHECK VALVE		

FL	FLOWLINE	RWB	RETAINING WALL BOTTOM						
FG	FINISH GRADE	RWT	RETAINING WALL TOP						
GB	GRADE BREAK	SD	STORM DRAIN						
HC	HANDICAPPED PARKING SPACE	SLB	STREET LIGHT BOX						
HDPE	HIGH DENSITY POLYETHYLENE	SWBUT	SINGLE WHITE BUTTON						
(ITEM NO.)	TITLE REPORT ITEM NUMBER	SYBUT	SINGLE YELLOW BUTTON						
JB	JUNCTION BOX	TB	TOP OF BANK						
LIP	LIP OF GUTTER	TOE	TOE OF BANK						
NG	NATURAL GROUND	TC	TOP OF CURB						
O.R.	OFFICIAL RECORDS	BRC	BACK OF ROLLED CURB						
PL	PROPERTY LINE	TSB	TRAFFIC SIGNAL BOX						
RCP	REINFORCED CONCRETE PIPE	TW	TOP OF WALL						
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Job Name: AMPORTS - ANTIOCH	DRAWN BY: JM	CHECKED BY: JMD	
	SCALE: 1" = 20'		
	SHEET: 3 OF 10	JOB NUMBER: 9276-21	
Description: TOPOGRAPHIC MAP	DWG. PATH:	C:\Users\jblickey\appdata\local\temp\AcPublish_11948\	
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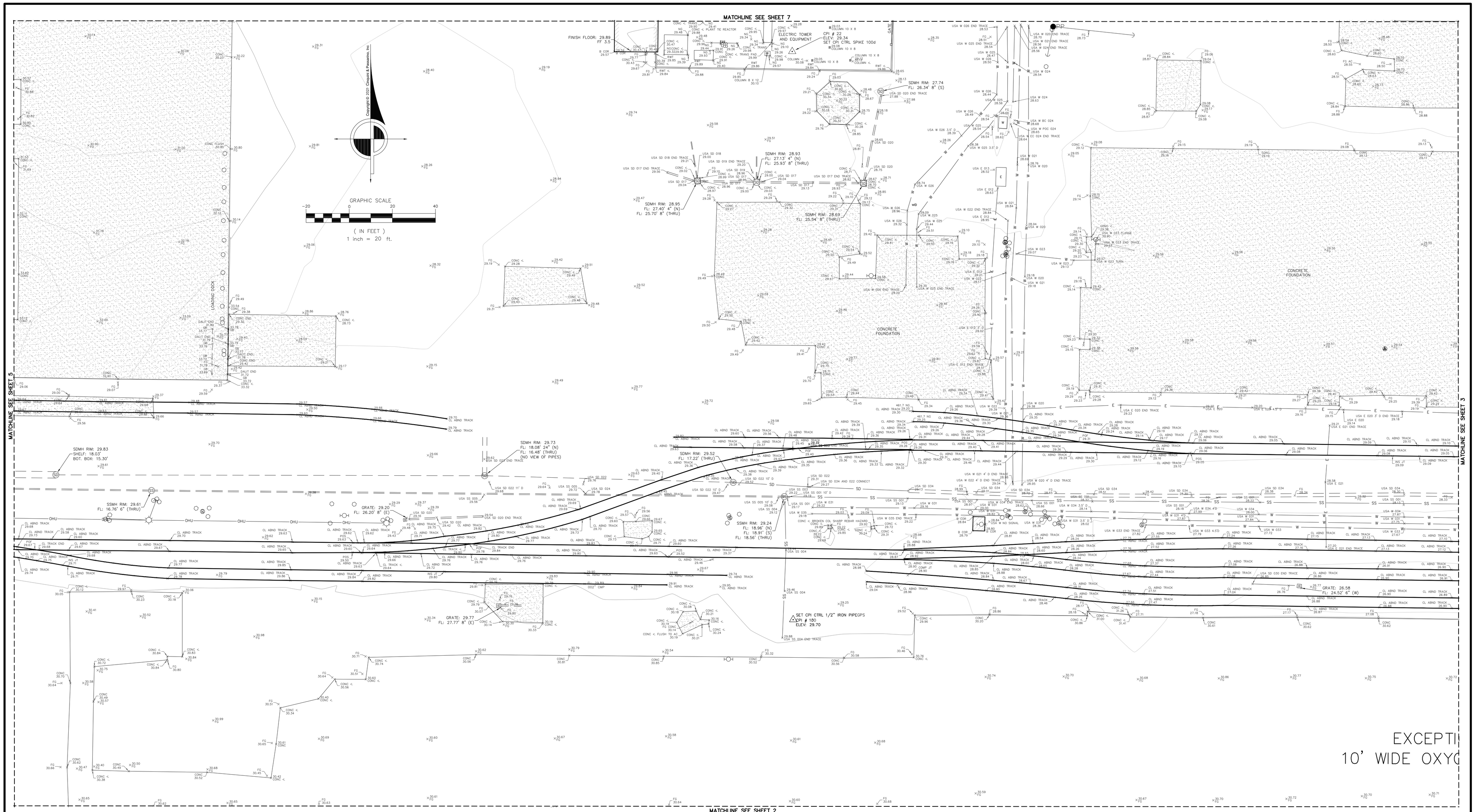

LEGEND (ALL SYMBOLS MAY NOT APPLY)

	SUBJECT PROPERTY BOUNDARY		WIRE FENCE		IRRIGATION CONTROL VALVE		JOINT POLE W/STREET LIGHT	TEL	TELEPHONE VAULT	B.O.	BLACK OAK	BLDG	BUILDING
OHE	OVERHEAD ELECTRIC LINE		CONCRETE	MA	MONITORING WELL		TRAFFIC SIGNAL		GAS VALVE	EUC	EUCALYPTUS	BSW	BACK OF SIDEWALK
OHT	OVERHEAD TELEPHONE LINE		PERIMETER OF BUILDING	W	WELL		TRAFFIC SIGNAL POLE W/STREET LIGHT		GAS METER	L.A.	LIQUID AMBER	CMP	CORRUGATED METAL PIPE
OHU	OVERHEAD UTILITY LINES (MULTIPLE)		SURVEY CONTROL POINT		FIRE HYDRANT		TELEPHONE POLE		BOLLARD	L.O.	LIVE OAK	DI	DRAINAGE INLET
OHE-HV	OVERHEAD ELECTRIC (HIGH VOLTAGE)	+ 100.00	SPOT ELEVATION		WATER VALVE		STREET LIGHT		SIGN	MAD	MADRONE	DN	DOCUMENT NUMBER
OHU-HV	OVERHEAD UTILITY LINES (HIGH VOLTAGE)	CO	SANITARY SEWER CLEANOUT		WATER METER		LANDSCAPE LIGHT		MAILBOX	ORN	ORNAMENTAL	DW	DRIVEWAY
G	GAS LINE	SS	SANITARY SEWER MANHOLE		HOSE BIB	LB	STREET LIGHT BOX		FOUND IRON PIPE, SIZE AND TAGGED AS NOTED	RWD	REDWOOD	DYBUT	DOUBLE YELLOW BUTTON
SD	STORM DRAIN LINE	SD	STORM DRAIN MANHOLE		ELECTRIC BOX	S	TRAFFIC SIGNAL LIGHT BOX		FOUND MONUMENT, SIZED AND STAMPED, AS NOTED	W.O.	WHITE OAK	EP	EDGE PAVING
SS	SANITARY SEWER LINE		STORM DRAIN CATCH BASIN	PG&E	PG&E VAULT	D	TRAFFIC DETECTOR LID		TREE SYMBOL AND DRIP LINE	SYC	SYCAMORE	ER	EDGE OF ROAD
W	WATER LINE		DRAINAGE INLET	E	ELECTRIC LID	T	TELEPHONE BOX			WIL	WILLOW	ETW	EDGE TRAVELED WAY
UGTS	UNDERGROUND TRAFFIC SIGNAL WIRE		DRAINAGE INLET	PP	POWER POLE	T	TELEPHONE MANHOLE			AC	ASPHALT	EXIST	EXISTING
	CHAINLINK FENCE	DS	DRAINAGE DOWNSPOUT	JP	JOINT UTILITY POLE	C	CABLE TV BOX			BIR.	BIRCH	B.F.P.C.V.	BACK FLOW PREVENTION CHECK VALVE

FL	FLOWLINE	RWB	RETAINING WALL BOTTOM						
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Job Name: AMPORTS - ANTIOCH	DRAWN BY: JM	CHECKED BY: JMD
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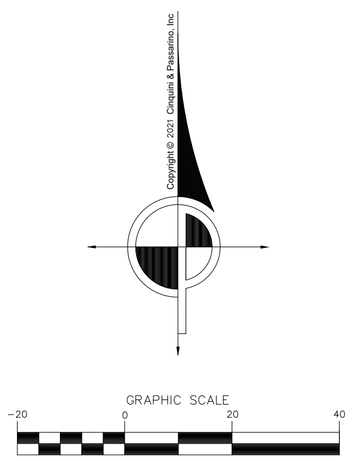

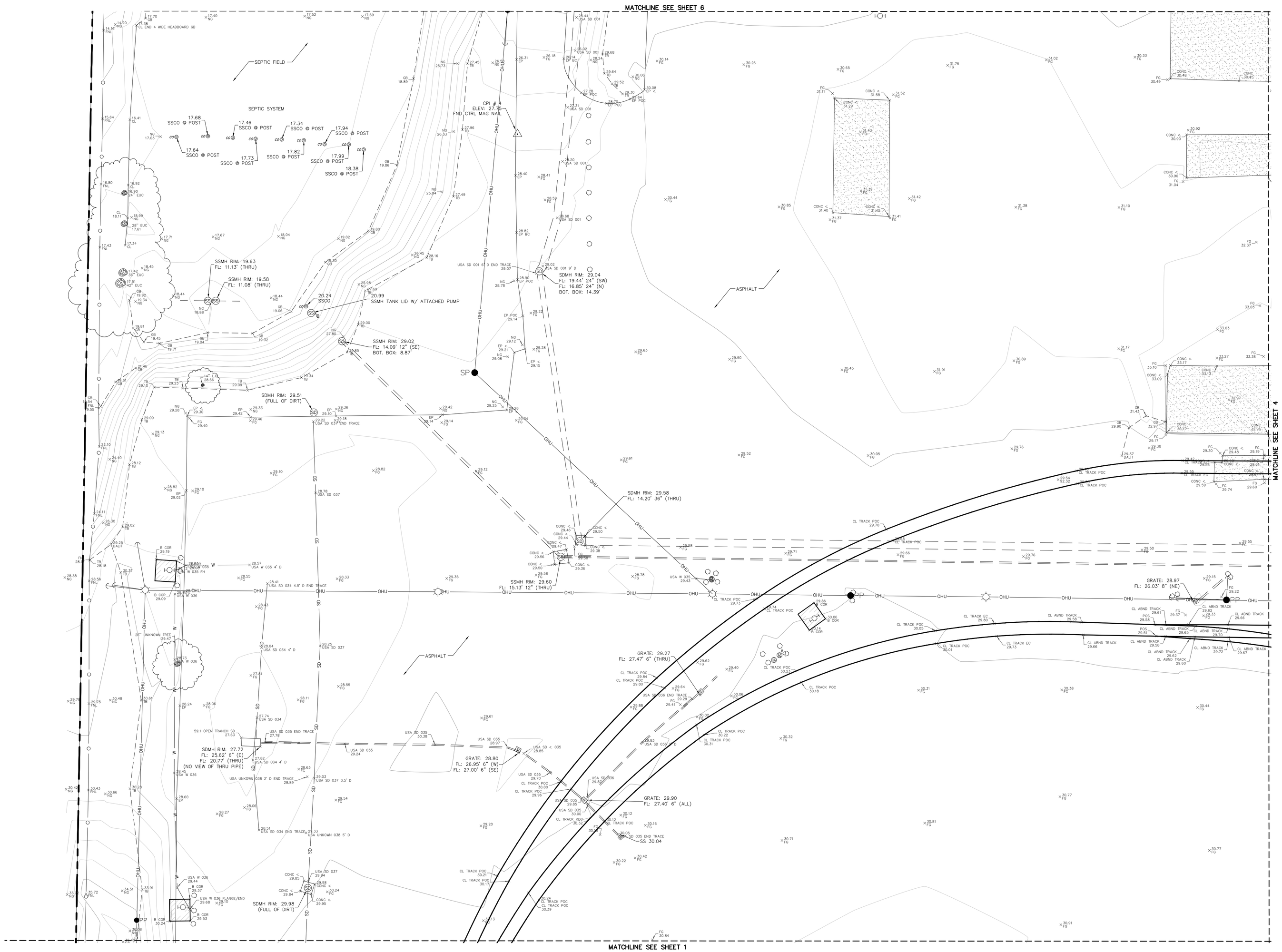

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FG	FINISH GRADE
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HC	HANDICAPPED PARKING SPACE
HDPE	HIGH DENSITY POLYETHYLENE
(ITEM NO.)	TITLE REPORT ITEM NUMBER
JB	JUNCTION BOX
LIP	LIP OF GUTTER
NG	NATURAL GROUND
O.R.	OFFICIAL RECORDS
PL	PROPERTY LINE
RCP	REINFORCED CONCRETE PIPE
RWB	RETAINING WALL BOTTOM
RWT	RETAINING WALL TOP
SD	STORM DRAIN
SLB	STREET LIGHT BOX
SWBUT	SINGLE WHITE BUTTON
SYBUT	SINGLE YELLOW BUTTON
TB	TOP OF BANK
TOE	TOE OF BANK
TC	TOP OF CURB
BRC	BACK OF ROLLED CURB
TSB	TRAFFIC SIGNAL BOX
TW	TOP OF WALL
OH	OVERHEAD

Job Name: AMPORTS - ANTIOCH	DRAWN BY: JM / CHECKED BY: JMD
	SCALE: 1" = 20'
	SHEET: 5 OF 10 / JOB NUMBER: 9276-21
Description: TOPOGRAPHIC MAP	DWG. PATH: C:\Users\jflickey\appdata\local\temp\AcPublish_11948\
	DWG. FILE: 9276Topo.dwg
	DATE/TIME: Apr 07, 2021 - 9:01am

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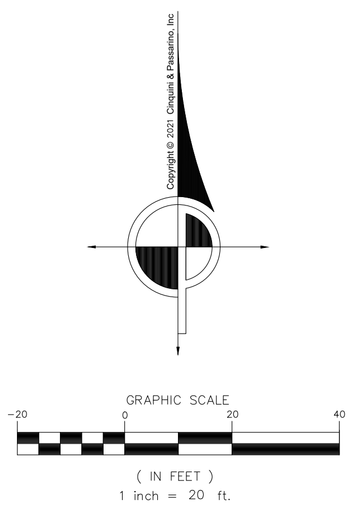
- BOUNDARY
- TOPOGRAPHIC
- CONSTRUCTION
- SUBDIVISIONS



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- OHE — OHE — OVERHEAD ELECTRIC LINE
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- UGTS — UNDERGROUND TRAFFIC SIGNAL WIRE
- CHAINLINK FENCE
- WOOD FENCE
- X — X — X — WIRE FENCE
- CONCRETE
- PERIMETER OF BUILDING
- SURVEY CONTROL POINT
- + 100.00 SPOT ELEVATION
- SANITARY SEWER CLEANOUT
- SANITARY SEWER MANHOLE
- STORM DRAIN MANHOLE
- STORM DRAIN CATCH BASIN
- DRAINAGE INLET
- DRAINAGE INLET
- DRS DRAINAGE DOWNSPOUT
- IRRIGATION CONTROL VALVE
- MONITORING WELL
- WELL
- FIRE HYDRANT
- WATER VALVE
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- BIR. BIRCH

B.O.	BLACK OAK
EUC	EUCALYPTUS
L.A.	LIQUID AMBER
L.O.	LIVE OAK
MAD	MADRONE
ORN	ORNAMENTAL
RWD	REDWOOD
W.O.	WHITE OAK
SYC	SYCAMORE
WIL	WILLOW
AC	ASPHALT
B.F.P.C.V.	BACK FLOW PREVENTION CHECK VALVE
BLDG	BUILDING
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DN	DOCUMENT NUMBER
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DYBUT	DOUBLE YELLOW BUTTON
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OH	OVERHEAD

Job Name: AMPORTS - ANTIOCH

Description: TOPOGRAPHIC MAP

DRAWN BY: JM	CHECKED BY: JMD
SCALE: 1" = 20'	
SHEET: 6 OF 10	JOB NUMBER: 9276-21
DWG. PATH:	C:\Users\jfickey\appdata\local\temp\AcPublish_11948\
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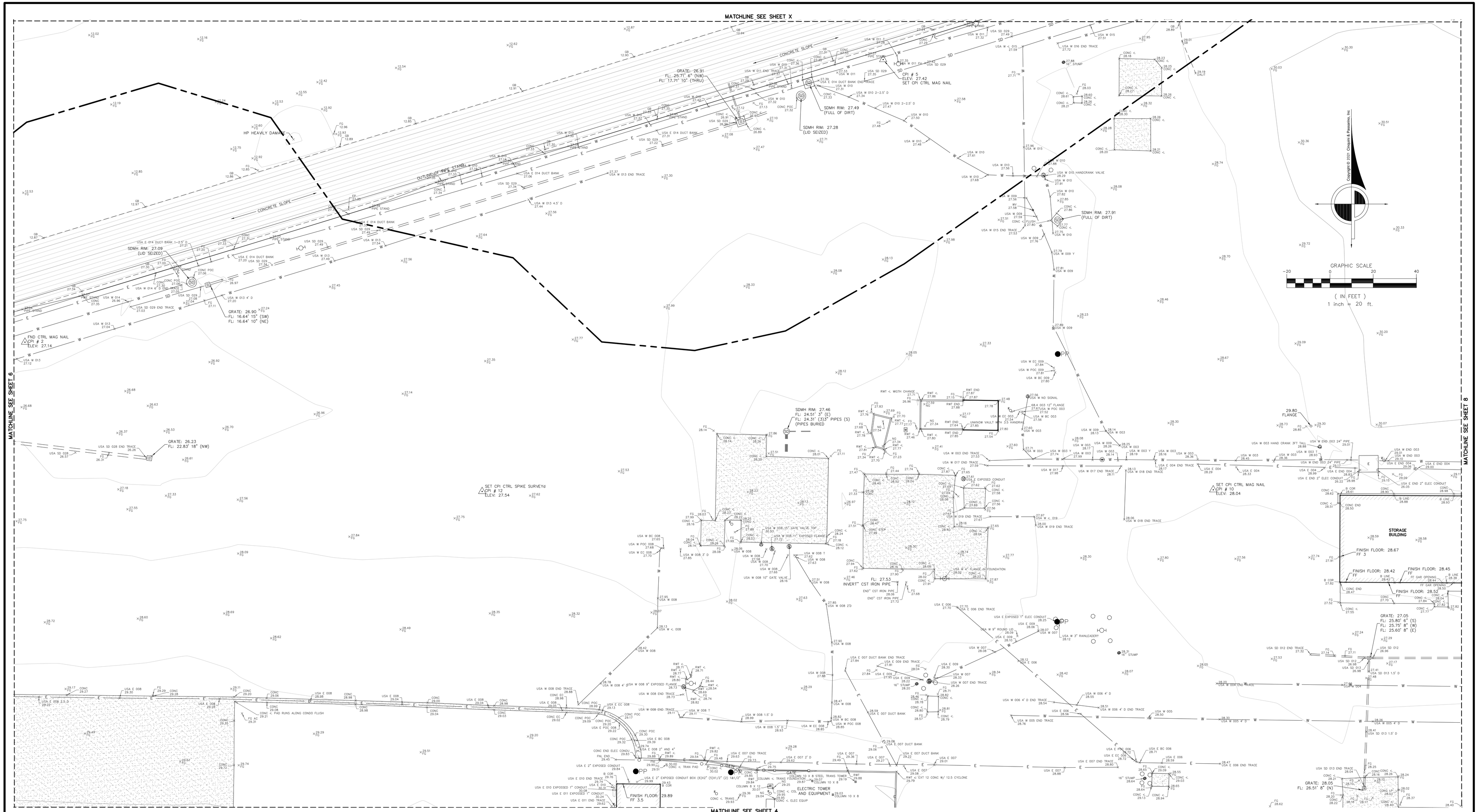

LEGEND (ALL SYMBOLS MAY NOT APPLY)

	SUBJECT PROPERTY BOUNDARY		WIRE FENCE		IRRIGATION CONTROL VALVE		JOINT POLE W/STREET LIGHT	TEL	TELEPHONE VAULT	B.O.	BLACK OAK	BLDG	BUILDING
OHE	OVERHEAD ELECTRIC LINE		CONCRETE		MONITORING WELL		TRAFFIC SIGNAL		GAS VALVE	EUC	EUCALYPTUS	BSW	BACK OF SIDEWALK
OHT	OVERHEAD TELEPHONE LINE		PERIMETER OF BUILDING		WELL		TRAFFIC SIGNAL POLE W/STREET LIGHT		GAS METER	L.A.	LIQUID AMBER	CMP	CORRUGATED METAL PIPE
OHU	OVERHEAD UTILITY LINES (MULTIPLE)		SURVEY CONTROL POINT		FIRE HYDRANT		TELEPHONE POLE		BOLLARD	L.O.	LIVE OAK	DI	DRAINAGE INLET
OHE-HV	OVERHEAD ELECTRIC (HIGH VOLTAGE)	+ 100.00	SPOT ELEVATION		WATER VALVE		STREET LIGHT		SIGN	MAD	MADRONE	DN	DOCUMENT NUMBER
OHU-HV	OVERHEAD UTILITY LINES (HIGH VOLTAGE)	CO	SANITARY SEWER CLEANOUT		WATER METER		LANDSCAPE LIGHT		MAILBOX	ORN	ORNAMENTAL	DW	DRIVEWAY
G	GAS LINE	SS	SANITARY SEWER MANHOLE		HOSE BIB		STREET LIGHT BOX		FOUND IRON PIPE, SIZE AND TAGGED AS NOTED	RWD	REDWOOD	DYBUT	DOUBLE YELLOW BUTTON
SD	STORM DRAIN LINE	SD	STORM DRAIN MANHOLE		ELECTRIC BOX		TRAFFIC SIGNAL LIGHT BOX		FOUND MONUMENT, SIZED AND STAMPED, AS NOTED	W.O.	WHITE OAK	EP	EDGE PAVING
SS	SANITARY SEWER LINE		STORM DRAIN CATCH BASIN	PG&E	PG&E VAULT		TRAFFIC DETECTOR LID		TREE SYMBOL AND DRIP LINE	SYC	SYCAMORE	ER	EDGE OF ROAD
W	WATER LINE		DRAINAGE INLET		ELECTRIC LID		TELEPHONE BOX	BIR.	BIRCH	WIL	WILLOW	ETW	EDGE TRAVELED WAY
UGTS	UNDERGROUND TRAFFIC SIGNAL WIRE		DRAINAGE INLET	PP	POWER POLE		TELEPHONE MANHOLE			AC	ASPHALT	EXIST	EXISTING
	CHAINLINK FENCE	DS	DRAINAGE DOWNSPOUT	JP	JOINT UTILITY POLE		CABLE TV BOX			B.F.P.C.V.	BACK FLOW PREVENTION CHECK VALVE		

FL	FLOWLINE	RWB	RETAINING WALL BOTTOM	Job Name:	DRAWN BY: JM	CHECKED BY: JMD
FG	FINISH GRADE	RWT	RETAINING WALL TOP	AMPORTS - ANTIOCH	SCALE: 1" = 20'	
GB	GRADE BREAK	SD	STORM DRAIN		SHEET: 7 OF 10	JOB NUMBER: 9276-21
HC	HANDICAPPED PARKING SPACE	SLB	STREET LIGHT BOX	Description:	DWG. PATH:	C:\Users\jblickey\appdata\local\temp\AcPublish_11948\
HDPE	HIGH DENSITY POLYETHYLENE	SWBUT	SINGLE WHITE BUTTON	TOPOGRAPHIC MAP	DWG. FILE:	9276Topo.dwg
(ITEM NO.)	TITLE REPORT ITEM NUMBER	SYBUT	SINGLE YELLOW BUTTON		DATE/TIME:	Apr 07, 2021 - 9:02am
JB	JUNCTION BOX	TB	TOP OF BANK			
LIP	LIP OF GUTTER	TOE	TOE OF BANK			
NG	NATURAL GROUND	TC	TOP OF CURB			
O.R.	OFFICIAL RECORDS	BRC	BACK OF ROLLED CURB			
PL	PROPERTY LINE	TSB	TRAFFIC SIGNAL BOX			
RCP	REINFORCED CONCRETE PIPE	TW	TOP OF WALL			
		OH	OVERHEAD			

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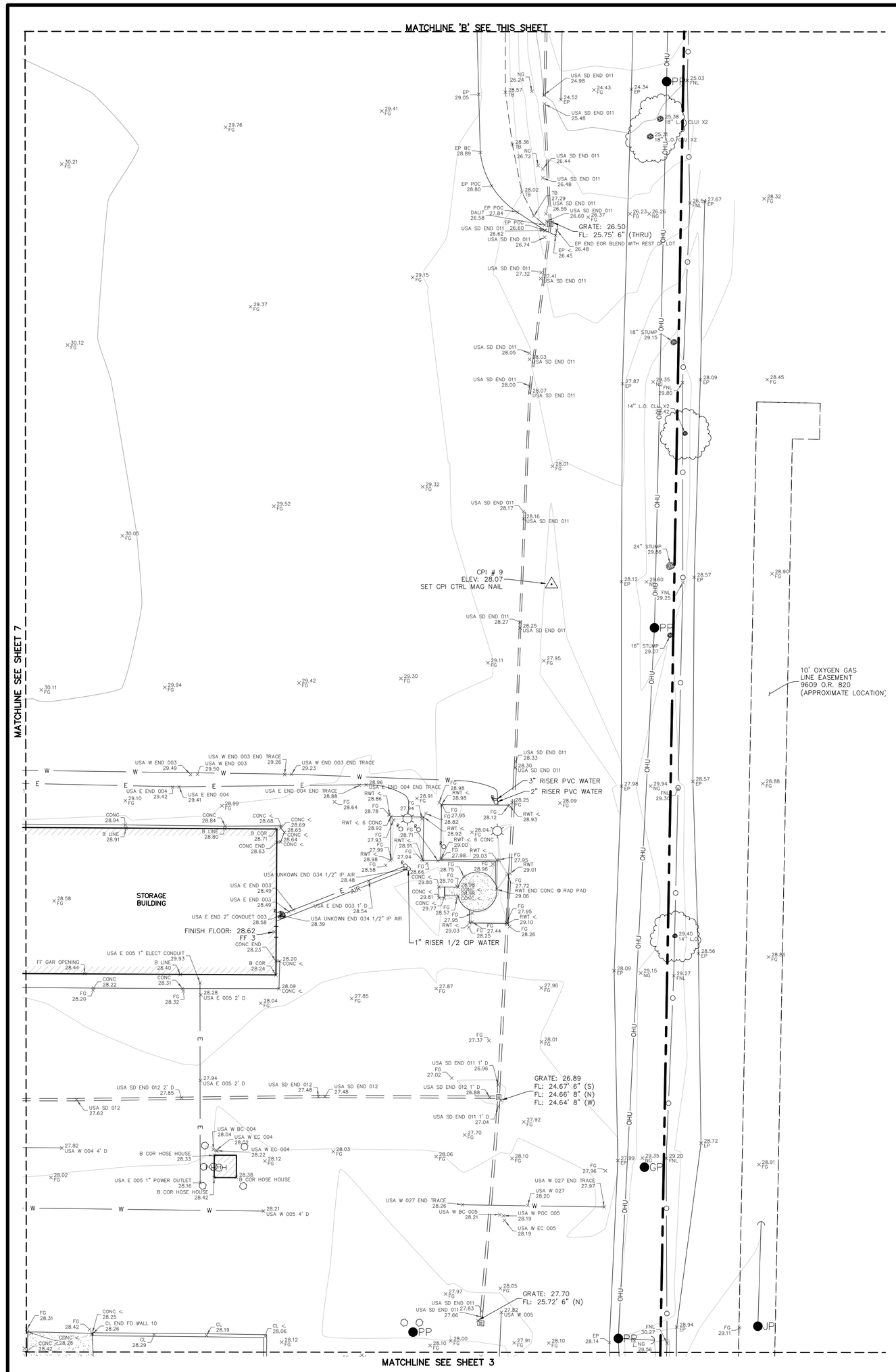

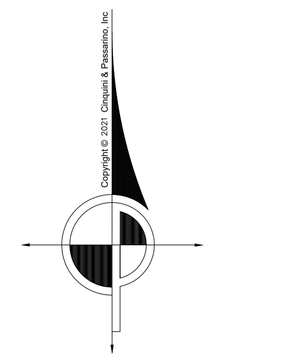

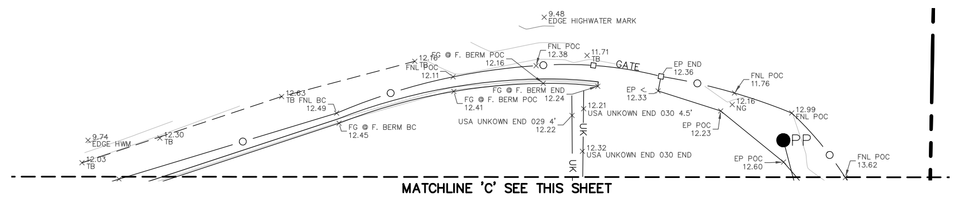

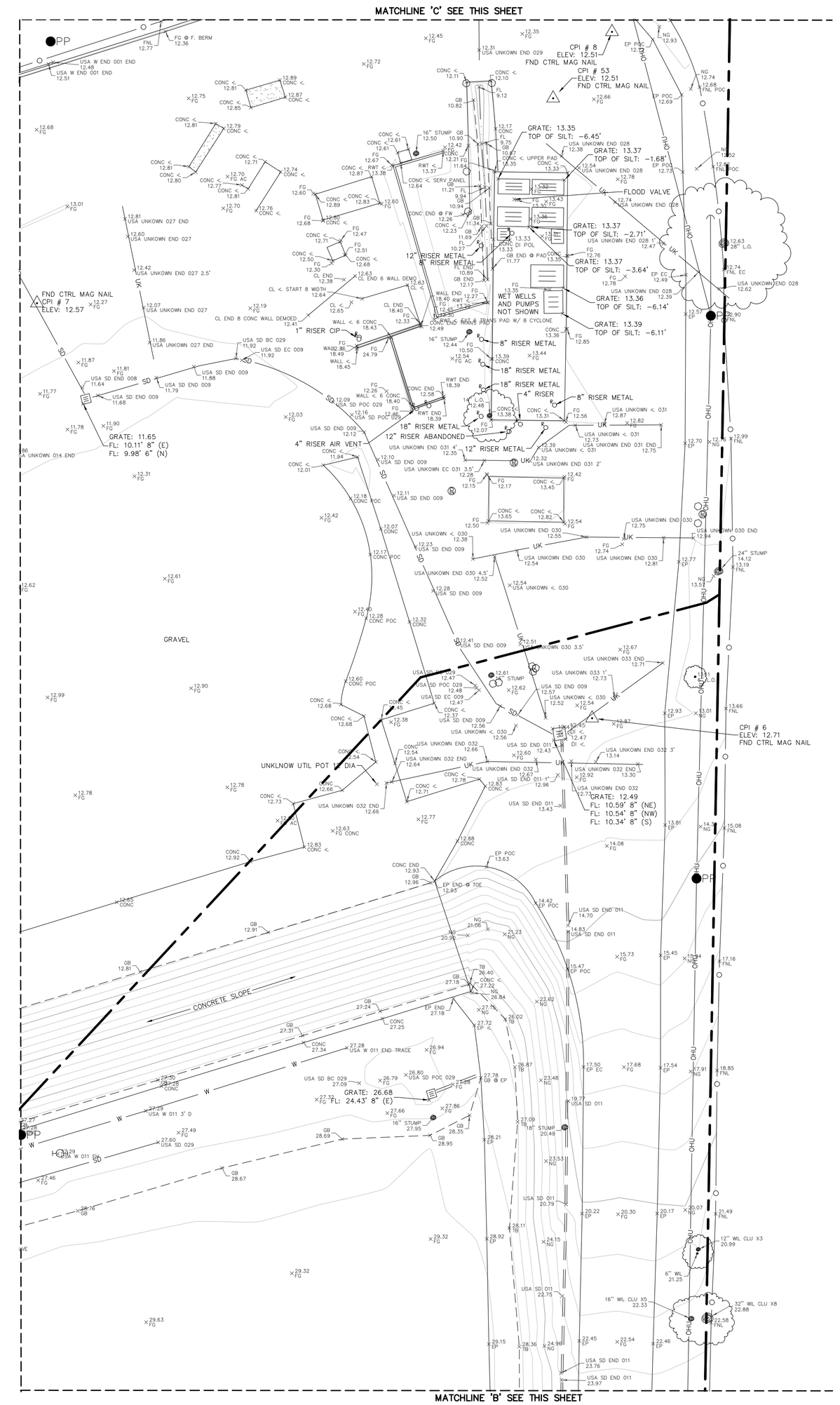

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- WIRE FENCE
- CONCRETE
- PERIMETER OF BUILDING
- SURVEY CONTROL POINT
- + 100.00 SPOT ELEVATION
- CO SANITARY SEWER CLEANOUT
- SS SANITARY SEWER MANHOLE
- SD STORM DRAIN MANHOLE
- STORM DRAIN CATCH BASIN
- DRAINAGE INLET
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- DS DRAINAGE DOWNSPOUT
- IRRIGATION CONTROL VALVE
- MW MONITORING WELL
- W WELL
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- HOSE BIB
- E ELECTRIC BOX
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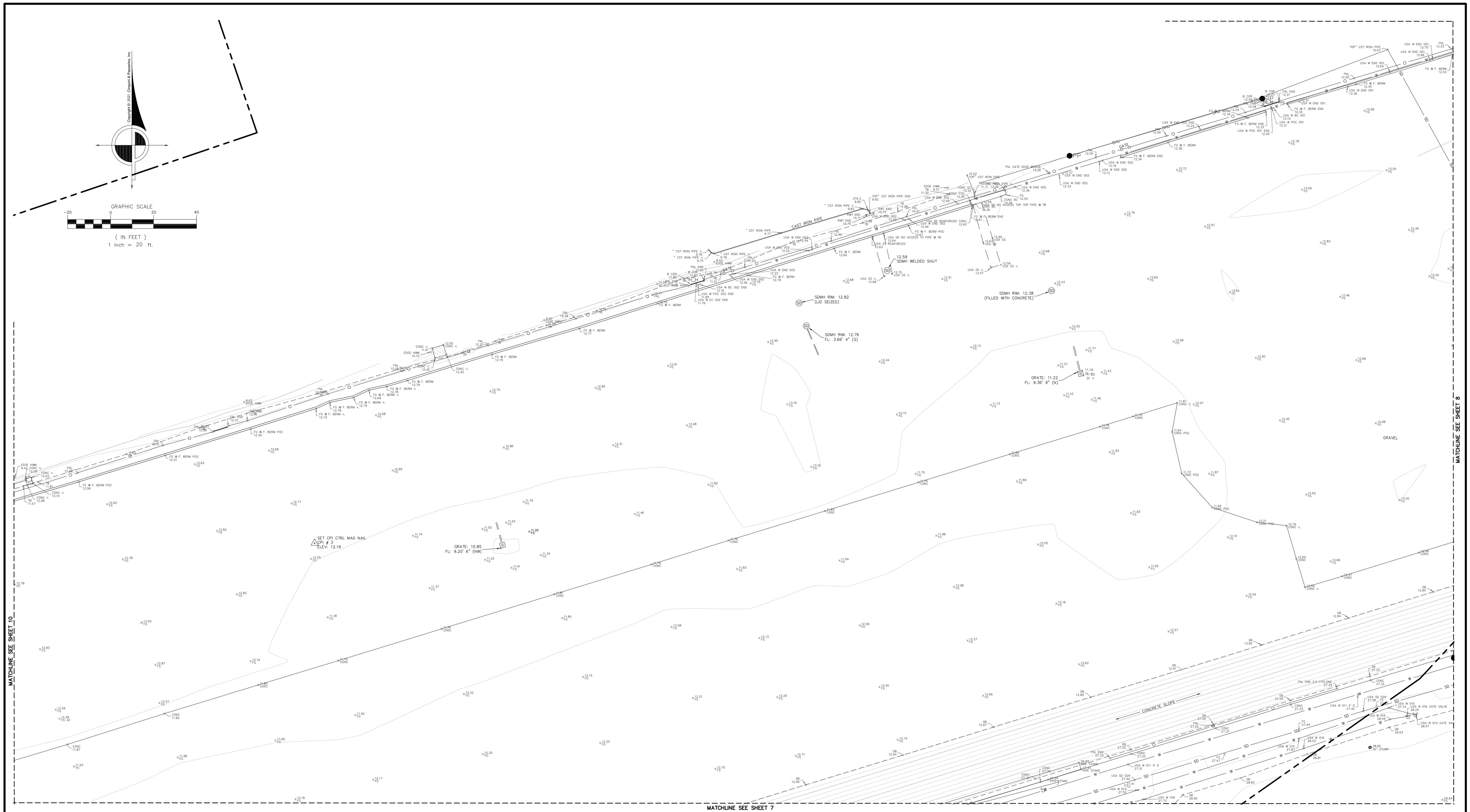

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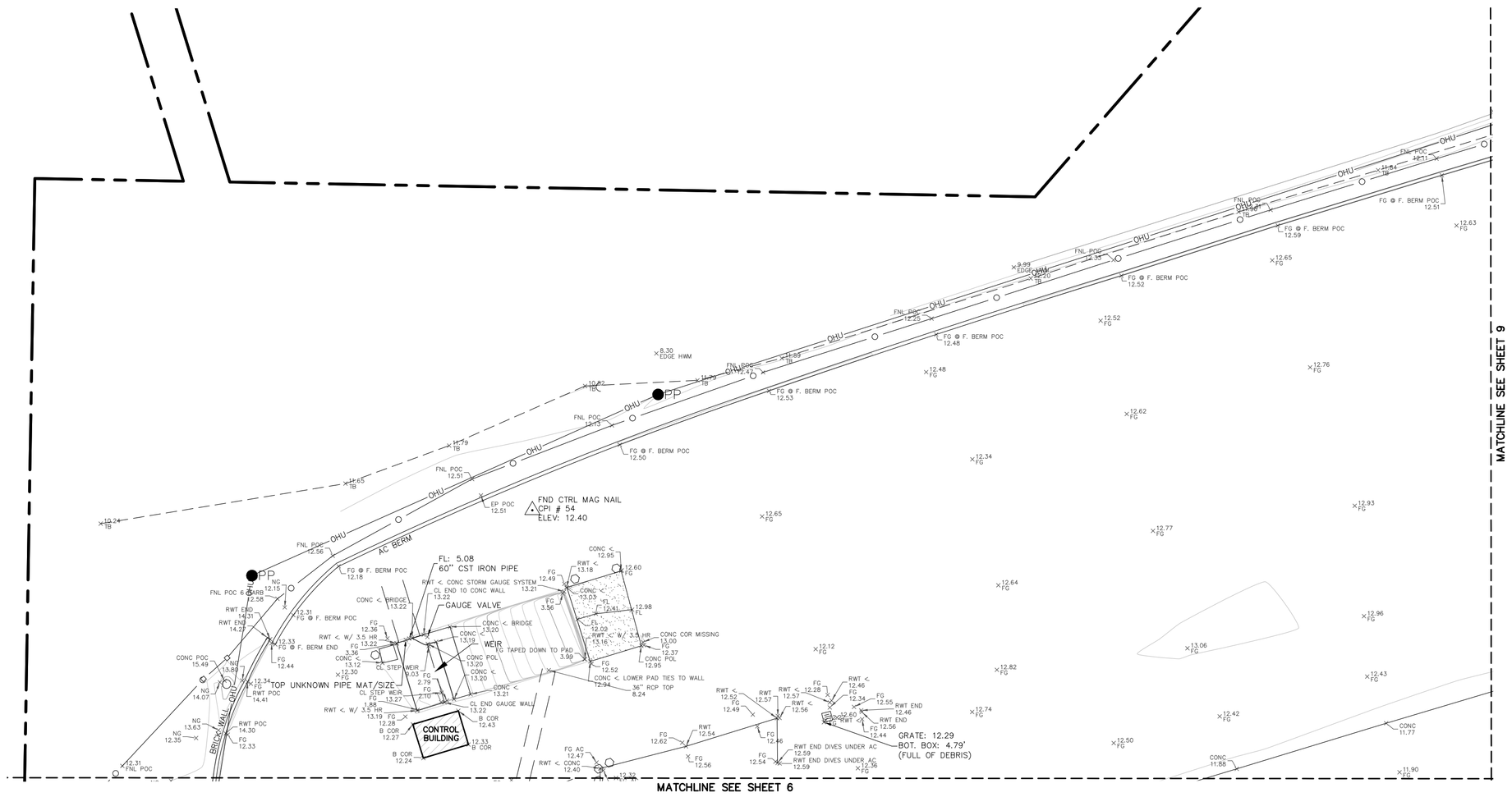
GRAPHIC SCALE

-20 0 20 40

(IN FEET)
1 inch = 20 ft.



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O.R.	OFFICIAL RECORDS
PL	PROPERTY LINE
RCP	REINFORCED CONCRETE PIPE
RWB	RETAINING WALL BOTTOM
RWT	RETAINING WALL TOP
SD	STORM DRAIN
SLB	STREET LIGHT BOX
SWBUT	SINGLE WHITE BUTTON
SYBUT	SINGLE YELLOW BUTTON
TB	TOP OF BANK
TOE	TOE OF BANK
TC	TOP OF CURB
BRC	BACK OF ROLLED CURB
TSB	TRAFFIC SIGNAL BOX
TW	TOP OF WALL
OH	OVERHEAD

Job Name: AMPORTS - ANTIOCH	DRAWN BY: JM / CHECKED BY: JMD
	SCALE: 1" = 20'
	SHEET: 10 OF 10 / JOB NUMBER: 9276-21
Description: TOPOGRAPHIC MAP	DWG. PATH: C:\Users\jdickey\appdata\local\temp\AcPublish_31948\
	DWG. FILE: 9276Topo.dwg
	DATE/TIME: Apr 07, 2021 - 9:02am

CINQUINI & PASSARINO, INC.
LAND SURVEYING
1360 N. Dutton Ave. #150
Santa Rosa, Ca. 95401
Phone: (707) 542-6268
Fax: (707) 542-2106
WWW.CINQUINIPASSARINO.COM

- BOUNDARY
- TOPOGRAPHIC
- CONSTRUCTION
- SUBDIVISIONS

ATTACHMENT D

Project Description

REVISED – 02-25-2021
AMPORTS Antioch Vehicle Processing Facility
Antioch Wharf – Pulp to RORO Berth Conversion and On-Site Facilities
2301 Wilbur Avenue, Antioch, CA

Project Description

Purpose: AMPORTS is developing an automotive logistics and processing facility in Antioch, California on property located at 2301 Wilbur Avenue. The site was the previous location of the Gaylord Paper Mill, and is zoned for industrial use. While AMPORTS currently leases multiple parcels in the area, the project will be contained within:

APN: 051020006
APN: 051020012

No development or project operations will take place outside of these parcels.

The site will be used for delivery and storage of vehicles and limited processing prior to distributions to dealerships. The improved site will include conversion and upgrade of the existing wharf to support roll-on/roll-off (RORO) operations, a one-story vehicle processing building with offices, as well as grading, fencing, paving, and striping for car storage and loading prior to distribution. The project also includes select demolition of existing raised slabs and out of service utilities, new utility connections and on-site stormwater improvements.

Site Size: The project site is 38.9 acres.

Hours of Operation: The project is expected to operate on Monday-Friday 7:00am to 3:30pm.

Type of Business: AMPORTS is an automotive service industry import/export business. The company has been in the industry for over 60 years, and has locations throughout the United States and Mexico.

Number of Employees: The number of employees expected to be employed is approximately 45 people per shift with additional independent trucking companies hauling to and from the site.

Number of Vessels: The number of vessel calls is expected to be approximatly 25 calls per year.

Number of Trucks: Project operations will entail approximately 3800 truck trips per year.

Area Coverage of Structure: One new pre-engineered metal building is to be built onsite. The building will be approximately 25,328 square feet (0.58 acres) in size and will include staff offices, restrooms, vehicle processing and work space. The site has one existing storage building that is approximately 5,000 square feet (0.11 acres) and a guard house, both of which are expected to remain in place. In total, the area of structure is expected to be 0.69 acres.

Parking and Open Spaces: This facility will accommodate RORO ships arriving with new vehicles, off-loading vehicles, minor processing and storage of vehicles prior to delivery to area dealerships by truck. Employee parking will be restricted to the existing lot, east of the main entrance to the facility. ADA parking will be added to the southeast of the new planned building.

Processing Building: The proposed processing building will consist of a pre-engineered metal building structure to support an open bay for six vehicle processing lanes, as well as an area for administration

offices, conference room, restrooms, break room and other building support areas. Exterior colors will consist of gray color exterior wall panels, white color roof panels and doors, with blue accent color gutters and trim to match AMPORTS' corporate standard (Pantone 289C).

Fencing: A new perimeter fence which is 8' high chain link with vinyl slats is proposed. AMPORTS will request approval for a 12" barbed wire fence extension, consisting of three (3) strands of barbed wire, to be installed around the property and along Wilbur Street. All existing pervious and open areas will remain and be hydro-seeded.

Existing Railroad Spur: AMPORTS project does not propose to use the abandoned railroad corridor nor provided for rail car access to this site.

ATTACHMENT E

Contra Costa County Fire Protection District (CCCFPD) Comment Letter

Contra Costa County Fire Protection District

March 31, 2021

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

Subject: AMPORTS
2301 Wilbur Ave. Antioch
Project # UP-20-14, AR-20-18
CCCFPD Project No.: P-2021-01862

Dear Ms. Merideth,

We have reviewed the land use permit application to establish an automotive logistics and processing facility for delivery and storage of vehicles prior to their distribution to dealerships, convert and upgrade the existing wharf for roll on/roll off operations and construct a new 25,328 square foot building at the subject location. The following is required for Fire District approval in accordance with the 2019 California Fire Code (CFC), the 2019 California Building Code (CBC), the 2019 California Residential Code (CRC), and Local and County Ordinances and adopted standards:

1. The Contra Costa County Fire Protection District has development impact fees established in the City of Antioch. Projects within the development impact areas may need to pay the fees prior to Building Permit issuance.

2. The Fire District requests that the facility provide ship board firefighting training to our suppression personnel. The scope and time to be determined at a later date.

3. Wharf improvements shall comply with Chapter 36 of the California Fire Code.

4. Access as shown does not comply with Fire District requirements.

   <u>The plans provided do not contain any access road information through the vehicle parking area. Access roads shall be clearly marked throughout the facility and no parking will be allowed within those access roads.</u>

   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 facility and 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

5. 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

6. The project as proposed may require the installation of an approved Fire District turnaround dependent on the layout of the access roads through the vehicle parking area.

   Dead-end emergency apparatus access roadways in excess of 150 feet in length shall be provided with approved provisions for the turning around of Fire District apparatus. Contact the Fire District for approved designs. (503.2.5) CFC

7. Access gates for Fire District apparatus shall be a minimum of 20-feet wide. Access gates shall slide horizontally or swing inward and shall be located a minimum of 30 feet from the street. Electrically operated gates shall be equipped with a Knox Company key-operated switch. Manually operated gates shall be equipped with a non-casehardened lock or approved Fire District lock. Contact the Fire District for information on ordering the key-operated switch. (D103.5) CFC.

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

9. The developer shall provide hydrants of the East Bay type in compliance with Chapter 5 and Appendix B and C of the California Fire Code. The two hydrants proposed for the proposed building appear to comply with Fire District Standards.

   Additional hydrants are required as follows:

   There are no proposed hydrants for the rest of the facility as required by the Fire District.

   Where a portion of the facility or building is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrant and mains shall be provided where required by the fire code official.

   Additional hydrants are required on Wilbur Avenue to comply with the average spacing and maximum distance from any point on frontage to a hydrant. (D, Table 102.1) CFC

10. 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 type of surface and weight bearing capacity
    Elevations of building,
    Gates, fences, retaining walls, bio-retention basins, any obstructions to access.
    Size of building and type of construction,
    Striping and signage plan to include NO PARKING-FIRE LANE paint or signs
    A summary of existing or proposed fire protection systems on the wharf

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

11. ***Emergency apparatus access roadways and hydrants shall be installed, in service, and inspected by the Fire District prior to construction or combustible storage on site.*** (501.4) CFC

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

12. Changes shall not be made in the use or occupancy of the existing building that would place the structure in a different division of the same group or occupancy or in a different group of occupancies, unless such structure is made to comply with the requirements of this code. (§102.3) CFC

13. New buildings shall have approved radio coverage for emergency responders. An emergency responder radio coverage system shall be installed when the conditions of CFC 510.4.1 are not met. Testing shall be conducted and the results submitted to the Fire District prior to the building final. (510.1) CFC

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

15. 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

16. 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

17. 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

18. 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
    - Standpipe
    - Fire alarm
    - Fire pump if required
    - Energy systems
    - Emergency generator if required

- Aboveground/underground flammable/combustible liquid storage tanks
- Special suppression systems
- Emergency Responder Radio Coverage System (ERRCS)

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

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

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

Sincerely,

Todd Schiess
Fire Inspector I

cc: AMPORTS
Ben Buben COO
10060 Skinner lake Dr. Suite 205
Jacksonville FL 32246
ben.buben@amports.com

File: 2103 WILBUR AVE-PLN-P-2021-01862

P-2021-01862 PLN

ANTIOCH CALIFORNIA

RECEIVED MAR 11 2021 CONTRA COSTA FIRE DISTRICT

PROJECT REFERRAL – REQUEST FOR REVIEW

The City of Antioch Planning Division is requesting your review of the project information and plans referenced below. Please provide feedback on availability of services, potential design or code conflicts, requirements for additional permits, and draft conditions of project approval.

DATE OF REQUEST: 3/11/2021

SUBMIT COMMENTS TO: Zoe Merideth (ZMerideth@antiochca.gov)

COMMENTS DUE BY: **** **WEDNESDAY MARCH 31, 2021** ****

PROJECT NAME: AMPORTS

Project No: UP-20-14, AR-20-18 **Application Type:** Use Permit & Design Review

Project Address: 2301 Wilbur Ave, (APNs: 051-020-006 and 051-020-012)

Project Description: Use Permit and Design Review request to develop an automotive logistics and processing facility for the delivery and storage of vehicles prior to their distribution to dealerships. The project includes the conversion and upgrade of the existing wharf for roll on/roll off operations, construction of a new building, and new site improvements - including new paving, stormwater improvements, and fencing.

Applicant Name: AMPORTS, Ben Buben COO

Mailing Address: 10060 Skinner Lake Dr, Suite 205, Jacksonville FL 32246

Phone: 904-652-2962 **E-mail:** ben.buben@amports.com

The following documents are included in this transmittal, or available online as linked below:

☒ Project Plans ☒ Project Description ☒ Wharf Improvement Plans

FOR A LIST OF ALL CURRENT PROJECTS, PLEASE CLICK HERE

FOR CITY STAFF ONLY

☐	**Due Date as above** -- Please submit your comments or draft conditions of approval to the planner by dates listed above
☒	**Due Date TBD** -- Planning staff will follow up with you to request a meeting for project discussion and to develop the schedule for comments and draft conditions
☒	Additional information will be routed to you (via email and/or hard copy)

ROUTED TO

- Contra Costa Flood Control
- Contra Costa County Water Dist.
- CCCFPD
- Republic Services
- Tri Delta Transit
- PG&E
- CA Dept of Fish &Wildlife
- US Army Corp of Engineers
- US Fish and Wildlife
- State Lands Commission
- State Reg.Water Qlty Cntrl Brd
- City of Oakley
- Union Carbide/Dow

REVISED – 02-25-2021
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P-2021-0182 PLN

E6

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Existing Railroad Spur: AMPORTS project does not propose to use the abandoned railroad corridor nor provided for rail car access to this site.

ATTACHMENT F

Letter from Ben Buben,
AMPORTS Chief Operating Officer

July 30, 2021

Dear Mayor Thorpe:

As we have discussed with City staff, AMPORTS acknowledges the need for a formal agreement with the City of Antioch regarding the public/private partnership necessary for this project to be a success for all parties. To that end we commit to work in good faith to develop an agreement to mitigate City impacts and to provide community benefit, as well as negotiate City protections and cost reimbursement for administration of the grant, if awarded. We commit to meet and finalize the details of this agreement at the earliest convenience of all parties.

We look forward to improving and operating the AMPORTS Antioch Terminal for many years.

Regards,

Ben Buben, AMPORTS Chief Operating Officer

Cc: Ron Bernal, City Manager
Rosanna Bayon Moore, Assistant City Manager
Kwame Reed, Economic Development Director
Jimmy Triplett, AMPORTS Senior Vice President Operations