

**STAFF REPORT TO THE PLANNING COMMISSION**

**DATE:** Regular Meeting of December 1, 2021

**SUBMITTED BY:** Zoe Merideth, Senior Planner *ZM*

**APPROVED BY:** Forrest Ebbs, Community Development Director

**SUBJECT:** Wild Horse Multifamily Project (PD-20-01, GP-20-03, AR-21-17)

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**RECOMMENDED ACTIONS**

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

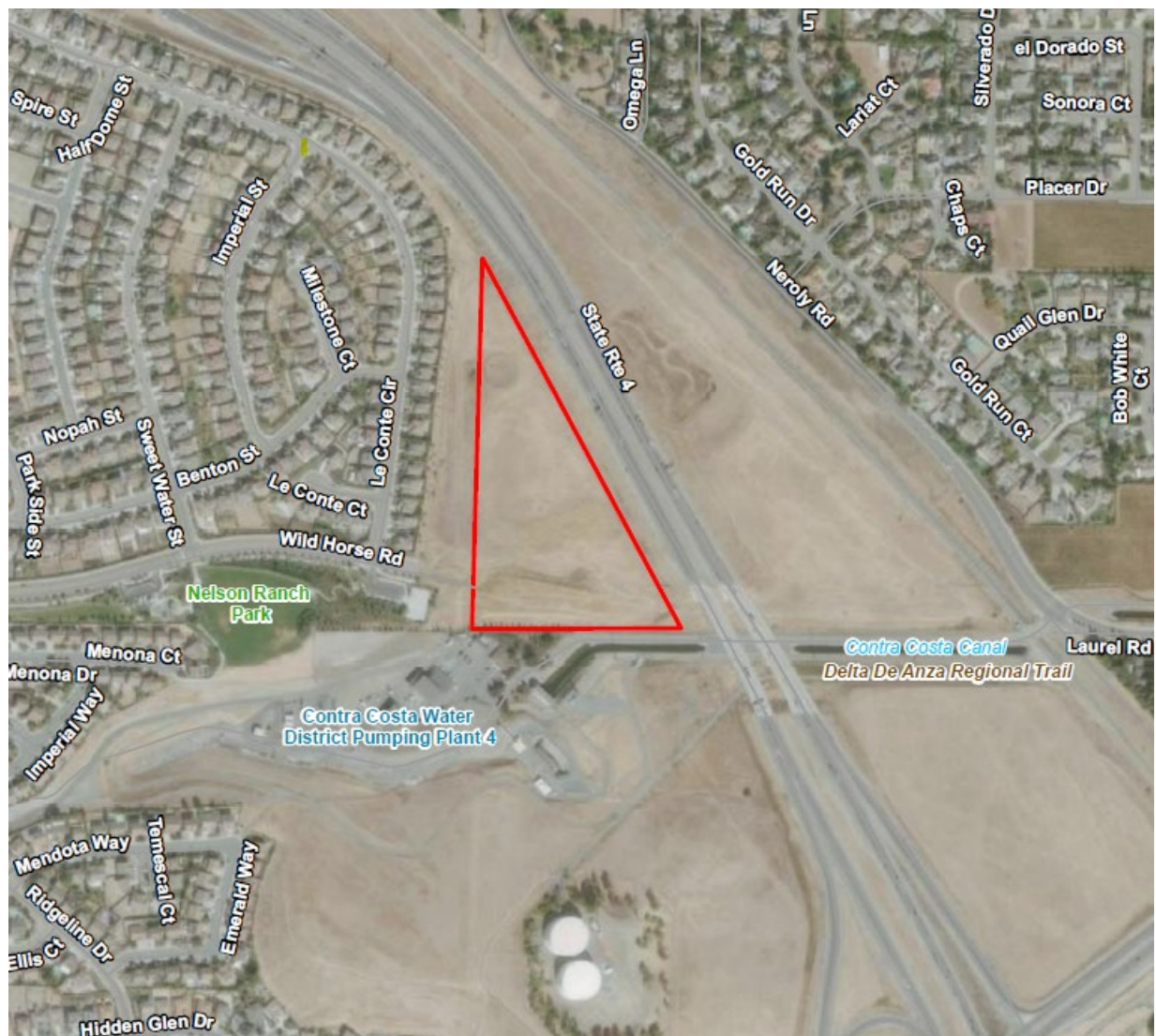
1. Adopt the resolution recommending certification of the Wild Horse Multifamily Project Environmental Impact Report (EIR).
2. Adopt the resolution recommending approval of the Wild Horse Multifamily Project General Plan Amendment (GP-20-03) changing the land use designation from Low Density Residential to High Density Residential.
3. Adopt the resolution recommending approval of an ordinance for a zoning map amendment from Planned Development District (PD) to Planned Development District (PD-20-01).
4. Adopt the resolution recommending approval of a Vesting Tentative Map, Final Development Plan, and Design Review, subject to conditions of approval (PD-20-01, AR-21-17).

**DISCUSSION**

**Project Overview and Requested Approvals**

The applicant, CCP-Contra Costa Investor, LLC, is seeking approval of an EIR Certification, General Plan Amendment, Rezone to Planned Development District, Vesting Tentative Map, Final Development Plan, and Design Review for the development of a 126 multifamily unit residential community and associated improvements on an approximately 11.72 acre project site, known as the Wild Horse Multifamily Project (PD-20-01, GP-20-03, AR-21-17). The project site is located at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4 and is identified as Assessor Parcel Number (APN) 041-022-003.

The 11.72 acre project site is triangular in shape and located in the eastern portion of the City. The project site is located at the terminus of Wild Horse Road, between Le Conte Circle and SR 4. The project site abuts SR 4 to the east, residential development to the west and the Contra Costa Canal and the Contra Costa Water District's Pumping Plant 4 to the south. The Wild Horse Road extension, which was recently constructed, but not yet open is located in the southern portion of the site. The project site is largely below the grade of SR 4 and the neighboring subdivision. The site is primarily covered with annual grasslands. There are no trees or natural drainages present onsite; however, there is a man-made circular depressional area that makes up a detention basin located at the northern end of the site.



The proposed project consists of a multifamily residential development with 126 units on approximately 10.4 acres of the site, resulting in a net density of 12.1 dwelling units per acre. The proposed multifamily residential development would consist of 25 residential

buildings each with two to eight units. The applicant has not provided specific architecture or floor plans for the units but has stated in the project description that the units would range in size from approximately 1,120 to 1,900 square feet and contain two to four bedrooms and two to three and a half bathrooms. Each unit would also include a two car attached garage. The proposed design guidelines for the project would allow buildings to be three stories tall with a maximum height of 45 feet.

The proposed project would also include onsite surface parking, landscaping managed by a homeowner's association, utility improvements, and approximately 1.6 acres of usable open space. The applicant submitted project specific design guidelines that are part of the design review request.

The applicant is requesting the following approvals:

1. *The Wild Horse Multifamily Project Environmental Impact Report*. The Planning Commission must recommend certification of the EIR and adoption of the findings of fact and statement of overriding considerations and mitigation monitoring and reporting program to City Council prior to acting on the other resolution for the project.
2. *General Plan Amendment*. The project requires approval of a General Plan Amendment to amend the land use designation for the project site from Low Density Residential to High Density Residential.
3. *Rezone to Planned Development District*. The applicant requests approval of a rezone of the site from Planned Development District (PD) to Planned Development District (PD-20-01).
4. *Final Development Plan*. Approval of a Final Development Plan goes hand in hand with the rezoning described above. The Final Development Plan and the PD District effectively become the Zoning Code for the project area. In this case, the Final Development Plan would allow for the construction of a multifamily residential project at the site.
5. *Vesting Tentative Subdivision Map*. The proposed project requires approval of a Tentative Subdivision Map for condominium purposes.
6. *Design Review*. Design review of the project's landscaping plan and the project specific Design Guidelines.

### Environmental

An EIR was prepared for this project in accordance with the California Environmental Quality Act (CEQA). A Notice of Preparation (NOP) for the Draft EIR was released for a 30-day review on May 21, 2021. The NOP was originally planned to circulate for a 30-day

public review and comment period, ending on June 21, 2021. However, the California Department of Fish and Wildlife (CDFW) requested a 1.5 week extension of the public review and comment period. The public review and comment period was extended through the State Clearinghouse until July 2, 2021, resulting in a 41-day public review period. A Notice of Availability (NOA) of the Draft EIR was distributed and the Draft EIR was sent to the State Clearinghouse for distribution on August 30, 2021 for the 45-day public review period. The Draft EIR was published on the City's website at: [antiochca.gov/environmentaldocs](http://antiochca.gov/environmentaldocs). Due to the State and Contra Costa County's Shelter-in-Place orders, some publicly accessible locations to review the Draft EIR were closed. Consistent with the Governor's Executive Order, posting materials on the City's website is adequate. Documents were also available at City Hall.

A Final EIR has also been prepared and is located on the City's website at the link above.

Findings of fact and statement of overriding considerations for the EIR and a Mitigation Monitoring and Reporting Program (MMRP) has been prepared and are included in the Resolution certifying the EIR (see Exhibit A to Attachment A for the MMRP).

### **Background**

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

The Antioch Municipal Code § 9-5.2307 requires an applicant to submit a preliminary development plan application for any proposed Planned Development project that includes a residential component. The applicant subsequently submitted the required preliminary development plan application. The application was heard at the May 20, 2020 Planning Commission meeting. In the staff report, staff offered a number of suggested changes to the submitted application, including redesigning the project to create a ring road design that featured alleyways; better distributing guest parking in the site, and removing buildings 21 and 22 from the south side of the future Wild Horse Road. The applicant took the recommendations and amended the proposed plan. The applicant then submitted the required Planned Development application and other entitlements discussed above. The staff report and meeting minutes from the Planning Commission are included as Attachment G.

### **ANALYSIS**

#### **General Plan, Zoning, and Land Use**

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

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

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

The surrounding land uses and zoning designations are noted below:

South:	Contra Costa Water District Pumping Plant 4 and Contra Costa Canal / Planned Development (PD) and Specific Plan (S-P)
West:	Single Family Homes – Nelson Ranch/Monterra Subdivision / Planned Development (PD)
East:	SR 4 / Planned Development (PD)

## Site Plan and Circulation

The proposed project would be accessed via the north side of the newly built Wild Horse Road extension. The area of the project site to the south of the Wild Horse Road extension is proposed to be landscaped. The project features one large drive entrance that branches into a looped road, with one side called Street 'A' and the other side called Street 'B'. The proposed streets would be 26 feet wide to allow for emergency vehicle access. On the outside and inside of the looped road, the project's 25 residential buildings, each with two to eight units, would be located. In the middle of the loop road would be six residential buildings and a small, centrally located park feature to serve the community. The park is discussed in more detail below.

Along the looped streets are pockets of parking for guest parking. The proposed project includes 45 guest parking spaces. The Antioch Municipal Code § 9-5.1703.1 requires one guest parking space per five units, which for this project would equal 26 spaces. The vehicular access for each unit is provided via alleyways off the loop street. Each alleyway features the multifamily buildings on either side. Each unit's garage would face onto the alleyway. The front of the buildings face onto landscaped paseos, which feature paved pathways lined with trees and landscaping and at least 30 feet wide. The paseo provides a pathway to each individual unit.

The northern most portion of the site includes the project's bioretention basin for stormwater control. The eastern and western edges of the site feature retaining walls to accommodate the residential development. On the western property line, the walls are proposed to be stepped to accommodate the steep grade. The slopes are proposed to be landscaped.

The project plans and description are included as Attachment E.

## Traffic Study

The City's General Plan contains a Circulation element, which has policies on creating safe and convenient movement of people. To facilitate these policies, policy 7.3.2.h states, in relevant part, "Require traffic impact studies for all new developments that propose to increase the approved density or intensity of development or are projected to generate 50 peak hour trips or more at any intersection of Circulation Element roadways." As required in the General Plan, the traffic impact study evaluates the Level of Service (LOS) at the study intersections. LOS is a measure of how freely traffic and how much vehicle delay there is. LOS is designated A through F, with LOS A representing free-flowing conditions and LOS F representing severe congestion.

Historically, the traffic study and mitigations related to LOS have been included in the project's CEQA document, as allowed by CEQA Guidelines and the City's General Plan. On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA Guidelines for use. Among the changes to the guidelines was removal of vehicle

delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on Vehicle Miles Traveled (VMT). Lead agencies were required to use the new guidelines starting July 1, 2020. Therefore, this project's EIR only includes an evaluation of VMT and a standalone traffic study evaluates LOS. The traffic study is available at the following link: [https://www.antiochca.gov/fc/community-development/planning/Wild-Horse-Multifamily-Project/rpt\\_wild\\_horse\\_townhome\\_tia\\_20210514.pdf](https://www.antiochca.gov/fc/community-development/planning/Wild-Horse-Multifamily-Project/rpt_wild_horse_townhome_tia_20210514.pdf)

The traffic study aides the City in determining compliance with the policies found in the General Plan. The Circulation Element contains policy 7.3.2.d. Vehicular Circulation Policies, which states, "Where feasible, design arterial roadways, including routes of regional significance, to provide better service than the minimum standards set forth in Measure C and the Growth Management Element. Thus, where feasible, the City will strive to maintain a "High D" level of service within regional commercial areas and at intersections within 1,000 feet of a freeway interchange. The City will also strive where feasible to maintain Low-range "D" in all other areas of the City, including freeway interchanges."

The project's traffic study analyzed the following conditions at seven intersections around the project site:

- Existing Conditions (adjusted)
- Opening Year (2023) with and without project conditions
- 2040 with and without project conditions

The traffic study concluded that under all conditions, each study area is forecast to operate at an acceptable LOS of C or better. Therefore, the increase in traffic volumes attributable to the project is not anticipated to result in any adverse conditions on the existing circulation system. The project meets the General Plan policies and does not create an LOS issue.

### Design Review

In lieu of proposing specific designs and architecture for the residential buildings at this time, the applicant has prepared a Design Guidelines Booklet (see Attachment F). The intent of the Design Guidelines and Development Standards is to customize the City of Antioch's Residential Design Guidelines for the proposed project. These Guidelines, conceptualized with architectural massing, building materials, development standards, and architectural styles, are to be used in place of the Citywide Design Guidelines in evaluating the future design of the multifamily buildings. Future Design Review submittals will be reviewed against the project's Design Guidelines to ensure that the design of the development would be consistent.

The Planned Development rezone process requires that City Council adopt an ordinance with specific development standards that function as the zoning standards for the

property. The Design Guidelines submitted by the applicant include development standards for the project. Generally, staff incorporated the applicant's development standards into the proposed ordinance (see Attachment C Exhibit A). The most notable change to the proposed development standards that staff has recommended in the ordinance is to maintain a 10 foot front landscaping setback along Wild Horse Road. The current development standards proposed by the applicant allow a 1.7 foot building encroachment into the front setback and a 7.1 foot alley encroachment into the front setback, this would only leave 2.9 feet of landscaping along parts of Wild Horse Road. This is not consistent with the City's zoning standards or the setbacks required in other projects. While the Planned Development district allows some flexibility with the zoning standards, staff does not believe that there is a reason to reduce the front landscaping setback for a new development to less than what other similar developments are required to maintain.

The proposed project would include one of four types of architectural styles: Spanish, Craftsman, Farmhouse, or Contemporary. Regardless of the architectural style chosen, unique architectural elements would be incorporated and would be required to meet the project's design guidelines, the City's architectural design requirements, and be subject to Design Review prior to the issuance of a building permit. The four potential architectural style options for the proposed project are described below:

- Spanish Style. Design characteristics are generally identified as low-pitched hipped or gable roof, S-tile or villa tile roof material, smooth finish or very little texture stucco, window shutters, and exposed wood posts and beams.
- Craftsman Style. Design characteristics are generally identified as low-pitched hipped or gable roof, wide-overhanging eaves, emphasis on horizontal lines, board and batten or clapboard siding with various course exposures, decorative beams or braces commonly added under gables, porches that cover the length of the front elevation and often wrap onto side elevations, and stone and/or brick veneer is often used at the lower portion of the elevation.
- Contemporary. Design characteristics are generally identified as minimal ornamentation, use of strong, organized, geometric forms and massing, juxtaposition of different, and sometimes contrasting materials, use of natural textures such as wood, metal and stone, and austere elevations with high contrast in areas of entry or interest.
- Farmhouse. Design characteristics are generally identified as variable size entry porch with style specific detailing, prominent gable roof forms with occasional use of hip roof forms, horizontal siding with various exposures, vertical proportioned windows, steep gable roof pitches, and wide entry porch with separate shed roof and minimal detailing.

### Open Space, Private Park, Landscaping

The proposed project would include approximately 1.6 acres of usable open space that would serve as a gathering place for the community. Buildings would be oriented to create paseos with usable open space areas. The paseos would include entry arbors, paved pathways lined with trees, shrubs, and ground cover. The private park in the middle of the site would include both active and passive recreational opportunities including a lawn, green landscaped areas, children's play equipment, four pedestal picnic tables, including two pedestal picnic tables in compliance with the American Disabilities Act, and grills.

Section 9-4.1011 of the Antioch Municipal Code requires that at the time of the review of the tentative subdivision map, the Parks and Recreation Commission shall determine, after a report and recommendation from the City Engineer/Director of Public Works, the land to be dedicated and/or the fees to be paid by the subdivider. The recommendation by the City Engineer/Director of Public Works and the action of the Parks and Recreation Commission shall be forwarded to the Planning Commission.

On October 21, 2021, the Parks and Recreation Commission adopted a resolution that recommended to the Planning Commission acceptance of park-in-lieu fees in the amount of \$119,700 to meet the park land obligation of the project. The Parks and Recreation Commission accepted this recommendation. The recommendation has been included as a recommended condition of approval in the project resolution. Other recommended conditions of approval are also included. One is that the private park shall meet all the City's Park design standards current at the time of park construction. The recommendation to use the City's park design standards allows the City to take over maintenance of the private park in the unlikely event the HOA is dissolved. A second recommendation is that the specific park design come back to the Parks and Recreation Commission for review and approval before the issuance of a building permit. These recommendations have been incorporated as recommended conditions of approval for the project. (The resolution and meeting minutes are included as Attachment H).

The design guidelines developed for the proposed project also include landscaping development standards as it relates to the site entries, spacing and sizing, plant maintenance, and irrigation.

In addition to the landscaping development standards proposed in the project's design guidelines, the applicant also included preliminary landscaping plans. The design review approval for the project will include approval of these plans. A recommended condition of approval is for the applicant to submit final, detailed landscaping plans at the time the design review for the multifamily buildings is submitted. According to the preliminary landscape plan prepared for the proposed project, landscaped areas would feature large trees, small trees, and shrubs and ground cover areas. The shrubs and ground cover plant palette features different plant selections broken into different categories: large shrubs, medium shrubs, grasses, paseo and park ground covers, hillside ground covers,

and bioswale plants. Some of the plants in the plant palette include California wild lilac, California wild rose, olive trees, and eastern redbud trees. All plant materials for the landscaping plan would be selected from the California Department of Water Resources "Water-Use Classification of Landscape Species" and would emphasize water-efficient plants. A bioretention basin would be located in the northern corner of the proposed project, trees would line the private streets and property boundaries, and the Paseos would include trees, shrub, and ground cover areas. Entrances, walls, and fences would be landscaped to provide buffers for security and privacy.

The preliminary landscaping plans detail arbor entries for the paseos and an entry monument sign. The paseo arbor features ledgestone on the base with a wooden arbor archway. The entryway features the same ledgestone, a stucco finish, and a solid metal lettering.

The preliminary landscaping plans also include landscaping along Wild Horse Road. The plans show a mix large trees and ground cover. A recommended condition of approval requires the project developer to fully landscape the Wild Horse Road extension to the satisfaction of the City Engineer prior to the issuance of the first building permit.

## **ATTACHMENTS**

- A. Resolution Recommending that the City Council Certify the Wild Horse Multifamily Project EIR  
Exhibit A: Mitigation, Monitoring, and Reporting Program
- B. General Plan Amendment Planning Commission Resolution
- C. Planned Development Planning Commission Resolution  
Exhibit A: Planned Development Ordinance
- D. Resolution Recommending that the City Council approve the Vesting Tentative Map, Final Development Plan, and Design Review for the Project
- E. Project Plans and Description
- F. Project Design Guidelines
- G. Preliminary Development Plan Planning Commission Meeting Staff Report and Minutes (May 20, 2020)
- H. Parks and Recreation Commission Resolution and Meeting Minutes (October 21, 2021)
- I. Contra Costa County Fire Protection District Letter (December 23, 2020)

# **ATTACHMENT A**

**Resolution Recommending that the City Council Certify the Wild  
Horse Multifamily Project EIR**

**RESOLUTION NO. 2021-\*\***

**RESOLUTION OF THE PLANNING COMMISSION OF CITY OF ANTIOCH  
RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE ENVIRONMENTAL  
IMPACT REPORT FOR THE WILD HORSE MULTIFAMILY PROJECT AS  
ADEQUATE FOR ADDRESSING THE ENVIRONMENTAL IMPACTS OF THE  
PROPOSED PROJECT AND ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY  
ACT FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND  
MITIGATION MEASURES AND A MITIGATION MONITORING AND REPORTING  
PROGRAM**

**WHEREAS**, the City of Antioch (City) received an application from CCP-Contra Costa Investor, LLC (Applicant), seeking approval of the following: EIR Certification, General Plan Amendment, Rezone to Planned Development District, Vesting Tentative Map, Final Development Plan, and Design Review for the development of a 126 multifamily unit residential community and associated improvements on an approximately 11.72 acre project site, known as the Wild Horse Multifamily Project (PD-20-01, GP-20-03, AR-21-17);

**WHEREAS**, the project site consists of an approximately 11.72 acre parcel located at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4 (APN) 041-022-003 and has a General Plan designation of Low Density Residential;

**WHEREAS**, the proposed project consists of development of 126 multifamily homes and associated improvements. The proposed project improvements would include, but would not be limited to, parking, landscape, utility infrastructure, and open space;

**WHEREAS**, the City, as lead agency under the California Environmental Quality Act (CEQA), has completed the Final Environmental Impact Report (Final EIR or EIR) for the proposed project;

**WHEREAS**, this document contains the City's certification of the EIR, its CEQA findings, and its statement of overriding considerations supporting approval of the proposed project considered in the EIR. The Final EIR has State Clearinghouse No. 2021050430;

**WHEREAS**, a Draft Environmental Impact Report (Draft EIR) was released for a 45-day public and agency review on August 30, 2021. The Draft EIR assesses the potential environmental effects of implementation of the proposed project, identifies means to eliminate or reduce potential adverse impacts, and evaluates a reasonable range of alternatives to the proposed project; and

**WHEREAS**, the Final EIR comprises the Draft EIR together with one additional volume that includes the comments on the Draft EIR submitted by interested public agencies, organizations, and members of the public; written responses to the environmental issues raised in those comments; revisions to the text of the Draft EIR

reflecting changes made in response to comments and other information; and other minor changes to the text of the Draft EIR. The Final EIR is hereby incorporated in this document by reference.

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

**CERTIFICATION OF THE FINAL EIR**

The Planning Commission recommends the City Council of the City of Antioch (City Council) certify that it has been presented with the Final EIR and that it has reviewed and considered the information contained in the Final EIR prior to making the following findings.

Pursuant to CEQA Guidelines Section 15090 (Title 14 of the California Code of Regulations, Section 15090) the Planning Commission recommends the City Council certify that the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines, and that the Planning Commission recommends the City Council certify the Final EIR for the proposed project as described above.

The Planning Commission recommends the City Council further certify that the Final EIR reflects its independent judgment and analysis.

**FINDINGS**

Having received, reviewed, and considered the Final EIR and other information in the record of proceedings, the Planning Commission recommends the City Council hereby adopt the following findings in compliance with CEQA and the CEQA Guidelines:

Part 3.1: Findings regarding environmental effects of the proposed project which are considered unavoidable significant impacts.

Part 3.2: Findings regarding environmental effects evaluated in the Final EIR which can be avoided or substantially lessened to less than significant levels with implementation of the identified mitigation measures.

Part 3.3: Findings regarding environmental effects found to be less than significant.

Part 3.4: Findings regarding environmental impacts found to be beneficial.

Part 4: Findings regarding considerations that make alternatives analyzed in the Final EIR infeasible.

Part 5: Statement of Overriding Considerations.

The Planning Commission recommends the City Council certify that these findings are based on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental issues identified and

discussed in the Final EIR. The Planning Commission recommends the City Council adopt the findings and the statements in Parts 3.1, 3.2, 3.3, 3.4, 4, and 5 for the proposed project.

In addition to the findings regarding environmental impacts and mitigation measures, Part 6, below, identifies the custodian and location of the record of proceedings, as required by CEQA.

Part 7 describes the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. As described in Part 7, the Planning Commission recommends the City Council hereby adopt the MMRP as set forth in Exhibit A to these findings.

## **1.0 INTRODUCTION**

### **1.1 PURPOSE**

This statement of Findings of Fact addresses the environmental effects associated with the Wild Horse Multifamily Project located in Antioch, California. These Findings are made pursuant to the CEQA under Sections 21081 and 21081.6 of the Public Resources Code and Sections 15091 of the CEQA Guidelines, Title 14, Cal. Code Regs. 15000, et. seq. The potentially significant impacts were identified in both the Draft EIR and the Final EIR, as well as additional facts found in the complete record of proceedings.

Public Resources Code 21081 and Section 15091 of the CEQA Guidelines require that the lead agency prepare written findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. The City of Antioch is the lead agency responsible for preparation of the EIR in compliance with CEQA and the CEQA Guidelines. Section 15091 of the CEQA Guidelines states, in part, that:

- a. No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  - 1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
  - 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
  - 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

In accordance with Public Resource Code 21081 and Section 15093 of the CEQA Guidelines, whenever significant impacts cannot be mitigated to a level below significance, the lead agency is required to balance, as applicable, the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the proposed project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations, pursuant to the CEQA Guidelines.

Section 15093 of the CEQA Guidelines states that:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the proposed project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a proposed project, which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the proposed project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091. As required by CEQA, the City, in adopting these findings, also adopts a Mitigation Monitoring and Reporting Program for the proposed project. The City finds that the Mitigation Monitoring and Reporting Program, which is incorporated by reference and made a part of these findings, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the proposed project.

The Final EIR for the proposed project identified potentially significant effects that could result from project implementation. However, the Planning Commission recommends the City Council find that the inclusion of certain mitigation measures as part of the project approval will reduce most, but not all, of those effects to less than significant levels. Those impacts that are not reduced to less than significant levels are identified and overridden due to specific project benefits in a Statement of Overriding Considerations.

In accordance with CEQA and the CEQA Guidelines, the Planning Commission recommends the City Council adopt these findings as part of its certification of the Final

EIR for the proposed project. Pursuant to Section 21082.1(c)(3) of the Public Resources Code, the Planning Commission recommends the City Council also find that the Final EIR reflects the City's independent judgment as the lead agency for the proposed project.

## **1.2 ORGANIZATION AND FORMAT OF FINDINGS**

Section 1.0 contains a summary description of the proposed project and background facts relative to the environmental review process. Section 2.0 discusses the CEQA finding of independent judgment. Section 3.0 identifies the impacts of the proposed project that were studied in the EIR. Section 3.1 of these Findings identifies the significant impacts of the proposed project that cannot be mitigated to a less than significant level, even though all feasible mitigation measures have been identified and incorporated into the proposed project.

Section 3.2 identifies the potentially significant effects of the proposed project that would be mitigated to a less than significant level with implementation of the identified mitigation measures. Section 3.3 identifies the proposed project's potential environmental effects that were determined not to be significant and, therefore, do not require mitigation measures. Section 4.0 discusses the feasibility of project alternatives. Section 7.0 discusses findings with respect to mitigation of significant adverse impacts, and adoption of the MMRP.

## **1.3 SUMMARY OF PROJECT DESCRIPTION**

The proposed project involves the construction of 126 new multifamily units on the project site and associated open space, roadway, and utility improvements. The multifamily residential units would range in size from approximately 1,120 square feet to approximately 1,900 square feet and contain 2 to 4 bedrooms and 2 to 3.5 bathrooms. The proposed multifamily residential development would consist of 25 residential buildings each with 2 to 8 units.

Each of the residential units would include a two-car attached garage. The proposed project would include approximately 1.6 acres of usable open space that would serve as a central gathering place for the community. Buildings would be oriented to create courtyards and usable open space areas. The shared open space would include both active and passive recreational opportunities including a lawn, green landscaped areas, children's play equipment, picnic tables, and grills. A bioretention basin would be located in the northern corner of the project site. Landscaped areas would include trees lining the private streets and property boundaries, and would include Paseos landscaped with trees, shrubs, and ground cover areas. Entrances, walls, and fences would be landscaped to provide buffers for security and privacy. Community features such as plazas, interactive water features, and community gardens would be included.

Refer to Chapter 2.0, Project Description, of the Draft EIR for a complete description of the proposed project.

## 1.4 PROJECT OBJECTIVES

CEQA states that the statement of project objectives should be clearly written and define the underlying purpose of the proposed project, in order to permit the development of a reasonable range of alternatives and aid the Lead Agency in making findings.

As provided by the project sponsor, the objectives of the Wild Horse Multifamily Project are to:

- To help the City of Antioch provide its fair share of housing, and help alleviate a regional housing shortage, by providing an alternative housing type and sizes which can meet the needs of a variety of different and growing household sizes.
- To provide onsite amenities and recreational opportunities, such as a community park.
- To provide housing near major transportation and regional trails connections, with increased land use intensities near regional transportation connections.
- To create a community that is family friendly or that could accommodate senior residents.
- To implement the County's Growth Management Program by providing for urban development within the Contra Costa County Urban Limit Line.
- To contribute to the City of Antioch's economic and social viability by creating a community that attracts investment and positive attention.

## 1.5 ENVIRONMENTAL REVIEW PROCESS

**Initial Study:** To determine the number, scope and extent of environmental issues, the Notice of Preparation (NOP) of the Draft Environmental Impact Report was circulated for public review. The NOP for the Draft EIR was submitted on May 21, 2021. The NOP was originally planned to circulate for a 30-day public review and comment period, ending on June 21, 2021. However, the California Department of Fish and Wildlife (CDFW) request a 1.5 week extension of the public review and comment period. The public review and comment period was extended through the State Clearinghouse until July 2, 2021, resulting in a 41-day public review period.

A total of six written comments on the NOP were received by the City and were considered during preparation of the EIR. Copies of the NOP and comment letters received are included in Appendix A of the Draft EIR.

**Draft EIR:** In accordance with the requirements of CEQA and the CEQA Guidelines, a Draft EIR was prepared to address the potential significant environmental effects associated with the proposed project identified during the NOP process. Based on the NOP and Initial Study scoping process, the EIR addressed the following potential significant environmental issues:

- Transportation

The Draft EIR was released for public and agency review 45-day period, from August 30, 2021, to October 13. During the Draft EIR public review period, the City received zero comment letters.

**Final EIR:** Section 15088 of the CEQA Guidelines requires that the Lead Agency responsible for the preparation of an EIR evaluate comments on environmental issues and prepare a written response addressing each of the comments. The intent of the Final EIR is to provide a forum to address comments pertaining to the information and analysis contained within the Draft EIR, and to provide an opportunity for clarifications, corrections, or minor revisions to the Draft EIR as needed.

The Final EIR assembles in one document all of the environmental information and analysis prepared for the proposed project, including comments on the Draft EIR and responses by the City to those comments.

Pursuant to Section 15132 of the State CEQA Guidelines, the Final EIR consists of the following:

- (a) The Draft EIR, including all of its appendices;
- (b) The Response to Comments Document, which includes a list of persons, organizations, and public agencies commenting on the Draft EIR, copies of all letters received by the City during the Draft EIR public review period, and responses to the comments; and
- (c) Any other information added by the Lead Agency.

## **1.6 ABSENCE OF SIGNIFICANT NEW INFORMATION**

CEQA Guidelines Section 15088.5 requires that a lead agency recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of a Draft EIR, but before certification of the Final EIR. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the proposed project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The Guidelines provide examples of significant new information under this standard, which include the following:

1. A new significant environmental impact that would result from the proposed project (or any alternative) or from a new mitigation measure proposed to be implemented.

2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the proposed project (or an alternative), but the project's proponents decline to adopt it.
4. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Having reviewed all the information in the record, the Planning Commission recommends the City Council find that no significant new information has been added to the Final EIR since public notice was given of the availability of the Draft EIR. No new or substantial changes to the Draft EIR were proposed as a result of the public comment process. The Final EIR responds to comments and makes only minor technical changes, clarifications or additions to the Draft EIR. The minor changes, clarifications, or additions to the Draft EIR do not identify any new significant impacts or substantial increase in the severity of any environmental impacts, and do not include any new mitigation measures that would have a potentially significant impact. Therefore, the Planning Commission recommends the City Council find that recirculation of the EIR is not required.

## **1.7 DIFFERENCES OF OPINION REGARDING THE IMPACTS OF THE PROJECT**

In making its determination to certify the Final EIR and to approve the proposed project, the Planning Commission recommends the City Council recognize that a range of technical and scientific opinion exists with respect to certain environmental issues. The Planning Commission recommends the City Council acknowledge that it has acquired an understanding of the range of this technical and scientific opinion by its review of the Draft EIR as well as testimony, letters, and reports regarding the Final EIR and its own experience and expertise in these environmental issues. The Planning Commission recommends the City Council acknowledge that it has reviewed and considered, as a whole, the evidence and analysis presented in the Draft EIR, the evidence and analysis presented in the Final EIR, the information submitted on the Final EIR, and the reports prepared by the experts who prepared the EIR, by the City's consultants, and by staff, addressing those comments. The Planning Commission recommends the City Council acknowledge that it has gained a comprehensive and well-rounded understanding of the environmental issues presented by the proposed project. The Planning Commission recommends the City Council acknowledge that in turn, this understanding has enabled the City Council to make its decisions after weighing and considering the various viewpoints on these important issues. The Planning Commission recommends the City Council accordingly certify that its findings are based on full appraisal of all of the evidence contained in the Final EIR, as well as the evidence and other information in the record addressing the Final EIR.

## **2.0 CEQA FINDING OF INDEPENDENT JUDGMENT**

The Final EIR reflects the City's independent judgment. The City has exercised independent judgment in accordance with Public Resources Code 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing and revising material prepared by the consultant.

Having received, reviewed, and considered the information in the Final EIR, as well as any and all other information in the record, the Planning Commission recommends the City Council hereby make findings pursuant to and in accordance with Sections 21081, 21081.5, and 21081.6 of the Public Resources Code.

## **3.0 FINDINGS OF FACT**

### **3.1 ENVIRONMENTAL EFFECTS OF THE PROJECT WHICH ARE CONSIDERED UNAVOIDABLE SIGNIFICANT IMPACTS**

This section identifies the significant unavoidable impact that requires a statement of overriding considerations to be issued by the City, pursuant to Section 15093 of the CEQA Guidelines, if the proposed project is approved. Based on the analysis contained in the Final EIR, the following impact has been determined to be significant and unavoidable:

- The proposed project would conflict and be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and would exceed the applicable vehicle miles traveled (VMT) threshold of significance, and no feasible mitigation measures are available to reduce this impact to a less-than-significant level.

#### **3.1.1 Project Impacts: Vehicle Miles Traveled**

An evaluation of the project-specific and cumulative impact on transportation associated with the proposed project is found in Section 3.2, Transportation, of the Draft EIR.

The threshold of significance for determining VMT impacts is a 15 percent decrease compared to the region's existing VMT. A 15 percent reduction of the regional VMT would be 14.7. Therefore, the proposed project's VMT per capita of 23.3 is approximately 58.5 percent above the threshold of significance of 14.7 VMT per capita.

The estimated VMT does not account for the implementation of a potential transportation demand management (TDM) plan, which could be used to reduce the project VMT. A TDM plan would need to achieve a minimum of 58.5 percent reduction in VMT to reduce the project impacts to less-than-significant levels.

The range of effectiveness for VMT reductions is based on information included in the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse

Gas Mitigation Measures report (CAPCOA report)<sup>1</sup>. The quantification methods provided in the CAPCOA report are based on an extensive literature review. The CAPCOA report identifies the global maximum reduction for all VMT as 75 percent for projects in urban areas, 40 percent for compact infill projects, 20 percent for suburban center projects (or suburban with a neighborhood electric vehicle (NEV) network), and 15 percent for suburban projects. The proposed project most closely resembles a suburban center project as defined by CAPCOA, which is characterized by dispersed, low-density, single-use, automobile-dependent land use patterns, usually outside of the central city (a suburb). According to the CAPCOA report, an aggressive TDM plan for a suburban project would be expected to achieve a maximum 15 percent reduction in per capita VMT. Applying a 15 percent reduction to the proposed project's 23.3 VMT per capita would result in 19.8 VMT per capita, which is approximately 34.7 percent above the 14.7 threshold. Therefore, even with the implementation of an aggressive TDM plan, the proposed project's VMT would be 34.7 percent above the threshold of significance of 14.7 VMT per capita.

Based on the above, there are no feasible or realistic mitigation measures currently available that would reduce this impact to a less-than-significant level. Therefore, this impact would be significant and unavoidable.

**Findings for Impact TRA-1:** The Planning Commission recommends the City Council find that the project-specific VMT impacts will remain significant and unavoidable. Pursuant to Section 21081(a)(3) of the Public Resources Code, as described in the Statement of Overriding Considerations, the City has determined that specific economic, legal, social, technological, or other benefits, make infeasible the alternatives identified in the EIR and the identified project-specific VMT impacts are thereby acceptable because of specific overriding considerations (see Statement of Overriding Considerations).

### 3.1.2 Cumulative Impacts: Vehicle Miles Traveled

Consistent with OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA,<sup>2</sup> a proposed project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects." A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact.

The proposed project would exceed the existing VMT thresholds of significance. Therefore, the proposed project would also have a cumulatively considerable impact with

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<sup>1</sup> California Air Pollution Control Officers Association (CAPCOA). 2018. Air Quality Analysis in CEQA Roadway Project Review. Accessed March 2021 at: [http://www.capcoa.org/wp-content/uploads/downloads/2020/10/Roadway-CEQA-Guidance\\_CAPCOA-BOD-AUG-2018.pdf](http://www.capcoa.org/wp-content/uploads/downloads/2020/10/Roadway-CEQA-Guidance_CAPCOA-BOD-AUG-2018.pdf)

<sup>2</sup> Governor's Office of Planning and Research (OPR). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Accessed March 2021 at: [https://opr.ca.gov/ceqa/docs/20190122-743\\_Technical\\_Advisory.pdf](https://opr.ca.gov/ceqa/docs/20190122-743_Technical_Advisory.pdf)

respect to VMT. The proposed project, in combination with cumulative projects, would exceed the existing VMT thresholds of significance.

Future buildout of the project site area could create a built environment with a more diverse mix of uses and therefore result in a potential decrease in per capita VMT by reducing the distance required for residents of the proposed project to access services and places of employment. However, this efficient mix of uses cannot be guaranteed, as it would rely on future private development in the area. Therefore, the proposed project, in combination with cumulative projects, would have a significant unavoidable impact with respect to VMT.

**Findings for Impact TRA-2:** The Planning Commission recommends the City Council find that the cumulative VMT impacts will remain significant and unavoidable. Pursuant to Section 21081(a)(3) of the Public Resources Code, as described in the Statement of Overriding Considerations, the City has determined that specific economic, legal, social, technological, or other benefits, make infeasible the alternatives identified in the EIR and the identified cumulative VMT impacts are thereby acceptable because of specific overriding considerations (see Statement of Overriding Considerations).

### **3.2 ENVIRONMENTAL EFFECTS EVALUATED IN THE FINAL EIR WHICH CAN BE AVOIDED OR SUBSTANTIALLY LESSENER TO LESS THAN SIGNIFICANT LEVELS WITH IMPLEMENTATION OF THE IDENTIFIED MITIGATION MEASURES**

This section identifies significant adverse impacts of the proposed project that require findings to be made pursuant to Section 21081 of the Public Resources Code and Section 15091 of the CEQA Guidelines. Based on information in the Final EIR, the Planning Commission recommends the City Council find that, based upon substantial evidence in the record, adoption and implementation of the mitigation measures set forth below will reduce the identified significant impacts to less than significant levels. Based on the analysis contained in the Final EIR, the following impacts have been determined to be impacts that can be reduced to less-than-significant levels with implementation of the mitigation measures set forth below:

- AIR-1: The proposed project could conflict with or obstruct implementation of the applicable air quality plan.
- AIR-2: The proposed project could potentially result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.
- AIR-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations.
- BIO-1: The proposed project could have a substantial adverse effect, either directly or through habitat modifications on any species in local or regional plans, policies, or

regulations, or by the California Department of Fish and Wildlife or US. Fish and Wildlife Service.

- CUL-2: Project construction activities could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- CUL-3: Project construction activities could disturb human remains, including those interred outside of formal cemeteries.
- GEO-1: The proposed project could directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving: ii) strong seismic ground shaking; and iii) seismic-related ground failure, including liquefaction.
- GEO-2: The proposed project could result in substantial soil erosion or the loss of topsoil.
- GEO-3: The proposed project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.
- GEO-4: The proposed project may be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- GEO-6: The proposed project could potentially directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- HAZ-2: The proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- HYD-1: The proposed project could potentially violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- HYD-3: The proposed project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or offsite; ii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- NOI-1: The proposed project could result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- TRIB-1: The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code (PRC) Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k) or; b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision(c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision(c) of PRC 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

### **3.2.1 Air Quality**

**AIR-1: The proposed project could conflict with or obstruct implementation of the applicable air quality plan.**

**Mitigation Measure 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:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site will be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- 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.

- 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 California Code of Regulations (CCR); clear signage shall be provided for construction workers at all access points.
- 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 or checked by a certified mechanic and determined to be running in proper condition prior to operation.
- 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 Bay Area Air Quality Management District's phone number will also be visible to ensure compliance with applicable regulations.

**Findings for Impact AIR-1:** Mitigation Measure AIR-1 requires the construction contractor to water exposed surfaces, cover haul trucks, remove tracked-out mud or dirt with wet power vacuum street sweepers, limit speeds to 15 mph, prioritize paving of roadways, driveways, and sidewalk and laying of building pads, minimize idling times, regularly maintain and tune equipment, and display contact information for dust complaints. The purpose of this measure is to avoid any potential impact due to fugitive dust emissions during construction and ensure the proposed project does not conflict with or obstruct the implementation of applicable air quality plan. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact on air quality, including potential impacts due to fugitive dust emissions and noncompliance with applicable air quality plans.

**AIR-2:** The proposed project could potentially result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

**Implement Mitigation Measure AIR-1, outlined above.**

**Findings of Impact AIR-2:** Mitigation Measure AIR-1 requires the construction contractor to water exposed surfaces, cover haul trucks, remove tracked-out mud or dirt with wet power vacuum street sweepers, limit speeds to 15 mph, prioritize paving of roadways, driveways, and sidewalk and laying of building pads, minimize idling times, regularly maintain and tune equipment, and display contact information for dust complaints. The purpose of this measure is to avoid any potential impact due to fugitive dust emissions during construction and ensure the proposed project does not conflict with or obstruct the implementation of applicable air quality plan. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact on air quality, including potential impacts due to fugitive dust emissions and noncompliance with applicable air quality plans.

**AIR-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations.**

**Implement Mitigation Measure AIR-1, outlined above.**

**Findings for Impact AIR-3:** Mitigation Measure AIR-1 requires the construction contractor to water exposed surfaces, cover haul trucks, remove tracked-out mud or dirt with wet power vacuum street sweepers, limit speeds to 15 mph, prioritize paving of roadways, driveways, and sidewalk and laying of building pads, minimize idling times, regularly maintain and tune equipment, and display contact information for dust complaints. The purpose of this measure is to avoid any potential impact due to exposure of sensitive receptors to substantial pollutant concentrations. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact on air quality, including potential impacts due to exposure of sensitive receptors to substantial pollutant concentrations.

### **3.2.2 Biological Resources**

**BIO-1: The proposed project could have a substantial adverse effect, either directly or through habitat modifications on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.**

**Mitigation Measure BIO-1: Avoid Disturbance of Nesting Birds and Pre-Construction Nesting Bird Surveys.** If project activities occur during the nesting season for native birds (February 15 to August 31), the following measures shall be implemented to avoid or minimize the potential for adverse impacts on nesting migratory birds and raptors:

- Pre-construction nesting bird survey for species protected by the Migratory Bird Treaty Act and California Fish and Game Code shall be conducted by a qualified biologist within a 100-foot radius of proposed construction activities for passerines and a 300-foot radius for raptors no more than 14 days prior to the start of construction activities.
- If active nests are found, a qualified biologist shall determine the size of the buffers based on the nesting species and its sensitivity to disturbance. The size of the buffers may be reduced at the discretion of a qualified biologist, but no construction activities shall be permitted within the buffer if they are demonstrated to be likely to disturb nesting birds. Active nest sites shall be monitored periodically to determine time of fledging.

**Mitigation Measure BIO-2: Pre-construction Swainson's Hawk Surveys.** If project construction-related activities would take place during the nesting season (February through August), pre-construction surveys for nesting Swainson's hawks within 0.5-mile radius of the project shall be conducted within 14 days prior to construction activity. Surveys shall be conducted in a manner that maximizes the potential to observe the adult Swainson's hawks, as well as the nest/chicks second. To meet the California Department of Fish and Game's recommendations for mitigation and protection of Swainson's hawks, surveys shall be conducted for a 0.5-mile radius around all project activities, and if active nesting is identified within the 0.5-mile radius, consultation is required. Methodology for surveys can be found in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley – Swainson's Hawk Technical Advisory Committee (2000).

**Mitigation Measure BIO-3: Pre-construction Burrowing Owl Surveys.** A burrowing owl pre-construction survey shall take place before any construction activities commence. They shall be conducted whenever burrowing owl habitat or sign is encountered on or adjacent to (within 150 meters) of a project site. If a burrowing owl or sign is present on the Property, three additional protocol level surveys shall be initiated.

Once these surveys have been completed to identify the owl's location, disturbance buffers shall be placed around each active burrow. No disturbance shall occur within 200 meters (approximately 655 feet) of occupied burrows during the

breeding season (February 1 through August 31) and/or within 50 meters (approximately 165 feet) of occupied burrows during non-breeding season (September 1 through January 31). Preconstruction surveys shall be completed no more than 14 days prior to initiating ground disturbing activities.

**Mitigation Measure BIO-4: Avoidance and Minimization Measures for Alameda Whipsnake.** In order to prevent Alameda Whipsnake (AWS) from entering construction areas during project development, a wildlife exclusion fence shall be placed along the property boundary prior to ground disturbing activities. The avoidance and minimization measures for AWS are as follows:

- The wildlife exclusion fence shall be at least three feet high and entrenched three to six inches into the ground.
- Exclusion funnels shall be included in the fence design so that terrestrial species are able to vacate the project Site prior to disturbance.
- Monofilament netting, which is commonly used in straw wattle and other erosion preventatives, shall not be used on the project site in order to prevent possible entrapment of both common and special status terrestrial wildlife species.
- Trenches shall be backfilled, covered, or left with an escape ramp at the end of each workday. Trenches left open overnight shall be inspected each morning for trapped wildlife species.
- Immediately prior to initial ground disturbance (i.e., the morning of ground disturbance), a qualified biologist shall perform a preconstruction survey in order to ensure no AWS are present. The biologist shall remain on site for initial ground disturbance if suitable AWS refugia will be disturbed, i.e., small mammal burrows, foundations, large woody debris.
- Prior to the initiation of work activities, the qualified biologist shall also provide worker education regarding AWS. The training shall cover identification of AWS and what to do if an AWS is discovered in the project site.

**Mitigation Measure BIO-5: Pre-construction Surveys for San Joaquin Kit Fox.** Pre-construction surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity likely to impact the San Joaquin kit fox. Surveys shall identify kit fox habitat features on the project site and evaluate use by kit fox and, if possible, assess the potential impacts to the kit fox by the proposed activity. The status of all dens shall be determined and mapped. Written results of pre-construction surveys must be received by the Service within five days after survey completion and prior to the start of ground disturbance and/or construction activities. If a natal/pupping den is discovered within the project site or within 200-feet of the project boundary, the Service shall be immediately notified and under no circumstances shall the den be disturbed or destroyed without prior authorization. If the pre-construction survey reveals an active natal pupping or new information, the Applicant shall contact the Service immediately to obtain the necessary take authorization/permit.

**Mitigation Measure BIO-6: Pre-construction American Badger Surveys.** A qualified biologist shall survey for American badger concurrent with the pre-construction survey for burrowing owl. If badgers are detected, the biologist shall passively relocate badgers out of the work area prior to construction if feasible. If an active den is detected within the work area, the project proponent shall avoid the den, if feasible, until the qualified biologist determines the den is no longer active. Dens that are determined to be inactive by the qualified biologist shall be collapsed by hand to prevent occupation of the burrow between the time of the survey and construction activities.

**Findings for Impact BIO-1:** Mitigation Measures BIO-1 through BIO-6 requires the Applicant to hire a qualified biologist to conduct pre-construction surveys for special-status species, including nesting birds, Swainson's Hawk, burrowing owls, Alameda whipsnake, San Joaquin Kit Fox, and American Badgers, that may occur at the project site. The mitigation measures also include avoidance and minimization measures and outlines procedures in the instances that the pre-construction surveys determine the presence of special status species and their habitats at the project site. The purpose of these mitigation measures is to avoid causing substantial impacts to special status species that may occur within the project site. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the

potentially significant impact on biological resources, including potential impacts to nesting birds, Swainson's Hawk, burrowing owls, Alameda whipsnake, San Joaquin Kit Fox, and American Badgers.

### **3.2.3 Cultural Resources**

**CUL-2: Project construction activities could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.**

**Mitigation Measure CUL-1: Workers Awareness Training.** Prior to the start of any ground disturbing activities, a cultural resources awareness training shall be provided for all construction personnel involved in project implementation. The training shall be provided by a qualified cultural resources specialist and if they choose to participate, a representative of the Indian Canyon Band of Costanoan Ohlone People. The training program shall include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program shall also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and shall outline what to do and whom to contact if any potential archaeological resources or artifacts are encountered. The program shall also underscore the requirement for confidentiality and culturally appropriate treatment for any find of significance to Native Americans and behaviors, consistent with Native American tribal values. A sign-in sheet shall be distributed to all participants of the training program and submitted to the City within two weeks of program completion.

**Mitigation Measure CUL-2: 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 resource shall cease until a Secretary of the Interior-qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation 523 series forms. All forms and associated reports will be submitted to the Northwest Information Center of the California Historical Resources Information System. The archaeologist shall determine whether the resource requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the resource is determined to

be eligible for listing on the California Register of Historical Resources as a unique archaeological resource as defined in PRC Section 15064.5, the archaeologist shall develop a plan for the treatment of the resource. The plan shall contain appropriate mitigation measures, including avoidance, preservation in place, data recovery excavation, or other appropriate measures outlined in PRC Section 21083.2.

**Findings for Impact CUL-1:** Mitigation Measure CUL-1 requires all construction personnel participate in a cultural resources awareness training prior to the start of any ground disturbing activities. If deposits of prehistoric or historic archaeological materials are encountered during project activities, Mitigation Measure CUL-2 requires the project Applicant to retain a qualified archaeologist to assess the deposit finds and make recommendations. If deposits cannot be avoided, further measures are required, as outlined in the mitigation measure. The purpose of these measures is to avoid destroying a unique undiscovered prehistoric or historic archaeological resource or site. Implementation of the identified mitigation measures would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact on prehistoric or historic archaeological resources that could be located within the project site.

**CUL-3: Project construction activities could disturb human remains, including those interred outside of formal cemeteries.**

**Mitigation Measure CUL-3: Human Burials Encountered 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 County Coroner and the appropriate City representative are contacted. Duly authorized representatives of the Coroner and the City shall be permitted onto the project area and shall take all actions consistent with Health and Safety Code Section 7050.5 and Government Code Sections 5097.98, 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 Native American Heritage Commission (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, with appropriate dignity, the human remains and any associated grave goods 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.

**Findings for Impact CUL-3:** Mitigation Measure CUL-3 requires the project Applicant to contact the County Coroner immediately upon discovery of human remains, and an appropriate City representative to assess the situation and consult with appropriate agencies. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours. The purpose of this measure is to avoid potential adverse effects to human remains and tribal cultural resources. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact related to disturbance of human remains, including potential impacts to Native American human remains.

### **3.2.4 Geology and Soils**

**GEO-1:** The proposed project could directly or indirectly cause potential substantial adverse effects including the risk of loss, injury, or death involving: i) strong seismic ground shaking; ii) seismic-related ground failure, including liquefaction.

**Mitigation Measure GEO-1: Implement Geotechnical Design Recommendations.**

Prior to issuance of grading permits, the Applicant shall incorporate all design specifications and recommendations contained within the geotechnical investigation report into relevant project plans and specifications. These specifications pertain to but are not limited to expansive soils, building foundations, foundation drainage, and backfill of excavations. The project site plans shall be submitted to the City and reviewed as part of the building permit review process.

**Mitigation Measure GEO-2: Implement Potential Liquefaction Hazard Recommendations.** Prior to the issuance of building permits, the project Applicant shall submit to the City of Antioch Building Department, for review and approval, a design-level geotechnical engineering report produced by a California

Registered Civil Engineer or Geotechnical Engineer. The design-level report shall include measures to address construction requirements to mitigate, at a minimum, slope stability, liquefiable soils, and ground shaking. Recommendations of adequate and appropriate measures will be implemented, including, but not limited to designing foundations in a manner that limits the effects of liquefaction; the placement of an engineered fill with low liquefaction potential; and the alternative siting of structures in areas with a lower liquefaction risk.

**Findings for Impact GEO-1:** Mitigation Measure GEO-1 requires the Applicant to incorporate all design specification and recommendations contained in the geotechnical investigation report that pertain to, but are not limited to, expansive soils, building foundations, foundation drainage, and backfill of excavations. Mitigation Measure GEO-2 required the project Applicant to submit a design-level engineering report produced by a qualified engineer to the City and incorporate recommendations and measures into the project plans. The purpose of these measures is to avoid impacts caused by strong seismic ground shaking and seismic related ground failure. Implementation of the identified mitigation measures would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impacts related to geology and soils including strong seismic ground shaking and seismic related ground failure.

**GEO-2: The proposed project could result in substantial soil erosion or the loss of topsoil.**

**Implement Mitigation Measure HYD-1, described below under Section 3.2.6.**

**Findings for Impact GEO-2:** Mitigation Measure HYD-1 requires the project Applicant to prepare a Stormwater Pollution Prevention Plan (SWPPP) which would outline pollution prevention measures including erosion and sediment control measures and a description of the type and location of erosion and sediment control best management practices to be implemented at the project site. The purpose of this measure is to avoid impacts result from soil erosion and loss of topsoil. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact related to geology and soils including substantial soil erosion and loss of topsoil.

**GEO-3: The proposed project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially**

**result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.**

**Implement Mitigation Measures GEO-1 and GEO-2, described above.**

**Findings for Impact GEO-3:** Mitigation Measures GEO-1 and GEO-2 requires the project Applicant to incorporate all design specification, recommendations and measures contained in the geotechnical investigation report and the design-level engineering report. The design specifications, recommendations, and measures would pertain to issues related to unstable soils. The purpose of these mitigation measures is to avoid impacts resulting from the proposed project being location on unstable soil or soils that would become unstable as a result of the proposed project. Implementation of the identified mitigation measures would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact related to geology and soils including unstable geological units and soils.

**GEO-4: The proposed project may be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life.**

**Implement Mitigation Measure GEO-1, described above.**

**Findings for Impact GEO-4:** Mitigation Measure GEO-1 requires the Applicant to incorporate all design specification and recommendations contained in the geotechnical investigation report that pertain to, but are not limited to, expansive soils, building foundations, foundation drainage, and backfill of excavations. The purpose of this mitigation measure is to avoid impacts resulting from the proposed project being located on expansive soils. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and the CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact related to geology and soils including expansive soils.

**GEO-6: The proposed project could potentially directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.**

**Mitigation Measure GEO-3: 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.

**Findings for Impact GEO-6:** If paleontological resources are encountered during site preparation or grading activities, Mitigation Measure CUL-3 requires the project Applicant to retain a qualified paleontologist to assess the discoveries and make recommendations. The purpose of this measure is to avoid destroying a unique paleontological resource or site. Implementation of the identified mitigation measure would reduce the impact to a less-than significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact on paleontological resources that could be located within the project site.

### **3.2.5 Hazards and Hazardous Materials**

**HAZ-2:** The proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

**Implement Mitigation Measure HYD-1, described below in Section 3.2.6.**

**Findings for Impact HAZ-2:** Mitigation Measure HYD-1 requires the project Applicant to prepare and implement a SWPPP which includes mitigation such as, but not limited to, developing a spill prevention and countermeasure plan to ensure hazardous materials are not released and treating surface runoff water. The purpose of this mitigation is to ensure the project construction and operation does not result in impacts from accidental release of hazardous materials into the environment. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact related to hazardous materials, including potential impacts related to the accidental release of hazardous materials.

### **3.2.6 Hydrology and Water Quality**

**HYD-1:** The proposed project could potentially violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

**Mitigation Measure HYD-1: Prepare and Implement a SWPPP.** Prior to the issuance of any construction-related permits, the Applicant shall prepare and submit a Notice of Intent to the State Water Resources Control Board and prepare a Stormwater Pollution Prevention Plan in compliance with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The SWPPP shall include a detailed, site-specific listing of the potential sources of stormwater pollution; pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills); description of the type and location of erosion and sediment control best management practices (BMPs) to be implemented at the project site; and a BMP monitoring and maintenance schedule to determine the amount of pollutants leaving the project site. A copy of the SWPPP must be current and remain onsite. Water quality BMPs identified in the SWPPP could include but are not limited to the following:

- Surface water runoff shall be controlled by directing flowing water away from critical areas and by reducing runoff velocity. Diversion structures, such as terraces, dikes, and ditches, shall collect and direct runoff water around vulnerable areas to prepared drainage outlets.
- Surface roughening, berms, check dams, hay bales, or similar devices shall be used to reduce runoff velocity and erosion.
- Sediment shall be contained when conditions are too extreme for treatment by surface protection. Temporary sediment traps, filter fabric fences, inlet protectors, vegetative filters and buffers, or settling basins shall be used to detain runoff water long enough for sediment particles to settle out. Construction materials, including topsoil and chemicals, shall be stored, covered, and isolated to prevent runoff losses and contamination of groundwater.
- Topsoil removed during construction shall be carefully stored and treated as an important resource. Berms shall be placed around topsoil stockpiles to prevent runoff during storm events.

- Fuel and vehicle maintenance areas shall be established away from all drainage courses, and these areas shall be designed to control runoff.
- Temporary erosion control measures, such as silt fences, staked straw bales, and temporary revegetation, shall be employed for disturbed areas. No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- A spill prevention and countermeasure plan shall be developed to identify proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used onsite. The plan will also require the proper storage, handling, use, and disposal of petroleum products.
- Construction activities shall be scheduled to reduce land disturbance during peak runoff periods and to the immediate area required for construction. Soil conservation practices shall be completed during the fall or late winter to reduce erosion during spring runoff. Existing vegetation will be retained where possible. To the extent feasible, grading activities shall be limited to the immediate area required for construction.

**Findings for Impact HYD-1:** Mitigation Measure HYD-1 requires the project Applicant to prepare a SWPPP. The purpose of this measure is to prevent release of pollutants into surface waters during construction. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impacts to water quality, including the release of pollutants into surface waters.

**HYD-3:** The proposed project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or offsite; ii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

**Implement Mitigation Measure HYD-1, described above.**

**Findings for Impact HYD-3:** Mitigation Measure HYD-1 requires the project Applicant to prepare and implement a SWPPP which would include measures to such as erosion control measures and measures to ensure the proposed project would not result in contributing additional sources of polluted runoff into the stormwater drainage system. The purpose of this mitigation is to prevent impacts resulting from polluted runoff. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact to water quality, including the potential to result in polluted runoff.

**HYD-5: The proposed project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.**

**Implement Mitigation Measure HYD-1, described above.**

**Findings for Impact HYD-5:** Mitigation Measure HYD-1 requires the project Applicant to prepare and implement a SWPPP which would ensure that the proposed project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Implementation of the identified mitigation measure would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact resulting from conflicting with a water quality control plan or sustainable groundwater management plan.

### **3.2.7 Noise**

**NOI-1: The proposed project could result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.**

**Mitigation Measure NOI-1: Interior Traffic Noise Levels.** Implement the requirements listed in Policy 11.6.2.d in the City of Antioch General Plan to reduce interior noise levels within the multifamily buildings to 45 dB(A) Ldn. Policy 11.6.2.d states the following: “Where new development (including construction and improvement of roadways) is proposed in areas exceeding the noise levels identified in the General Plan Noise Objective, or where the development of proposed uses could result in a significant increase in noise, require a detailed noise attenuation study to be prepared by a qualified acoustical engineer to determine appropriate mitigation and ways to incorporate such mitigation into project design and implementation.”

**Mitigation Measure NOI-2: Project Fixed-Source Noise.** The noise from all mechanical equipment associated with the proposed project shall comply with the requirements in Policy 11.6.2.e in the City of Antioch General Plan and the maximum noise level limits listed in Section 9-5.1901, Paragraph A in the City of Antioch Code of Ordinances. Policy 11.6.2.e in the City of Antioch General Plan states the following: “When new development incorporating a potentially significant noise generator is proposed, require noise analyses to be prepared by a qualified acoustical engineer. Require the implementation of appropriate noise mitigation when the proposed project will cause new exceedances of General Plan noise objectives, or an audible (3.0 dB(A)) increase in noise in areas where General Plan noise objectives are already exceeded as the result of existing development.” Section 9-5.1901, Paragraph A in the City of Antioch Code of Ordinances states “Uses adjacent to outdoor living areas (e.g., backyards for single-family homes and patios for multifamily units) and parks shall not cause an increase in background ambient noise which will exceed 60 CNEL.”

**Mitigation Measure NOI-3: Construction Activity.** All construction activity shall follow the time and noise reduction measure requirements listed in Policies 11.6.2.i, j, k, m, and n in the City of Antioch General Plan and Sections 5-17.04 and 5-17.05 in the City of Antioch Code of Ordinances as follows:

- i Ensure that construction activities are regulated as to hours of operation in order to avoid or mitigate noise impacts on adjacent noise-sensitive land uses.
- j Require proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance area, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses.
- k Require that all construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- l Prior to the issuance of any grading plans, the City shall condition approval of subdivisions and non-residential

development adjacent to any developed/occupied noise-sensitive land uses by requiring Applicants to submit a construction-related noise mitigation plan to the City for review and approval. The plan should depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of the proposed project through the use of such methods as:

- The construction contractor shall use temporary noise-attenuation fences, where feasible, to reduce construction noise impacts on adjacent noise sensitive land uses.
  - During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
  - The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
  - The construction contractor shall limit all construction-related activities that would result in high noise levels to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. No construction shall be allowed on Sundays and public holidays.
- m The construction-related noise mitigation plan required shall also specify that haul truck deliveries be subject to the same hours specified for construction equipment. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings. Lastly, the construction-related noise mitigation plan shall incorporate any other restrictions imposed by the City. Section 5-17.04 "Heavy Construction Equipment Noise" and Section 5-17.05 "Construction Activity Noise"

states it shall be unlawful for any person to operate heavy construction equipment or be involved in construction activity during the hours specified below:

- 1) On weekdays prior to 7:00 a.m. and after 6:00 p.m.,
- 2) On weekdays within 300 feet of occupied dwelling space, prior to 8:00 a.m. and after 5:00 p.m.
- 3) On weekends and holidays, prior to 9:00 a.m. and after 5:00 p.m., irrespective of the distance from the occupied dwelling.

**Findings for Impact NOI-1:** Mitigation Measure NOI-1 through NOI-3 require the project Applicant to comply with the City's noise ordinance, including restrictions on construction activity during certain days and hours, requirements to implement noise mitigation recommended in a detailed noise attenuation study conducted for the proposed project to reduce interior noise levels and project fixed-source noise, requirements to utilize noise reduction features for all construction equipment, specifications about stationary equipment placement and equipment staging area locations, and requirements for the use of temporary noise attenuation fences. The purpose of these measures is to reduce any substantial increase in ambient noise levels in the vicinity of the proposed project in excess of established standards. Implementation of the identified mitigation measures would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact associated with increased ambient noise levels related to construction and operation of the proposed project.

### **3.2.8 Tribal Cultural Resources**

**TRIB-1:** The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k) or; b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision(c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision(c) of PRC 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

**Implement Mitigation Measures CUL-1, CUL-2, and CUL-3, described above in Section 3.2.3.**

**Findings for Impact TRIB-1:** Mitigation Measure CUL-1 requires all construction personnel participate in a cultural resource awareness training prior to the start of any ground disturbing activities. If deposits of prehistoric or historic archaeological materials are encountered during project activities, Mitigation Measure CUL-2 requires the project Applicant to retain a qualified archaeologist to assess the deposit finds and make recommendations. Mitigation Measure CUL-3 requires the project Applicant to contact the County Coroner and appropriate City Staff immediately upon discovery of human remains to assess the situation and consult with appropriate agencies. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission. The purpose of these measures is to avoid potential adverse effects to human remains and tribal cultural resources. Implementation of the identified mitigation measures would reduce the impact to a less-than-significant level. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), the Planning Commission recommends the City Council find that changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the potentially significant impact on tribal cultural resources, including potential impacts to tribal cultural resources.

### **3.3 ENVIRONMENTAL EFFECTS FOUND TO BE LESS THAN SIGNIFICANT**

This section identifies impacts of the proposed project that are less than significant and do not require mitigation measures. Based on information in the Final EIR, the Planning Commission recommends the City Council find that based upon substantial evidence in the record, the following impacts have been determined to be less than significant: growth inducement; significant irreversible changes; aesthetics; agriculture and forestry resources; energy; greenhouse gases; land use and planning; mineral resources; population and housing; public services; recreation; utilities and service systems; and wildfire.

#### **3.3.1 Growth Inducement**

A project is considered growth-inducing if it would directly or indirectly foster substantial economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or industrial parks in areas that are only sparsely developed or are underdeveloped. Typically, development projects on sites that are designated for development and surrounded by existing suburban uses are not considered adversely growth-inducing because growth in areas that already have development and infrastructure available to serve new development are generally considered environmentally beneficial.

Implementation of the proposed Wild Horse Multifamily Project would result in direct population growth within Antioch through the construction of 126 dwelling units. As discussed in Section 4.14, Population and Housing, of the Initial Study (Appendix A of the Draft EIR), the proposed project could increase the local population by approximately 413

persons. The 413 new residents would increase the City's total population by 0.36 percent and would be within the City's 2025 population projection anticipated under the City's General Plan. As such, the proposed project would neither directly or indirectly lead to substantial or unforeseen economic or population growth but would instead contribute to the anticipated local and regional housing supply.

The proposed project would be constructed within the City's Planning Area and Contra Costa County's Urban Line and would not increase growth beyond what is already contemplated by the City's General Plan. The proposed project would not require the extension of utilities or roads into undeveloped areas that are not planned for the expansion of infrastructure or directly or indirectly lead to development of sites that are not planned for development. Due to the location of the project site and the presence of existing uses in the vicinity of the site, development of the proposed project would not induce unplanned growth in the area. Therefore, the growth that would occur as a result of the proposed project would not be substantial or adverse.

### **3.3.2 Significant Irreversible Changes**

CEQA requires an assessment of whether the proposed project would result in significant irreversible changes to the physical environment. The State CEQA Guidelines discuss three categories of significant irreversible changes that should be considered. Each is addressed below.

#### **Changes in Land Use Which Commit Future Generations**

The project site is located within the City of Antioch and is generally surrounded by residential uses. The approximately 12-acre project site is currently undeveloped; however, construction of the proposed project would occur on land that is designated for urban uses. The proposed project is requesting a change in the General Plan designation and zoning to allow for a higher density of residential developments to be allowed. Though the proposed project is requesting a General Plan amendment and zone change, the project site would continue to be used for residential developments, similar to the existing designation. In the future, the site could be rezoned, in which case, at the end of the useful life of the proposed project, the use could change. Therefore, the proposed project would not commit future generations to a significant change in land use.

#### **Irreversible Damage from Environmental Accidents**

No significant environmental damage, such as accidental spills or explosion of a hazardous material, is anticipated to occur with development of the proposed project. As described in Section 4.9, Hazards and Hazardous Materials, of the Initial Study (Appendix A of the Draft EIR), project construction and operation activities would involve limited use of common hazardous materials, including paints, solvents, fuels, oils, cleaners, and pesticides. The use of these substances is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident. Furthermore, the proposed project would be required to with all applicable federal, state, and local laws related to the transport, use, or disposal of hazardous materials, as

overseen by the California Environmental Protection Agency and Department of Toxic Substances Control. As such, the proposed project would not have the potential to cause serious environmental accidents. No irreversible changes—such as those that might result from construction of a large-scale mining project, a hydroelectric dam project, or other institutional project—would result from development of the proposed project.

### **Consumption of Nonrenewable Resources**

Consumption of nonrenewable resources includes increased energy consumption, conversion of agricultural lands, and lost access to mining reserves. As discussed in Section 4.2 of the Initial Study (Appendix A of the Draft EIR), the State Department of Conservation designates the site as “Farmland of Local Importance,” which includes land of importance to the local agricultural economy, as determined by each county’s board of supervisors and a local advisory committee. However, the project site is not currently in agricultural production. Therefore, no existing agricultural lands would be converted to nonagricultural uses. In addition, as discussed in Section 4.12 of the Initial Study (Appendix A of the Draft EIR), the project site does not contain known mineral resources and does not serve as a mining reserve; thus, development of the proposed project would not result in the loss of access to mining reserves. Please refer to the Initial Study included in Appendix A of the Draft EIR for a discussion of impacts related to agricultural and mining resources.

As discussed in Section 3.6, Energy, of the Initial Study (Appendix A of the Draft EIR), project construction would require the use of fuels for equipment which would deplete supplies of nonrenewable resources. Project construction activities would require approximately 21,467.12 gallons of diesel fuel for construction off-road equipment and approximately 69,837 gallons of gasoline and diesel for on-road vehicles. The use of fuels for construction would be considerably higher than under existing conditions. However, project construction activities would be temporary and would not represent a significant irreversible use of resources.

Operation of the proposed project would require use of water, electricity, natural gas, and fossil fuels. As discussed in Section 3.6, Energy, of the Initial Study (Appendix A of the Draft EIR), the proposed project is estimated to demand 1,222,632 kilowatt-hours (KWhr) of electricity per year and 2,359,099.26 kilo British thermal units (KBTU) of natural gas per year. This would represent an increase in demand for electricity and natural gas. The proposed project would comply with CCR Titles 20 and 24, including the California Green Building Standards Code (CALGreen), which require new residential buildings to implement design features that would reduce energy demand, water consumption, wastewater generation, and solid waste generation. Compliance with these regulatory requirements would ensure nonrenewable resources are conserved to the maximum extent possible. Therefore, while the proposed project would result in an irretrievable commitment of nonrenewable resources, the commitment of these resources would not be significantly inefficient, unnecessary, or wasteful.

### **3.3.3 Aesthetics**

The proposed project would not result in any significant impacts related to aesthetics. The project site is not located within a state designated scenic highway and would be required to meet the project's design guidelines, the City's architectural design requirements, and lighting and glare standards set by the City. The proposed project would require a rezone and a General Plan amendment which would result in an increase in density allowed, however, the project site would continue to be zones and designated for residential uses and would not conflict with regulations governing scenic quality.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, there would be less than significant impacts related to aesthetics and no mitigation measures are required.

### **3.3.4 Agriculture and Forestry Resources**

The proposed project would have no impacts related to agriculture and forestry resources. The project site is located within the P-D zoning district and is classified as "Farmland of Local Importance" by the State Department of Conservation <sup>3</sup>. The project site is not used for agricultural production, nor does it support forestry resources.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, there would be no project impacts related to agriculture and forestry resources and no mitigation measures are required.

### **3.3.5 Energy**

Energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. The Initial Study (Appendix A of the Draft EIR) identified that the proposed project would not conflict with the energy objectives of the City's General Plan or the strategies in the City's Climate Action Plan (CAP). Additionally, the proposed project would be constructed to CALGreen and Title 24 standards, which would help increase efficiency and reduce energy demand. The proposed project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Therefore, potential impacts related to energy use would be less than significant.

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<sup>3</sup> California Department of Conservation. 2016. California Important Farmland Finder (map). Accessed February 2021 at: [maps.conservation.ca.gov/dlrp/ciff](https://maps.conservation.ca.gov/dlrp/ciff)

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, the potential project impact on the consumption of energy resources is less than significant and no mitigation measures are required.

### **3.3.6 Greenhouse Gases**

The Initial Study (Appendix A of the Draft EIR) determined that the proposed project's construction and operational greenhouse gas (GHG) emissions would be below the BAAQMD's recommended significance threshold and therefore, impacts would be less than significant. Additionally, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The proposed project would not conflict with the City's Community CAP or regulations adopted by the State of California to reduce GHG emissions. Therefore, potential impacts related to GHG emissions would be less than significant.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, the potential project impact of GHG emission is less than significant and no mitigation measures are required.

### **3.3.7 Land Use and Planning**

The proposed project would not create any physical barriers to travel in the vicinity of the project site. The proposed project would include the development of multifamily residential uses on an undeveloped site surrounded by existing and residential uses, vacant land, and existing roadways. Therefore, the proposed project would not physically divide an established community.

The project site is designated Low Density Residential and is zoned P-D 86-3.1: Planned Development District. The Applicant is requesting a General Plan Amendment to designate the site as High Density Residential. Additionally, the Applicant is requesting to rezone the project site Planned Development District. The General Plan Amendment would allow development of multifamily residences. With the approval of the General Plan Amendment, the proposed project would be consistent with the High Density Residential land use designation. Rezoning of the project site to Planned Development District would require establishment of new development standards. Additionally, the proposed project would implement all proposed development standards and guidelines and would not conflict with the City's Zoning Code. Therefore, impacts related to land use and planning for CEQA purposes would be less than significant.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, the potential project impact related to land use and planning is less than significant and no mitigation measures are required.

### **3.3.8 Mineral Resources**

The City's General Plan does not identify any mineral resources of value on or near the project site and no mineral extraction activities exist on or near the site. Additionally, the project site has not been delineated as a locally important mineral resource recovery site

by the General Plan, General Plan EIR, or any specific plan or other land use plan. The proposed project would not result in the loss of availability of a known mineral resource of value, or loss of an important mineral resource recovery site. Therefore, impacts related to mineral resources would be less than significant.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, the potential project impact related to mineral resources is less than significant and no mitigation measures are required.

### 3.3.9 Population and Housing

The proposed project would not result in substantial unplanned for growth in the area, as the proposed project would contribute to the overall number of housing units as contemplated under the General Plan buildout. Based on the City's current average household size of 3.28 persons<sup>4</sup>, the proposed project would increase the City's population by 413 persons. This would account for an approximately 0.36 percent increase in the City's January 2020 population. The proposed project would require a General Plan Amendment to allow for the development of multifamily units. The proposed project would result in 279 additional residents compared to the existing Low Density Residential General Plan land use designation, which would generate approximately 134 residents. The proposed project would be consistent with the High Density Residential land use designation with approval of the General Plan Amendment. The addition of 413 new residents would also be within the City's 2025 population projections as anticipated under the General Plan. The proposed project would not include the removal of any existing residential uses and therefore would not require the construction of replacement housing elsewhere. Therefore, impacts related to population and housing would be less than significant.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, the potential project impact related to population and housing is less than significant and no mitigation measures are required.

### 3.3.10 Public Services

The Contra Costa County Fire Protection District (CCCFPD) would provide adequate service to the project site. As required by the CCCFPD, the proposed project would be conditioned to form or annex into a Community Facilities District. In addition, the proposed project would be required to pay the fire protection facilities fee in accordance with the City's Municipal Code. The establishment of the Community Facilities District and payment of the fire protection facilities fee would ensure impacts related to fire protection would be less than significant.

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<sup>4</sup> California Department of Finance. 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. Accessed February 2021 at: <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.

Because the proposed project would represent less than 1 percent of the overall projected growth for Antioch, new police protection facilities would not be required to serve the site. In addition, the payment of the police impact fee and annexation of the project site into Community Facilities District, would ensure that any impacts related to police protection would be less than significant.

The proposed project would increase demand for school facilities and services. The Antioch Unified School District collects development fees for new residential developments and payment of the fee would offset facility costs associated with new students resulting from the proposed project. Therefore, impacts would be less than significant.

The proposed project would include private and public open space and contribute development impact fees that would address infrastructure and service needs and would not result in substantial deterioration of parks or other public facilities. Therefore, the proposed project's impacts to public services would be less than significant.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, the potential project impact related to public services is less than significant and no mitigation measures are required.

### **3.3.11 Recreation**

The proposed project includes 1.6 acres of usable open space that would provide both active and passive recreational opportunities. The onsite open space would alleviate the demand on existing park and recreational facilities generated by the proposed project. Therefore, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration could result. Additionally, the proposed project would be required to pay a park and recreational facilities fee which would further offset impacts to park and recreation facilities. Therefore, the proposed project's impacts on recreational facilities would be less than significant.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, the potential project impact related to recreation is less than significant and no mitigation measures are required.

### **3.3.12 Utilities and Service Systems**

The Initial Study determined that the proposed project would be adequately served by wastewater, water, and storm water facilities and that existing water entitlements and solid waste capacity would be sufficient. Therefore, impacts to utilities and service systems would be less than significant.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, the potential project impact related to utilities and service systems is less than significant and no mitigation measures are required.

### **3.3.13 Wildfire**

The project site is not located within a State Responsibility Area (SRA) for fire protection and is not located within a very high fire hazard severity zone. Therefore, the proposed project would have no impact related to wildfire.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, there would be no potential project impacts related to wildfire and no mitigation measures are required.

## **3.4 ENVIRONMENTAL IMPACTS FOUND TO BE BENEFICIAL**

The Final EIR identifies the following project-specific and cumulative effects of the proposed project that are beneficial:

- Developing on a site designated for development with existing infrastructure: Growth in areas designated for development, that already have infrastructure available to serve new development, is generally considered environmentally beneficial.

**Findings.** The Planning Commission recommends the City Council find that, based upon substantial evidence in the record, the potential project-specific and cumulative effects of the implementing proposed project on a site designated for development, with existing infrastructure, are beneficial and no mitigation measures are required.

## **4.0 FINDINGS REGARDING CONSIDERATIONS THAT MAKE ALTERNATIVES ANALYZED IN THE FINAL EIR INFEASIBLE**

The analysis of alternatives to the proposed project is found in Section 5.0 of the Draft EIR. Based on the analysis and the entire record, the Planning Commission recommends the City Council find as follows:

### **4.1 NO PROJECT ALTERNATIVE**

The "No Project" alternative, required to be evaluated in the EIR, considers "existing conditions...as well as what would be reasonably expected to occur in the foreseeable future if the proposed project were not approved, based on current plans and consistent with available infrastructure and community services" [CEQA Guidelines Section 15126.6(e)(2)].

The No Project alternative assumes that the proposed project would not be developed and that the project site would generally remain in its current condition. The project site would remain vacant and no modifications to existing site access, easements, or infrastructure would occur.

**Environmental Effects:** Implementation of the No Project alternative would not result in any increases in automobile, transit, bicycle, or pedestrian travel to or from the project site. Therefore, compared to the less-than-significant impacts of the proposed project, there would be no impact related to conflicts with applicable transportation-related plans, policies, and ordinances; design hazards; and emergency access. The significant and unavoidable impact related to VMT would not occur. However, the No Project alternative would also not achieve any of the objectives of the proposed project.

**Relation to Proposed Project Objectives:** The No Project alternative would not achieve the basic project objectives as it would not help the City of Antioch provide its fair share of housing and provide housing near major transportation and regional trails connections, would not provide onsite amenities and recreational opportunities such as a community park, would not help create a community that is family friendly or that could accommodate senior residents, implement the County's Growth Management Program by providing for urban development within the Urban Limit Line, or contribute to the City's economic and social viability.

## 4.2 GENERAL PLAN CONSISTENCY ALTERNATIVE

The General Plan Consistency Alternative assumes the project site would be developed at a density of 4.0 units per acre in accordance with the General Plan. Given the 10.4 net acre site, the General Plan Consistency Alternative would result in development of 41 single-family residential lots. The General Plan Consistency Alternative would still dedicate approximately 1.6 acres of the site for completion of Wild Horse Road, however, would not provide the approximately 1.6 acres of open space. This alternative would also include onsite parking, utility improvements, and landscaping.

**Environmental Effects:** The General Plan Consistency alternative would require implementation of the same mitigation measures as those required for the proposed project as the General Plan Consistency Alternative would also include development of the site with residential uses and associated improvements. However, construction related impacts would be slightly reduced given that construction activities on the project site would be reduced with fewer residential units, as compared to the proposed project.

The VMT for the General Plan Consistency Alternative would result in a 24.3 VMT per capita which is approximately 65.3 percent above the Countywide threshold of significance of 14.7 VMT per capita, resulting in a significant impact. Like the proposed project, the General Plan Consistency Alternative most closely resembles a suburban project as defined by CAPCOA. According to the CAPCOA report, implementation of an aggressive TDM plan for a suburban project would be expected to achieve a maximum 15 percent reduction in per capita VMT. As such, applying a 15 percent reduction to the General Plan Consistency Alternative's 24.3 VMT per capita would result in a 20.7 VMT per capita, which is approximately 40.8 percent above the 14.7 VMT per capita threshold. The Draft EIR determined that there are no feasible CAPCOA measures that would reduce the General Plan Consistency Alternative's VMT below the threshold of significance of 14.7 VMT per capita. Therefore, like the proposed project, this alternative would have a significant and unavoidable impact related to VMT.

**Relation to Proposed Project Objectives:** The General Plan Consistency Alternative would achieve most of the project objectives, although to a lesser extent than the proposed project. In particular, objectives related to providing housing near major transportation and regional trails connections and creating a community that is family friendly or that could accommodate senior residents would be achieved. However, objectives related to providing onsite amenities and recreational opportunities such as a community park and contributing to the City's economic and social viability would not be achieved to the same extent as the proposed project as the site would be developed with fewer residential units that would be larger than those included in the proposed project.

### 4.3 SENIOR HOUSING ALTERNATIVE

The Senior Housing alternative assumes that the proposed project would be developed with age-restricted units that would be available to residents ages 55 and above. This alternative would be the same as the proposed project and develop 126 units within 25 detached buildings. Similar to the proposed project, each building would contain 2 to 8 units, ranging from approximately 1,120 to 1,900 square feet and would also include the same amount of onsite surface parking, landscaping, utility improvements, and approximately 1.6 acres of usable open space. The Senior Housing Alternative would still dedicate approximately 1.6 acres of the site for completion of Wild Horse Road.

**Environmental Effects:** The Senior Housing alternative would require implementation of the same mitigation measures as those required for the proposed project (identified in Table 2.A in Chapter 2.0, Summary, of this EIR and as further detailed in Appendix A, Initial Study). The Senior Housing alternative would include a similar level of development intensity and the same number of units on the project site as compared to the proposed project and would therefore include similar construction activities and similar operations associated with residential development of the project site.

Age restricted senior housing developments typically have a lower rate of vehicle ownership, and therefore could decrease VMT per capita. However, the project site is not located in a transit priority area that would reduce VMT. These senior communities typically include managed shuttle programs for use by residents, which could reduce the need for a car. The Senior Housing Alternative is estimated to generate approximately 13.1 VMT per capita and would be below the Countywide significance threshold of 14.7 VMT per capita. Therefore, the Senior Housing Alternative would result in a less than significant impact related to VMT.

**Relation to Proposed Project Objectives:** The Senior Housing alternative would achieve all of the project objectives, although some to a lesser extent than the proposed project. Objectives related to providing a project that would, provide housing near major transportation and regional trails connections, create a community that could accommodate senior residents, provide onsite amenities and recreational opportunities, and contribute to the City's economic and social viability would be achieved.

## 5.0 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the proposed project. If the specific economic, legal, social, technological or other benefits of the proposed project outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable" (CEQA Guidelines 15093(a)). CEQA requires the agency to state, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (CEQA Guidelines 15093(b)).

In accordance with the requirements of CEQA and the CEQA Guidelines, the Planning Commission recommends the City Council find that the mitigation measures identified in the Final EIR and the Mitigation Monitoring Program, when implemented, will avoid or substantially lessen many of the significant effects identified in the Final EIR for the Wild Horse Multifamily Project. However, a significant impact to transportation is unavoidable even after incorporation of all feasible mitigation measures. The Final EIR provides detailed information regarding this impact.

The Planning Commission recommends the City Council find that all feasible mitigation measures identified in the Final EIR within the purview of the project Applicant will be implemented with the proposed project, and that the remaining significant unavoidable effect is outweighed and found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits based upon the facts set forth above, the Draft EIR, and the record, because implementation of the Wild Horse Multifamily Project will:

- To help the City of Antioch provide its fair share of housing, and help alleviate a regional housing shortage, by providing an alternative housing type and sizes which can meet the needs of a variety of different and growing household sizes.
- To provide onsite amenities and recreational opportunities, such as a community park.
- To provide housing near major transportation and regional trails connections, with increased land use intensities near regional transportation connections.
- To create a community that is family friendly or that could accommodate senior residents.
- To implement the County's Growth Management Program by providing for urban development within the Contra Costa County Urban Limit Line.
- To contribute to the City of Antioch's economic and social viability by creating a community that attracts investment and positive attention.

Considering all factors, the Planning Commission recommends the City Council find that there are specific economic, legal, social, technological, and other considerations associated with the proposed project that outweigh the project's significant unavoidable effect, and the adverse effect is therefore considered acceptable.

## **6.0 RECORD OF PROCEEDINGS**

Various documents and other materials constitute the record upon which the Planning Commission recommends the City Council base these findings and the approvals contained herein. The location and custodian of these documents and materials is: Forrest Ebbs, Community Development Director, City of Antioch, 200 H Street, Antioch, CA 94509.

## **7.0 FINDINGS WITH RESPECT TO MITIGATION OF SIGNIFICANT ADVERSE IMPACTS, AND ADOPTION OF MITIGATION MONITORING PROGRAM**

Based on the entire record before the City and having considered the unavoidable significant impacts of the proposed project, the Planning Commission recommends the City Council hereby determine that all feasible mitigation within the responsibility and jurisdiction of the project Applicant has been adopted to reduce or avoid the potentially significant impacts identified in the Final EIR, and that no additional feasible mitigation is available to further reduce significant impacts. The feasible mitigation measures are discussed in Section 3.1 and 3.2, above, and are set forth in the MMRP.

Section 21081.6 of the Public Resources Code requires the City to adopt a monitoring or compliance program regarding the changes in the project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Planning Commission recommends the City Council adopt the MMRP for the Wild Horse Multifamily Project, attached to these findings as Exhibit A, because it fulfills the CEQA mitigation monitoring requirements:

- The Mitigation Monitoring and Reporting Program is designed to ensure compliance with the changes in the project and mitigation measures imposed on the project during project implementation; and
- Measures to mitigate or avoid significant effects on the environment are fully enforceable through conditions of approval, permit conditions, agreements, or other measures.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Environmental Impact Report for the Wild Horse Multifamily Project is HEREBY CERTIFIED pursuant to the California Environmental Quality Act. All feasible mitigation measures for the Project identified in the EIR and accompanying studies are hereby incorporated into this approval.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing recommendation was passed and adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 1st day of December 2021, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

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FORREST EBBS

Secretary to the Planning Commission

# **ATTACHMENT A**

## **Exhibit A: Mitigation, Monitoring, and Reporting Program**



**Wild Horse Multifamily Project**  
Mitigation, Monitoring, and  
Reporting Program

November 12, 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, California 94597



## **ACRONYMS AND ABBREVIATIONS**

Applicant	CCP-Contra Costa Investor, LLC
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
CEQA	California Environmental Quality Act
City	City of Antioch
EIR	Environmental Impact Report
MLD	Most Likely Descendant
MMRP	Mitigation, Monitoring, and Reporting Program
NAHC	Native American Heritage Commission
PRC	Public Resources Code
proposed project	Wild Horse Multifamily Project
SWPPP	Stormwater Pollution Prevention Program



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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 CCP-Contra Costa Investor, LLC (Applicant) with a comprehensive list of the mitigation measures identified in the Environmental Impact Report (EIR) for the Wild Horse Multifamily 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 EIR 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 EIR, 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



**Wild Horse Multifamily Project**

## Mitigation, Monitoring, and Reporting Program

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						
<b>MM AIR-1: Implement Construction Best Management Practices.</b> 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: <ul style="list-style-type: none"><li>All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day</li><li>All haul trucks transporting soil, sand, or other loose material off-site will be covered</li><li>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</li><li>All vehicle speeds on unpaved roads shall be limited to 15 miles per hour</li><li>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</li><li>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 California Code of Regulations (CCR); clear signage shall be provided for construction workers at all access points</li><li>All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications</li><li>All equipment shall be checked by a certified visible emissions evaluator or checked by a</li></ul>	<ul style="list-style-type: none"><li>The Applicant</li><li>Construction Contractor</li></ul>	Prior to issuance of grading permit and during construction.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm best management practices (BMPs) are included in project specifications and grading plan.</li><li>Confirm BMPs are implemented throughout the construction phase.</li></ul>	Prior to issuance of grading permit and throughout the construction phase as needed.		



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
<p>certified mechanic and determined to be running in proper condition prior to operation</p> <ul style="list-style-type: none"><li>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 Bay Area Air Quality Management District's phone number will also be visible to ensure compliance with applicable regulations.</li></ul>						
Section 3.4: Biological Resources						
<p><b>MM BIO-1: Avoid Disturbance of Nesting Birds and Pre-Construction Nesting Bird Surveys.</b> If project activities occur during the nesting season for native birds (February 15 to August 31), the following measures shall be implemented to avoid or minimize the potential for adverse impacts on nesting migratory birds and raptors:</p> <ul style="list-style-type: none"><li>Pre-construction nesting bird survey for species protected by the Migratory Bird Treaty Act and California Fish and Game Code shall be conducted by a qualified biologist within a 100-foot radius of proposed construction activities for passerines and a 300-foot radius for raptors no more than 14 days prior to the start of construction activities.</li><li>If active nests are found, a qualified biologist shall determine the size of the buffers based on the nesting species and its sensitivity to disturbance. The size of the buffers may be reduced at the discretion of a qualified biologist, but no construction activities shall be permitted within the buffer if they are demonstrated to be likely to disturb nesting birds. Active nest sites shall be monitored periodically to determine time of fledging.</li></ul>	<ul style="list-style-type: none"><li>The Applicant</li><li>Construction Contractor</li><li>Qualified biologist</li></ul>	No more than 14 days prior to the start of project construction activities.	<p><b>Monitoring Party:</b></p> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <p><b>Monitoring Action:</b></p> <ul style="list-style-type: none"><li>Confirm nesting bird surveys are conducted within 14 days of starting construction work</li><li>Confirm pre-construction clearance by qualified biologist</li><li>If active nests of protected species are found, confirm buffer zone has been established</li></ul>	Prior to issuance of grading permit and throughout the construction phase as needed.		
<p><b>MM BIO-2: Pre-construction Swainson's Hawk Surveys.</b> If project construction-related activities would take place during the nesting season (February through August), pre-construction surveys for nesting Swainson's hawks within 0.5-mile radius of the project shall be conducted within 14 days prior to construction activity. Surveys shall be conducted in a manner that maximizes the potential to observe the adult</p>	<ul style="list-style-type: none"><li>Applicant</li><li>Construction Contractor</li><li>Qualified Biologist</li></ul>	No more than 14 days prior to the start of project construction activities.	<p><b>Monitoring Party:</b></p> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <p><b>Monitoring Action:</b></p> <ul style="list-style-type: none"><li>Confirm surveys are conducted within 14 days of starting construction work</li></ul>	Prior to issuance of grading permit and throughout the construction phase as needed.		



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
Swainson's hawks, as well as the nest/chicks second. To meet the California Department of Fish and Game's recommendations for mitigation and protection of Swainson's hawks, surveys shall be conducted for a 0.5-mile radius around all project activities, and if active nesting is identified within the 0.5-mile radius, consultation is required. Methodology for surveys can be found in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley – Swainson's Hawk Technical Advisory Committee (2000).			<ul style="list-style-type: none"><li>Confirm pre-construction clearance by qualified biologist</li><li>If active nests are found, confirm consultation has been conducted</li></ul>			
<b>MM BIO-3: Pre-Construction Burrowing Owl Surveys.</b> A burrowing owl pre-construction survey shall take place before any construction activities commence. They shall be conducted whenever burrowing owl habitat or sign is encountered on or adjacent to (within 150 meters) of a project site. If a burrowing owl or sign is present on the Property, three additional protocol level surveys shall be initiated. Once these surveys have been completed to identify the owl's location, disturbance buffers shall be placed around each active burrow. No disturbance shall occur within 200 meters (approximately 655 feet) of occupied burrows during the breeding season (February 1 through August 31) and/or within 50 meters (approximately 165 feet) of occupied burrows during non-breeding season (September 1 through January 31). Preconstruction surveys shall be completed no more than 14 days prior to initiating ground disturbing activities.	<ul style="list-style-type: none"><li>Applicant</li><li>Construction Contractor</li><li>Qualified Biologist</li></ul>	No more than 14 days prior to the start of project construction activities.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm pre-construction survey has been conducted no more than 14 days prior to start of construction activities</li><li>If active burrows are found, confirm buffer zone has been established</li></ul>	Prior to issuance of grading permit and throughout the construction phase as needed.		
<b>MM BIO-4: Avoidance and Minimization Measures for Alameda Whipsnake.</b> In order to prevent Alameda Whipsnake (AWS) from entering construction areas during project development, a wildlife exclusion fence shall be placed along the property boundary prior to ground disturbing activities. The avoidance and minimization measures for AWS are as follows: <ul style="list-style-type: none"><li>The wildlife exclusion fence shall be at least three feet high and entrenched three to six inches into the ground.</li></ul>	<ul style="list-style-type: none"><li>Applicant</li><li>Construction Contractor</li><li>Qualified Biologist</li></ul>	Immediately prior to initial ground disturbing activities.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm wildlife exclusionary fencing has been places prior to ground disturbing activities.</li><li>Confirm pre-construction clearance by qualified biologist prior to initial ground disturbance activities.</li><li>Confirm qualified biologist has provided worker education prior to construction activities.</li></ul>	Prior to initial ground disturbance activities and throughout the construction phase as needed.		



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
<ul style="list-style-type: none"><li>Exclusion funnels shall be included in the fence design so that terrestrial species are able to vacate the project Site prior to disturbance.</li><li>Monofilament netting, which is commonly used in straw wattle and other erosion preventatives, shall not be used on the project site in order to prevent possible entrapment of both common and special status terrestrial wildlife species.</li><li>Trenches shall be backfilled, covered, or left with an escape ramp at the end of each workday. Trenches left open overnight shall be inspected each morning for trapped wildlife species.</li><li>Immediately prior to initial ground disturbance (i.e., the morning of ground disturbance), a qualified biologist shall perform a preconstruction survey in order to ensure no AWS are present. The biologist shall remain on site for initial ground disturbance if suitable AWS refugia will be disturbed, i.e., small mammal burrows, foundations, large woody debris.</li><li>Prior to the initiation of work activities, the qualified biologist shall also provide worker education regarding AWS. The training shall cover identification of AWS and what to do if an AWS is discovered in the project site.</li></ul>						
<b>MM BIO-5: Pre-construction Surveys for San Joaquin Kit Fox.</b> Pre-construction surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity likely to impact the San Joaquin kit fox. Surveys shall identify kit fox habitat features on the project site and evaluate use by kit fox and, if possible, assess the potential impacts to the kit fox by the proposed activity. The status of all dens shall be determined and mapped (USFWS 2011). Written results of pre-construction surveys must be received by the Service within five days after survey completion and prior to the start of ground disturbance and/or construction activities. If a natal/pupping den is discovered within the project site or within 200-feet of the project boundary, the Service shall be immediately notified and under no circumstances shall the den be disturbed or destroyed without prior authorization. If the pre-construction	<ul style="list-style-type: none"><li>Applicant</li><li>Construction Contractor</li><li>Qualified Biologist</li></ul>	No less than 14 days and no more than 30 days prior to start of construction activities.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm pre-construction survey has been conducted.</li><li>Confirm pre-construction clearance by qualified biologist and written report has been submitted to US Fish and Wildlife Service.</li><li>If active dens are found, confirm buffer zone has been established and US Fish and Wildlife Service has been contacted and notified.</li></ul>	Prior to issuance of grading permit and throughout the construction phase as needed.		



Wild Horse Multifamily Project  
Mitigation, Monitoring, and Reporting Program

Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
survey reveals an active natal pupping or new information, the Applicant shall contact the Service immediately to obtain the necessary take authorization/permit.						
<b>MM BIO-6: Pre-construction American Badger Surveys.</b> A qualified biologist shall survey for American badger concurrent with the pre-construction survey for burrowing owl. If badgers are detected, the biologist shall passively relocate badgers out of the work area prior to construction if feasible. If an active den is detected within the work area, the project proponent shall avoid the den, if feasible, until the qualified biologist determines the den is no longer active. Dens that are determined to be inactive by the qualified biologist shall be collapsed by hand to prevent occupation of the burrow between the time of the survey and construction activities.	<ul style="list-style-type: none"><li>• Applicant</li><li>• Construction Contractor</li><li>• Qualified Biologist</li></ul>	No more than 14 days prior to the start of project construction activities.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>• City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>• Confirm pre-construction survey has been conducted.</li><li>• If an active den is found, confirm buffer zone has been established or relocation of badgers has been conducted.</li></ul>	Prior to issuance of grading permit and throughout the construction phase as needed.		
<b>Section 3.5: Cultural Resources</b>						
<b>MM CUL-1: Workers Awareness Training.</b> Prior to the start of any ground disturbing activities, a cultural resources awareness training shall be provided for all construction personnel involved in project implementation. The training shall be provided by a qualified cultural resources specialist and if they choose to participate, a representative of the Indian Canyon Band of Costanoan Ohlone People. The training program shall include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program shall also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and shall outline what to do and whom to contact if any potential archaeological resources or artifacts are encountered. The program shall also underscore the requirement for confidentiality and culturally appropriate treatment for any find of significance to Native Americans and behaviors, consistent with Native American tribal values. A sign-in sheet shall be distributed to all participants of the training program and submitted to the City within two weeks of program completion.	<ul style="list-style-type: none"><li>• Applicant</li><li>• Construction Contractor</li><li>• Qualified archaeologist</li></ul>	Pre-construction: Prior to ground disturbing activities.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>• City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>• Confirm a qualified archaeologist is under contract prior to the start of any ground disturbing activities.</li><li>• Confirm a qualified archaeologist provides worker awareness training prior to start of any ground disturbing activities.</li></ul>	Prior to issuance of grading permit and throughout the construction phase as needed.		



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
<b>MM CUL-2: Cultural Materials Discovered During Construction.</b> If any cultural resource is encountered during ground disturbance or subsurface construction activities (e.g., trenching, grading), all construction activities within a 50-foot radius of the identified potential resource shall cease until a Secretary of the Interior-qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation 523 series forms. All forms and associated reports will be submitted to the Northwest Information Center of the California Historical Resources Information System. The archaeologist shall determine whether the resource requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the resource is determined to be eligible for listing on the California Register of Historical Resources as a unique archaeological resource as defined in Public Resources Code (PRC) Section 15064.5, the archaeologist shall develop a plan for the treatment of the resource. The plan shall contain appropriate mitigation measures, including avoidance, preservation in place, data recovery excavation, or other appropriate measures outlined in PRC Section 21083.2.	<ul style="list-style-type: none"><li>Construction Contractor</li><li>Qualified archaeologist</li></ul>	During the construction phase.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm a qualified archaeologist is under contract prior to the start of any ground disturbing activities.</li><li>If cultural resources are discovered during construction, confirm activities are halted until appropriate treatment measures are implemented.</li></ul>	Prior to issuance of grading permit and throughout the construction phase as needed.		
<b>MM CUL-3: Human Burials Encountered During Construction.</b> 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 County Coroner and the appropriate City representative are contacted. Duly authorized representatives of the Coroner and the City shall be permitted onto the project area and shall take all actions consistent with Health and Safety Code Section 7050.5 and Government Code Sections 5097.98, 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 Native	<ul style="list-style-type: none"><li>Construction Contractor</li><li>Qualified archaeologist</li></ul>	During the construction phase.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm a qualified archaeologist is under contract prior to the start of any ground disturbing activities.</li><li>If human remains are discovered during construction, confirm activities are halted until appropriate treatment measures are implemented.</li></ul>	Prior to issuance of grading permit and throughout the construction phase as needed.		



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
American Heritage Commission (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, with appropriate dignity, the human remains and any associated grave goods 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.						
Section 3.7: Geology and Soils						
<b>MM GEO-1: Implement Geotechnical Design Recommendations.</b> Prior to issuance of grading permits, the Applicant shall incorporate all design specifications and recommendations contained within the geotechnical investigation report into relevant project plans and specifications. These specifications pertain to but are not limited to expansive soils, building foundations, foundation drainage, and backfill of excavations. The project site plans shall be submitted to the City and reviewed as part of the building permit review process.	<ul style="list-style-type: none"><li>Applicant</li></ul>	Prior to issuance of grading permit.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm all design specifications and recommendations contained in the geotechnical investigation report has been incorporated into project plans and submitted to the City.</li></ul>	Once during building permit review process.		
<b>MM GEO-2: Implement Potential Liquefaction Hazard Recommendations.</b> Prior to the issuance of building permits, the Applicant shall submit to the City of Antioch Building Department, for review and approval, a design-level geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The design-level report shall include measures to address construction requirements to mitigate, at a minimum, slope stability, liquefiable soils, and ground shaking. Recommendations of adequate and appropriate measures will be implemented, including, but not limited to designing foundations in a manner that limits the effects of liquefaction; the placement of an engineered fill with low liquefaction potential; and the alternative siting of structures in areas with a lower liquefaction risk.	<ul style="list-style-type: none"><li>Applicant</li></ul>	Prior to issuance of grading permit.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li><li>City of Antioch Building Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm design-level engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer has been submitted to the City of Antioch Building Department.</li><li>Confirm design-level report recommendations have been incorporated into project plans.</li></ul>	Once during building permit review process.		



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
<b>MM GEO-3: Procedures for Paleontological Resources Discovered During Construction.</b> If any paleontological resources are encountered during ground-disturbing or subsurface construction activities (e.g., trenching, grading), all constructed resource shall 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.	<ul style="list-style-type: none"><li>Construction Contractor</li><li>Qualified paleontologist</li></ul>	During the construction phase.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm selection of qualified paleontologist.</li><li>If paleontological resources are encountered during construction, confirm construction activities are halted until appropriate treatment measures are implemented.</li></ul>	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 (SWPPP) in Section 3.10, Hydrology and Water Quality.						
<b>Section 3.9: Hazards and Hazardous Materials</b>						
Refer to Mitigation Measures HYD-1: Prepare and Implement a SWPPP in Section 3.10, Hydrology and Water Quality.						
<b>Section 3.10: Hydrology and Water Quality</b>						
<b>MM HYD-1: Prepare and Implement a SWPPP.</b> Prior to the issuance of any construction-related permits, the Applicant shall prepare and submit a Notice of Intent to the State Water Resources Control Board and prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the National Pollutant Discharge Elimination System General Construction Permit. The SWPPP shall include a detailed, site-specific listing of the potential sources of stormwater pollution; pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills); description of the type and location of erosion and sediment control best management practices (BMPs) to be implemented at the project site; and a BMP monitoring and maintenance schedule to determine the amount of pollutants leaving the project site. A copy of the SWPPP must be current and remain onsite. Water quality BMPs identified in the SWPPP could include but are not limited to the following: <ul style="list-style-type: none"><li>Surface water runoff shall be controlled by directing flowing water away from critical areas and by reducing runoff velocity. Diversion structures, such as terraces, dikes, and ditches,</li></ul>	<ul style="list-style-type: none"><li>Applicant</li><li>Construction Contractor</li></ul>	Prior to issuance of grading permits and during construction.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>Confirm requirements of the approved SWPPP are included in project specifications and implemented throughout the construction phase.</li></ul>	Once at the time of contractor specifications review and throughout the construction phase as needed.		



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
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<p>shall collect and direct runoff water around vulnerable areas to prepared drainage outlets.</p> <ul style="list-style-type: none"><li>• Surface roughening, berms, check dams, hay bales, or similar devices shall be used to reduce runoff velocity and erosion.</li><li>• Sediment shall be contained when conditions are too extreme for treatment by surface protection. Temporary sediment traps, filter fabric fences, inlet protectors, vegetative filters and buffers, or settling basins shall be used to detain runoff water long enough for sediment particles to settle out. Construction materials, including topsoil and chemicals, shall be stored, covered, and isolated to prevent runoff losses and contamination of groundwater.</li><li>• Topsoil removed during construction shall be carefully stored and treated as an important resource. Berms shall be placed around topsoil stockpiles to prevent runoff during storm events.</li><li>• Fuel and vehicle maintenance areas shall be established away from all drainage courses, and these areas shall be designed to control runoff.</li><li>• Temporary erosion control measures, such as silt fences, staked straw bales, and temporary revegetation, shall be employed for disturbed areas. No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.</li><li>• A spill prevention and countermeasure plan shall be developed to identify proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used onsite. The plan will also require the proper storage, handling, use, and disposal of petroleum products.</li><li>• Construction activities shall be scheduled to reduce land disturbance during peak runoff periods and to the immediate area required for construction. Soil conservation practices shall be completed during the fall or late winter to reduce erosion during spring runoff. Existing</li></ul>						



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
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vegetation will be retained where possible. To the extent feasible, grading activities shall be limited to the immediate area required for construction.						
Section 3.13: Noise						
<b>MM NOI-1: Interior Traffic Noise Levels.</b> Implement the requirements listed in Policy 11.6.2.d in the City of Antioch General Plan to reduce interior noise levels within the multifamily buildings to 45 dB(A) Ldn. Policy 11.6.2.d states the following: “Where new development (including construction and improvement of roadways) is proposed in areas exceeding the noise levels identified in the General Plan Noise Objective, or where the development of proposed uses could result in a significant increase in noise, require a detailed noise attenuation study to be prepared by a qualified acoustical engineer to determine appropriate mitigation and ways to incorporate such mitigation into project design and implementation.”	<ul style="list-style-type: none"><li>• Applicant</li><li>• Qualified Acoustical Engineer</li></ul>	Prior to issuance of grading permit.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>• City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>• Confirm detailed noise study has been prepared by a qualified acoustical engineer</li><li>• Confirm appropriate mitigation has been incorporated into the project design</li></ul>	Once during design review phase.		
<b>MM NOI-2: Project Fixed-Source Noise.</b> The noise from all mechanical equipment associated with the project shall comply with the requirements in Policy 11.6.2.e in the City of Antioch General Plan and the maximum noise level limits listed in Section 9-5.1901, Paragraph A in the City of Antioch Code of Ordinances. Policy 11.6.2.e in the City of Antioch General Plan states the following: “When new development incorporating a potentially significant noise generator is proposed, require noise analyses to be prepared by a qualified acoustical engineer. Require the implementation of appropriate noise mitigation when the proposed project will cause new exceedances of General Plan noise objectives, or an audible (3.0 dB(A)) increase in noise in areas where General Plan noise objectives are already exceeded as the result of existing development.” Section 9-5.1901, Paragraph A in the City of Antioch Code of Ordinances states “Uses adjacent to outdoor living areas (e.g., backyards for single-family homes and patios for multifamily units) and parks shall not cause an increase in background ambient noise which will exceed 60 CNEL.”	<ul style="list-style-type: none"><li>• Applicant</li><li>• Qualified Acoustical Engineer</li></ul>	Prior to issuance of grading permit.	<b>Monitoring Party:</b> <ul style="list-style-type: none"><li>• City of Antioch Community Development Department</li></ul> <b>Monitoring Action:</b> <ul style="list-style-type: none"><li>• Confirm noise analysis has been conducted by a qualified acoustical engineer</li><li>• Confirm equipment has been designed to incorporate mitigation measures as needed</li></ul>	Once during design review phase.		



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
<p><b>MM NOI-3: Construction Activity.</b> All construction activity shall follow the time and noise reduction measure requirements listed in Policies 11.6.2.i, j, k, m, and n in the City of Antioch General Plan and Sections 5-17.04 and 5-17.05 in the City of Antioch Code of Ordinances as follows:</p> <p>i. Ensure that construction activities are regulated as to hours of operation in order to avoid or mitigate noise impacts on adjacent noise-sensitive land uses.</p> <p>j. Require proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance area, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses.</p> <p>k. Require that all construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.</p> <p>l. Prior to the issuance of any grading plans, the City shall condition approval of subdivisions and non-residential developed adjacent to any developed/occupied noise-sensitive land uses by requiring applicants to submit a construction-related noise mitigation plan to the City for review and approval. The plan should depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of the project through the use of such methods as:</p> <ul style="list-style-type: none"><li>• The construction contractor shall use temporary noise-attenuation fences, where feasible, to reduce construction noise impacts on adjacent noise sensitive land uses.</li><li>• During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers’ standards. The construction contractor shall place all stationary construction equipment so that emitted noise is</li></ul>	<ul style="list-style-type: none"><li>• Applicant</li><li>• Construction Contractor</li></ul>	Prior to issuance of grading permit and during construction.	<p><b>Monitoring Party:</b></p> <ul style="list-style-type: none"><li>• City of Antioch Community Development Department</li></ul> <p><b>Monitoring Action:</b></p> <ul style="list-style-type: none"><li>• Confirm requirements are implemented prior to and during construction</li></ul>	Once at the time of contractor specifications review and throughout the construction phase as needed.		



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
<p>directed away from sensitive receptors nearest the project site.</p> <ul style="list-style-type: none"><li>The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</li><li>The construction contractor shall limit all construction-related activities that would result in high noise levels to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. No construction shall be allowed on Sundays and public holidays.</li></ul> <p>m. The construction-related noise mitigation plan required shall also specify that haul truck deliveries be subject to the same hours specified for construction equipment. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings. Lastly, the construction-related noise mitigation plan shall incorporate any other restrictions imposed by the City.</p> <p>Section 5-17.04 “Heavy Construction Equipment Noise” and Section 5-17.05 “Construction Activity Noise” states it shall be unlawful for any person to operate heavy construction equipment or be involved in construction activity during the hours specified below:</p> <ol style="list-style-type: none"><li>1) On weekdays prior to 7:00 a.m. and after 6:00 p.m.</li><li>2) On weekdays within 300 feet of occupied dwelling space, prior to 8:00 a.m. and after 5:00 p.m.</li><li>3) On weekends and holidays, prior to 9:00 a.m. and after 5:00 p.m., irrespective of the distance from the occupied dwelling.</li></ol>						



Mitigation Measures	Implementation Party	Timing of Implementation	Monitoring Party and Monitoring Action	Monitoring Frequency	Verification of Implementation	
					Action	Date completed with Signature
Section 3.18: Tribal Cultural Resources						
Refer to Mitigation Measures CUL-1: Workers Awareness Training, CUL-2: Cultural Materials Discovered During Construction, and CUL-3: Human Burials Encountered During Construction in Section 3.5, Cultural Resources.						



# **ATTACHMENT B**

**General Plan Amendment Planning Commission Resolution**

**PLANNING COMMISSION  
RESOLUTION NO. 2021-\*\***

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH  
RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A GENERAL PLAN  
AMENDMENT AMENDING THE LAND USE DESIGNATION FOR THE WILD HORSE  
MULTIFAMILY PROJECT FROM LOW DENSITY RESIDENTIAL TO HIGH DENSITY  
RESIDENTIAL**

**WHEREAS**, the City of Antioch (City) received an application from CCP-Contra Costa Investor, LLC (Applicant), seeking approval of the following: EIR Certification, General Plan Amendment, Rezone to Planned Development District, Vesting Tentative Map, Final Development Plan, and Design Review for the development of a 126 multifamily unit residential community and associated improvements on an approximately 11.72 acre project site, known as the Wild Horse Multifamily Project (PD-20-01, GP-20-03, AR-21-17);

**WHEREAS**, the project site consists of an approximately 11.72 acre parcel located at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4 (APN: 041-022-003);

**WHEREAS**, a Final Environmental Impact Report (Final EIR) and Mitigation Monitoring and Reporting Program was prepared in accordance with the California Environmental Quality Act ("CEQA") Guidelines Section 15162, and considered by the Planning Commission on December 1, 2021;

**WHEREAS**, on December 1, 2021, the Planning Commission recommended to the City Council certification of the Final Environmental Impact Report, based on findings of fact and adopting a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;

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

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

**WHEREAS**, the proposed project requires amendments to the General Plan Land Use Map to redesignate the site from Low Density Residential to High Density Residential,

**WHEREAS**, project site is adjacent to similar residential and commercial uses and has been designed pursuant to City hillside development policies;

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

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

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

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

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

1. The proposed project conforms to the provisions and standards of the General Plan because the proposed amendment is internally consistent with all other provisions of the General Plan and does not conflict with any of the previously adopted Goals, Policies and Programs of the General Plan;
2. The proposed Amendment is necessary to implement the goals and objectives of the General Plan because the project will further implement the City of Antioch Housing Element;
3. The proposed Amendment will not be detrimental to the public interest, convenience, and general welfare of the City because the Amendment will result in a logical placement of land uses consistent with the overall intent of the General Plan;
4. The proposed project will not cause environmental damage because the Wild Horse Multifamily Project Final Environmental Impact Report and a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program was prepared for the project, which mitigated environmental impacts to the extent feasible. For significant and unavoidable impacts, the Planning Commission recommended the City Council adopt a Statement of Overriding Considerations; and
5. The Proposed General Plan Land Use Map Amendment will not require changes to or modifications of any other plans that the City Council adopted before the date of this resolution.

**NOW THEREFORE BE IT FURTHER RESOLVED** that the Planning Commission hereby recommends the City Council adopt the General Plan Land Use Map Amendment

(GP-20-03) re-designating the site identified by Assessor's Parcel Number 041-022-003 from Low Density Residential to High Density Residential.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 1<sup>st</sup> day of December 2021, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

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FORREST EBBS

Secretary to the Planning Commission

# **ATTACHMENT C**

## **Planned Development Planning Commission Resolution**

**PLANNING COMMISSION  
RESOLUTION NO. 2021-\*\***

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH  
RECOMMENDING TO THE CITY COUNCIL APPROVAL OF AN ORDINANCE TO  
REZONE TO PLANNED DEVELOPMENT DISTRICT (PD-20-01) FOR THE WILD  
HORSE MULTIFAMILY PROJECT**

**WHEREAS**, the City of Antioch (City) received an application from CCP-Contra Costa Investor, LLC (Applicant), seeking approval of the following: EIR Certification, General Plan Amendment, Rezone to Planned Development District, Vesting Tentative Map, Final Development Plan, and Design Review for the development of a 126 multifamily unit residential community and associated improvements on an approximately 11.72 acre project site, known as the Wild Horse Multifamily Project (PD-20-01, GP-20-03, AR-21-17);

**WHEREAS**, the project site consists of an approximately 11.72 acre parcel located at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4 (APN) 041-022-003;

**WHEREAS**, a Final Environmental Impact Report (Final EIR) and Mitigation Monitoring and Reporting Program was prepared in accordance with the California Environmental Quality Act ("CEQA") Guidelines Section 15162, and considered by the Planning Commission on December 1, 2021;

**WHEREAS**, on December 1, 2021, the Planning Commission recommended to the City Council certification of the Final Environmental Impact Report, based on findings of fact and adopting a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;

**WHEREAS**, the Planning Commission duly gave notice of public hearing as required by law and on December 1, 2021 held a public hearing on the matter, and received and considered evidence, both oral and documentary; and

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

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

1. Each individual unit of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability, and the uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another

zoning district because the project will provide new housing options to the area while remaining compatible with existing surrounding development. The project is designed to function independently while remaining interconnected through pathways and access for both vehicles and pedestrians.

2. The streets and thoroughfares proposed meet the standards of the city's Growth Management Program and adequate utility service can be supplied to all phases of the development because the Project design minimizes traffic impacts to the existing street system and encourages internal pedestrian circulation within the development. The Project will be required to construct all required streets and utilities to serve the project. The final design, location, and size of these improvements will be subject to the approval of the City Engineer. As shown in the project's Final EIR, adequate utility service can be supplied to the project. the project will be constructing all the required streets and utilities to serve the project.
3. Any commercial components are justified economically at the location(s) proposed. There are no commercial components to the project
4. Any residential component will be in harmony with the character of the surrounding neighborhood and community and will result in densities no higher than that permitted by the General Plan because the project has been designed to comply with City density standards, and the proposed densities are within General Plan allowances. The project includes multifamily development that is consistent with the overall intent of the General Plan.
5. Any industrial component conforms to applicable desirable standards and will constitute an efficient, well-organized development with adequate provisions for railroad and/or truck access and necessary storage and will not adversely affect adjacent or surrounding development. There are no industrial components of the project.
6. Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan which offer certain unusual redeeming features to compensate for any deviations that may be permitted. The proposed PD zone was intended to allow for current and future flexibility in development. Minor deviations to development standards have been incorporated into the Wild Horse Multifamily Project Planned Development Ordinance that respond to specific limitations, including topography and existing infrastructure, of the project site.
7. The area surrounding the P-D District can be planned and zoned in coordination and substantial compatibility with the proposed development because the land surrounding the Project is already developed and the proposal has been designed to compatible with surrounding uses.

8. The P-D District conforms to the General Plan of the city because the amendment to the General Plan to change the designation of the site to High Density Residential allows continues to allow residential development to occur at the site while allowing flexibility of development types. The intent of the General Plan is being maintained.

**NOW THEREFORE BE IT FURTHER RESOLVED** that the Planning Commission does hereby recommend to the City Council APPROVAL of the draft Ordinance (Exhibit A) to rezone the approximately 11.72 acre site located at the at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4 (APN 041-022-003) to Planned Development District (PD-20-01).

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing recommendation was passed and adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 1st day of December 2021, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

---

FORREST EBBS  
Secretary to the Planning Commission

# **ATTACHMENT C**

## **Exhibit A: Planned Development Ordinance**

**ORDINANCE NO. \_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH TO REZONE  
THE APPROXIMATELY 11.72 ACRE WILD HORSE MULTIFAMILY PROJECT SITE  
(APN 041-022-003) FROM PLANNED DEVELOPMENT DISTRICT (PD 86-3.1) TO  
PLANNED DEVELOPMENT DISTRICT (PD-20-01)**

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

**SECTION 1:**

The City Council determined on \_\_\_\_\_, 2021, that, pursuant to Section 15074 of the Guidelines of the California Environmental Quality Act, and after full consideration of the Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program (MMRP) prepared for project, and on the basis of the whole record before it, the EIR and MMRP for the Wild Horse Multifamily Project should be adopted.

**SECTION 2:**

At its regular meeting of December 1, 2021, the Planning Commission recommended that the City Council adopt the Ordinance to rezone the subject property from Planned Development District to Planned Development District (PD-20-01) for the Wild Horse Multifamily Project.

**SECTION 3:**

The real property described in Exhibit A, attached hereto, is hereby rezoned from Planned Development District (PD 86-3.1) to Planned Development (PD-20-01) for the Wild Horse Multifamily Project, and the zoning map is hereby amended accordingly.

**SECTION 4:**

The development standards, as defined below, for the subject property (APN 051-140-002), known as the Wild Horse Multifamily Project, are herein incorporated into this ordinance, and are binding upon said property.

**Development Standards for the Wild Horse Multifamily Project Planned  
Development District (PD-20-01)**

<b>Development Standards for Wild Horse Multifamily Project</b>	<b>PD Zoning Standards for Multifamily Residential Project</b>
Maximum height	45'
Maximum stories	3
Maximum Number of Units	126
Maximum Lot Coverage	40%
Minimum Front Yard Landscaping Setbacks	From Wild Horse Right of Way: 10'
Minimum Side Yard Setbacks	From western property line: 20'
Minimum Rear Yard Setbacks	From eastern (Highway 4) property line: 10'
Minimum paseo width	30', but patios, balconies, and porches may encroach 6' on either side of the paseo
Minimum Distance between buildings	15'
Accessory Structure Setbacks	Not permitted
Covered Patio / California Room	Not permitted
Parking	Minimum two car garage, with minimum stall dimensions of 10' by 20'  A minimum ratio of 1 per 5 guest parking stalls shall be provided  A maximum of 50% of the garages may be tandem
Minimum alley width	26'
Open Space	Common: 200 square feet per unit Private: 60 square feet per unit
RV Parking	RV parking is prohibited.

**Section 5**

The allowed uses, as defined below, for the subject property (APN 041-022-003), known as the Wild Horse Multifamily Project, are herein incorporated into this ordinance, and are binding upon said property.

Multi-Family Residential Uses. Allowed uses within Wild Horse Multifamily Project shall be those uses as allowed in the R-20 Medium Density Residential District as established in Section 9.5.3803 of the City of Antioch Municipal Code.

Similar Use Determination. Additional uses not specifically listed in the following table maybe be allowed where the Community Development Director determines a proposed use is substantially similar to a listed use. Such use would be subject to any reviews and limitations noted herein for the listed use that is identified as similar.

SECTION 6:

The City Council finds that the that the proposed zone reclassification will allow uses more suitable uses for the site than the present classification; that the subject property is suitable to the use permitted in the proposed zone change; that said permitted uses are not detrimental to the public or surrounding properties; and that the proposed zone change is in conformance with the Antioch General Plan.

SECTION 7:

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

\* \* \* \* \*

**I HEREBY CERTIFY** that the forgoing ordinance was introduced and adopted at a regular meeting of the City Council of the City of Antioch, held on the \_\_\_\_\_ of \_\_\_\_\_, 2021, and passed and adopted at a regular meeting thereof, held on the \_\_\_\_\_ of \_\_\_\_\_, 2021, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

\_\_\_\_\_  
**Lamar Thorpe, Mayor**

**ATTEST:**

\_\_\_\_\_  
**Ellie Householder, City Clerk**

# Exhibit A

## LEGAL DESCRIPTION

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

A PORTION OF THE PARCEL OF LAND DESCRIBED IN THE GRANT DEED TO MORIMOTO RECORDED MARCH 8, 2001 IN RECORDERS SERIES NUMBER 2001-54575, CONTRA COSTA COUNTY RECORDS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 27, TOWNSHIP 2 NORTH, RANGE 2 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS SAID SOUTHWEST CORNER IS SHOWN ON THE RECORD OF SURVEY FILED JANUARY 27, 1988 IN BOOK 86 OF LICENSED SURVEYORS MAPS AT PAGE 33, CONTRA COSTA COUNTY RECORDS; THENCE FROM SAID POINT OF COMMENCEMENT ALONG THE WEST LINE OF SAID MORIMOTO PARCEL (2001-54575) NORTH 01°22'14" EAST 112.94 FEET TO THE TRUE POINT OF BEGINNING; THENCE FROM SAID TRUE POINT OF BEGINNING,

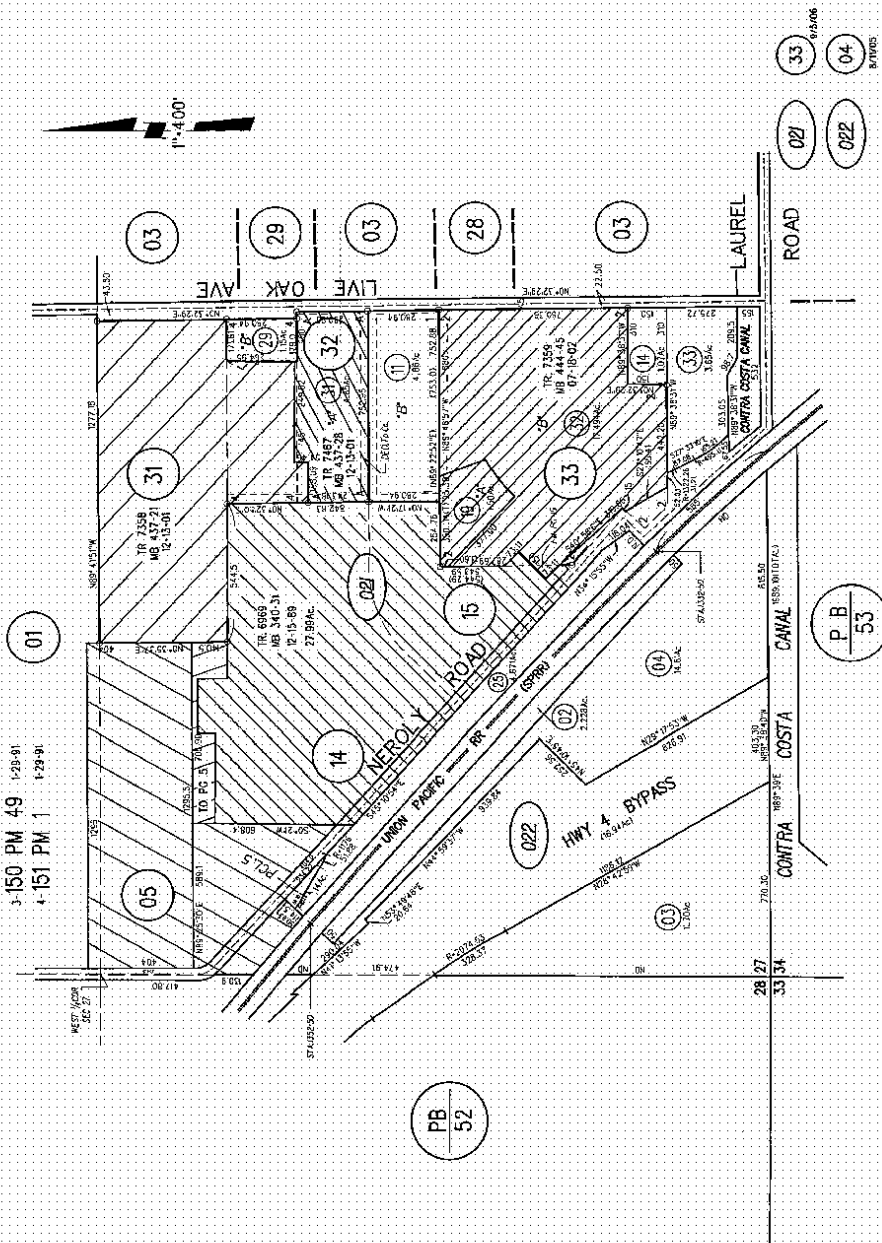
CONTINUING ALONG THE WEST LINE OF SAID MORIMOTO PARCEL (2001-54575) NORTH 01°22'14" EAST 97.76 FEET; THENCE LEAVING SAID WEST LINE SOUTH 77°44'30" EAST 420.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 1,102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE 229.90 FEET THROUGH A CENTRAL ANGLE OF 11°57'12"; THENCE SOUTH 89°41'42" EAST 65.56 FEET; THENCE SOUTH 28°43'21" EAST 109.79 FEET; THENCE NORTH 89°41'42" WEST 118.84 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 1,198.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE 249.93 FEET THROUGH A CENTRAL ANGLE OF 11°57'12"; THENCE NORTH 77°44'30" WEST 401.99 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM, 50 PERCENT OF ALL OIL, GAS, CASINGHEAD GAS, ASPHALTUM, OTHER HYDROCARBON AND ALL CHEMICAL GAS NOW OR HEREAFTER FOUND, SITUATED OR LOCATED IN ALL OR ANY PORTION OF THE LANDS ABOVE DESCRIBED LYING MORE THAN 500 FEET BELOW THE SURFACE THEREOF, TOGETHER WITH THE RIGHT TO SLANT DRILL FOR AND REMOVE 50 PERCENT OF ALL SAID OIL, GAS, CASINGHEAD GAS, ASPHALTUM AND OTHER HYDROCARBONS AND CHEMICAL GAS LYING BELOW A DEPTH OF MORE THAN 500 FEET BELOW THE SURFACE THEREOF, INCLUDING THE RIGHT TO GRANT LEASES FOR ALL OR ANY OF SAID PURPOSES, BUT WITHOUT ANY RIGHT WHATSOEVER TO ENTER UPON THE SURFACE OF SAID LANDS OR UPON ANY PORTION THEREOF, WITHIN 500 FEET VERTICAL DISTANCE BELOW THE SURFACE THEREOF, AS RESERVED IN THE DEED FROM BERNARD M. DUNCAN AND HELEN L. DUNCAN, HIS WIFE, AND WILLIAM R. SICKENBERGER AND BARBARA L. SICKENBERGER, HIS WIFE, RECORDED JULY 28, 1965, IN BOOK 4919, PAGE 260, OFFICIAL RECORDS.

APN: 041-022-003-2 (Affects this and other properties)

SW 1/4 SEC 27 T2N R2E MDBM

1-106 PM 42 8-3-83  
2-146 PM 49 5-24-90  
3-150 PM 49 1-29-91  
4-151 PM 1 1-29-91



NOTE: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE INFORMATION WITH LOCAL, STATE AND FEDERAL AGENCIES.

ASSESSOR'S MAP  
BOOK 41 PAGE 2  
CONTRA COSTA COUNTY, CALIF.

## **ATTACHMENT D**

**Resolution Recommending that the City Council approve the  
Vesting Tentative Map, Final Development Plan,  
and Design Review for the Project**

**PLANNING COMMISSION  
RESOLUTION NO. 2021-\*\***

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH  
RECOMMENDING APPROVAL OF A VESTING TENTATIVE MAP, FINAL  
DEVELOPMENT PLAN, AND DESIGN REVIEW FOR THE WILD HORSE  
MULTIFAMILY PROJECT**

**WHEREAS**, the City of Antioch (City) received an application from CCP-Contra Costa Investor, LLC (Applicant), seeking approval of the following: EIR Certification, General Plan Amendment, Rezone to Planned Development District, Vesting Tentative Map, Final Development Plan, and Design Review for the development of a 126 multifamily unit residential community and associated improvements on an approximately 11.72 acre project site, known as the Wild Horse Multifamily Project (PD-20-01, GP-20-03, AR-21-17);

**WHEREAS**, the project site consists of an approximately 11.72 acre parcel located at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4 (APN: 041-022-003);

**WHEREAS**, a Final Environmental Impact Report (Final EIR) and Mitigation Monitoring and Reporting Program was prepared in accordance with the California Environmental Quality Act ("CEQA") Guidelines Section 15162, and considered by the Planning Commission on December 1, 2021;

**WHEREAS**, on December 1, 2021, the Planning Commission recommended to the City Council certification of the Final Environmental Impact Report, based on findings of fact and adopting a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;

**WHEREAS**, the applicant has prepared Design Guidelines for the Project in order to customize the City of Antioch's Residential Design Guidelines specifically for the Project and to establish guidelines for future development within the Creekside/Vineyards at Sand Creek Project;

**WHEREAS**, on December 1, 2021, the Planning Commission recommended approval of a General Plan Amendment (GP-20-03) to the City Council;

**WHEREAS**, on December 1, 2021, the Planning Commission recommended approval of a rezone to Planned Development District (PD-20-01) to the City Council;

**WHEREAS**, on October 21, 2021, the Parks and Recreation Commission considered the Wild Horse Multifamily Project and did recommend to the Planning Commission that the project be obligated to pay \$119,700 in parkland dedication in lieu fees;

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

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

**NOW THEREFORE BE IT RESOLVED**, that the Planning Commission makes the following required findings for approval of a Vesting Tentative Subdivision Map:

1. The Vesting Tentative Subdivision Map, design and improvements are consistent with the General Plan, as required by Section 66473.5 of the Subdivision Map Act and the City's Subdivision Regulations. The site has a proposed General Plan Designation of High Density Residential and the Vesting Tentative Subdivision Map will accommodate uses that are consistent with the proposed General Plan designation.
2. The project proposed by the Vesting Tentative Subdivision Map for Condominium Purposes complies with the rules, regulations, standards and criteria of the City's Subdivision Regulations. The City's Planning and Engineering staff have reviewed the Vesting Tentative Subdivision map and evaluated the effects of the map proposed and have determined that the Vesting Tentative Map, as conditioned, complies with and conforms to all the applicable rules, regulations, standards, and criteria of the City's Subdivision Regulations.
3. The Project's conditions of approval protect the public safety, health and general welfare of the users of the project and surrounding area. In addition, the conditions ensure the project is consistent with all applicable City standards.

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

1. Each individual unit of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability, and the uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another zoning district because the project will provide new housing options to the area while remaining compatible with existing surrounding development. The project is designed to function independently while remaining interconnected through pathways and access for both vehicles and pedestrians.
2. The streets and thoroughfares proposed meet the standards of the city's Growth Management Program and adequate utility service can be supplied to all phases of the development because the Project design minimizes traffic impacts to the existing street system and encourages internal pedestrian circulation within the

development. The Project will be required to construct all required streets and utilities to serve the project. The final design, location, and size of these improvements will be subject to the approval of the City Engineer. As shown in the project's Final EIR, adequate utility service can be supplied to the project. the project will be constructing all the required streets and utilities to serve the project.

3. Any commercial components are justified economically at the location(s) proposed. There are no commercial components to the project
4. Any residential component will be in harmony with the character of the surrounding neighborhood and community and will result in densities no higher than that permitted by the General Plan because the project has been designed to comply with City density standards, and the proposed densities are within General Plan allowances. The project includes multifamily development that is consistent with the overall intent of the General Plan.
5. Any industrial component conforms to applicable desirable standards and will constitute an efficient, well-organized development with adequate provisions for railroad and/or truck access and necessary storage and will not adversely affect adjacent or surrounding development. There are no industrial components of the project.
6. Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan which offer certain unusual redeeming features to compensate for any deviations that may be permitted. The proposed PD zone was intended to allow for current and future flexibility in development. Minor deviations to development standards have been incorporated into the Wild Horse Multifamily Project Planned Development Ordinance that respond to specific limitations, including topography and existing infrastructure, of the project site.
7. The area surrounding the P-D District can be planned and zoned in coordination and substantial compatibility with the proposed development because the land surrounding the Project is already developed and the proposal has been designed to compatible with surrounding uses.
8. The P-D District conforms to the General Plan of the city because the amendment to the General Plan to change the designation of the site to High Density Residential allows continues to allow residential development to occur at the site while allowing flexibility of development types. The intent of the General Plan is being maintained.

**NOW THEREFORE BE IT RESOLVED** that the Planning Commission of the City of Antioch does hereby recommend APPROVAL of a Vesting Tentative Map, Final

Development Plan, and Design Review for the development of a 126 multifamily unit residential community and associated improvements on an approximately 11.72 acre project site, known as the Wild Horse Multifamily Project (PD-20-01, GP-20-03, AR-21-17) located at the terminus of Wild Horse Road, between Le Conte Circle and State Route (SR) 4 (APN: 041-022-003) subject to the following conditions:

**A. GENERAL CONDITIONS**

1. The development shall comply with the City of Antioch Municipal Code, unless a specific exception is granted thereto, or is otherwise modified in these conditions.
2. Concurrent with the first submittal of grading or improvement plans, the developer shall submit a site plan exhibit showing the site plan as modified by conditions and approvals.
3. This approval expires two years from the date of approval (Expires December 1, 2021) unless a building permit has been issued and construction has diligently commenced thereon and not expired, or an extension has been approved by the Zoning Administrator. Requests for extensions must be received in writing with the appropriate fees prior to the expiration of this approval. No more than one, one-year extension shall be granted.
4. The developer shall defend, indemnify, and hold harmless the City in any action brought challenging any land use approval or environmental review for the Project. In addition, developer shall pay any and all costs associated with any challenge to the land use approval or environmental review for the Project, including, without limitation, the costs associated with any election challenging the Project.
5. A final and unchallenged approval of this project supersedes previous approvals that have been granted for this site.
6. Permits or approvals, whether discretionary or ministerial, will not be considered if the developer is not current on fees, reimbursement and/or other payments that are due the City.
7. All advertising signs shall be consistent with the Sign Ordinance or as approved by the Community Development Director.

8. All required easements or rights-of-way for improvements shall be obtained by the developer at no cost to the City of Antioch. Advance permission shall be obtained from any property or, if required from easement holders, for any work done within such property or easements.
9. All easements of record that are no longer required and affect individual lots or parcels within this project shall be removed prior to or concurrently with the recordation of the parcel map for condominium purposes or subsequent separate document as approved by City Engineer.

**B. VESTING TENTATIVE MAP CONDITIONS**

1. The Vesting Tentative Map for condominium purposes approval is subject to the time lines established in the State of California Subdivision Map Act.
2. Approval is based upon substantial conformance with the Vesting Tentative Map for condominium purposes prepared on August 10, 2020, revised on October 26, 2020 and stamped received by the Community Development Department on October 30, 2020.
3. Approval of this Vesting Tentative Map for condominium purposes shall not constitute the approval of any improvements shown on the Vesting Tentative Map for condominium purposes and shall not be construed as a guarantee of future extension or re-approvals of this or similar maps, nor is it an indication of future availability of water or sewer facilities or permission to develop beyond the capacities of these facilities.

**C. DISTRICTS AND ANNEXATION**

1. Prior to filing of a parcel map for condominium purposes for recording, the developer shall annex into the District 1 Zone 1 Lighting and Landscaping District (LLD) and accept a level of annual assessments sufficient to maintain public facilities in the vicinity of the project area at no cost to the City. The annual assessment shall cover the actual annual cost of maintenance as described in the Engineer's Report.
2. Prior to filing of a parcel map for condominium purposes for recording, the developer shall annex into CFD 2018-02 (Police Protection).

**D. HOME OWNERS ASSOCIATION AND CC&RS**

1. The developer shall establish a Home Owners Association (HOA) for this project in conformance with the regulations set forth by the California Department of Real Estate. The HOA shall be responsible for maintaining all on-site landscaping, roadway (including striping and signing), concrete (including sidewalk, curb, gutter and curb ramps), street lighting, bio-retention basins, and storm drain facilities.
2. The City shall be reimbursed for maintenance of landscape, roadway (including striping and signing), concrete (including sidewalk, curb, gutter and curb ramps), bio-retention basins, storm drain facilities, street lighting, and all other HOA facilities and amenities not maintained by the HOA to an acceptable City level.
3. A parking lot sweeping program shall be implemented that, at a minimum, provides for sweeping immediately prior to the storm season and prior to each storm event.
4. Subject to approval by the state, the Codes, Covenants and Restrictions (CC&Rs) for the subdivision shall include a provision indicating that the City of Antioch is named as a third-party beneficiary with the right, but not the obligation, to enforce the provisions of the CC&Rs relating to the maintenance and repair of the property and improvements, including but not limited to landscaping, streets, curbs, gutters, streetlights, parking, open space, storm water facilities and the prohibition of nuisances. The City shall have the same rights and remedies as the Association, Manager or Owners are afforded under the CC&Rs, including but not limited to rights of entry. This right of enforcement is in addition to all other legal and equitable remedies available to the City, including the right to refuse to issue building permits for any building or structure that is not in compliance with applicable federal, state or local laws, regulations, permits or approvals. Neither action nor inaction by the City shall constitute a waiver or relinquishment of any rights or remedies. In addition, the CC&Rs shall include a provision that any design approvals required by the CC&RS for construction, reconstruction and remodeling are in addition to any approvals needed from the City as well. Further, the CC&Rs cannot be terminated or amended materially without the prior written consent of the Community Development Director and the City Attorney of the City of Antioch. Material changes are those that would change the fundamental purpose of the development including but not limited to:

- City approvals of uses or external modifications.
- Property ownership or maintenance obligations including, but not limited to, common areas, storm water and landscaping.

The CC&Rs for this project shall be reviewed and approved by the City Attorney and the Community Development Director prior to the issuance of the first building permit.

**E. CONSTRUCTION CONDITIONS**

1. The use of construction equipment shall be as outlined in the Antioch Municipal Code and is restricted to weekdays between the hours 8:00 A.M. and 5:00 P.M., or as approved in writing by the City Manager. Requests for alternative days/time may be submitted in writing to the City Engineer for consideration.
2. The project shall be in compliance with and supply all the necessary documentation for Antioch Municipal Code § 6-3.2: Construction and Demolition Debris Recycling.
3. Standard dust control methods and designs shall be used to stabilize the dust generated by construction activities. The developer shall post dust control signage with a contact number of the developer, City staff, and the air quality control board.
4. The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.

**F. SITE AND PROJECT DESIGN**

1. Provisions for mail delivery and locations of mailbox facilities shall be reviewed by the USPS and approved by the City Engineer prior to the issuance of a building permit.
2. All proposed improvements shall be constructed to City standards or as approved by the City Engineer.
3. All public streets shall intersect at approximately 90 degrees and meet the requirements of Caltrans Highway Design Manual for Intersection Design Standards (Topic 405), as approved by the City Engineer.

4. All driveways shall be perpendicular or radial to the street centerline, or as approved by the City Engineer.
5. Maximum driveway slope shall be 12% or as approved by the City Engineer.
6. All driveways shall be a minimum of five feet (5') from the curb return.
7. Curb ramps shall meet the latest version of Caltrans ramps.
8. Monolithic sidewalks with beveled curb shall be six inches (6") thick and reinforced as approved by the City Engineer. Sidewalks at driveway approaches shall be ADA complaint. Minimum sidewalks widths shall be as follows:
  - Adjacent to beveled curb, 4 feet excluding curb (bevel curb to be 12" deep by 3" high with ½" lip and 18" gutter).
  - Adjacent to vertical curb, 4.5 feet excluding curb.
9. Sight distance triangles shall be maintained per Antioch Municipal Code § 9-5.1101 Site Obstructions at Intersections, or as approved by the City Engineer.
10. A minimum of a twenty-foot (20') tangent shall extend beyond the return at intersections at public streets for the maintenance of adequate sight distance, or as approved by the City Engineer.
11. In cases where a fence is to be built in conjunction with a retaining wall, and the wall face is exposed to a side street, the fence shall be setback a minimum of three feet (3') behind the retaining wall per Antioch Municipal Code § 9-5.1603, or as approved by the City Engineer.
12. The street names for the streets listed below shall be approved by Planning Commission prior to recordation of the parcel map for condominium purposes. Changes to street names shall require Planning Commission review and approval.
  - Street 'A'
  - Street 'B'
13. The developer shall provide a "checklist" of universal design accessibility features to home buyers as required by Health and Safety Code § 17959.6.

14. All improvements for each lot (water meters, sewer cleanouts, etc.) shall be contained outside of the driveway and within the lot and the projection of its sidelines, or as approved by the City Engineer.
15. The developer shall install and maintain streetlights within the project area at no cost to the City.
16. Guest parking shall be provided at the site at a minimum rate of one spot per every five units.
17. Cul-de-sac parking shall be provided as required by the City Engineer.
18. All fencing adjacent to open space (trails and basins) shall be wrought iron or tubular steel and shall be located at the top of slope.
19. All standard two-car garages shall be a minimum of twenty feet by twenty feet (20' x 20') clear inside dimensions. All tandem two-car garages shall have a minimum dimension of ten feet by forty feet (10' x 40') clear inside dimensions.
20. The developer and then the HOA, once the CC&Rs are operative, shall maintain all undeveloped areas within this subdivision in an attractive manner, which shall also ensure fire safety.

**G. UTILITIES**

1. Public utilities shall be constructed to their ultimate size and configuration with the road construction in which they are to be located.
2. All existing and proposed utilities shall be undergrounded (e.g. transformers and PMH boxes) and subsurface in accordance with the Antioch Municipal Code, or as approved by the City Engineer.
3. All sewage shall flow by gravity to the intersecting street sewer main.
4. All public utilities, including storm drain pipes and ditches, shall be installed in streets avoiding between lot locations. All proposed drainage facilities, including open ditches, shall be constructed of Portland Concrete Cement or as approved by the City Engineer.
5. Prior to the recordation of the parcel map for condominium purposes, the developer shall submit hydrology and hydraulic analyses with a storm water control plan that proves the adequacy of the in-tract drainage system and

downstream drainage system to the City for review and approval and to Contra Costa County Flood Control for review at no cost to the City as directed by the City Engineer.

6. The detention basin and associated improvements shall be constructed prior to issuance of first building permit for residential structures.
7. The developer shall provide adequate water pressure and volume to serve this development. This will include a minimum residual pressure of 20 psi with all losses included at the highest point of water service and a minimum static pressure of 50 psi or as approved by the City Engineer. See Fire Requirements for additional water flow conditions.
8. Buildings shall contain rain gutters and downspouts that direct water away from the foundation as approved by the City Engineer.
9. Prior to acceptance of public utilities, the developer shall provide GPS coordinates of all in and above ground assets. This includes all Water Distribution Utility features, Collection Utility features, Storm Water Utility features, and inverts associated with these features. Developer shall also include GPS coordinates of metal subdivision entryway signs, street signs, light poles, and irrigation controllers. These GPS coordinates must be taken on a survey-grade sub-meter GPS data receiver/collector and provided in GIS shapefile format using the North American 1983 Coordinate System.

#### **H. LANDSCAPING**

1. Landscaping on all slopes, medians, C.3 basins and open space areas shall be approved by the City Engineer and shall be installed, at no cost to the City.
2. Final landscape and irrigation plans shall be submitted to the City for review and approval at the time the design review for the multifamily buildings are submitted. All landscaping and irrigation shall be installed in accordance with approved plans prior to the issuance of certificates of occupancy.
3. Landscaping for the project shall be designed to comply with the City of Antioch Water Efficient Landscape Ordinance (WELO). Prior to issuance of a building permit, the developer shall demonstrate compliance with the applicable requirements of the WELO in the landscape and irrigation plans submitted to the City.

4. Based on drought conditions, the City Engineer has the authority to delay some or all of the landscape Conditions of Approval.
5. All trees shall be a minimum 15-gallon size and all shrubs shall be a minimum 5-gallon size.

**I. FIRE REQUIREMENTS**

1. The applicant shall comply with the conditions provided by the Contra Costa Fire Protection District in the letter dated December 23, 2020.

**J. FEES**

1. The developer shall pay all City fees which have been established by the City Council and as required by the Antioch Municipal Code.
2. Prior to recordation of parcel map for condominium purposes, developer shall pay the Contra Costa County Flood Control District Drainage Area fee per letter dated January 4, 2021 and Contra Costa County map maintenance fee.
3. The developer shall pay all pass-through fees. Fees include but are not limited to:
  - a. East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fee in effect at the time of building permit issuance.
  - b. Contra Costa County Fire Protection District Fire Development Fee in place at the time of building permit issuance.
  - c. Contra Costa County Map Maintenance Fee in affect at the time of recordation of the parcel map for condominium purposes.
  - d. Contra Costa County Flood Control District Drainage Area fee.
  - e. School Impact Fees.
  - f. Delta Diablo Sanitation Sewer Fees.
  - g. Contra Costa Water District Fees.

**K. MODEL HOMES**

1. If developer requests model homes or sales trailer, prior to the placement of any sales trailers, plans shall be submitted to the Engineering Department for review and approval. Any trailer shall be placed out of the public right-of-way and shall have its own parking lot.

2. The model home complex parking lot location and design shall be subject to the City Engineer's approval.
3. The model home landscaping shall be drought tolerant, with total area of spray irrigation for the complex not to exceed 50 percent of the landscaping area.

**L. GRADING**

1. Prior to the approval of the grading plan(s), the City Engineer shall determine if it is necessary to engage soils and structural engineers, as well as any other professionals, deemed necessary to review and verify the adequacy of the building plans submitted for this project. If deemed necessary by the City Engineer, this condition may include field inspections by such professionals to verify implementation of the plans. Costs for these services shall be borne by the developer.
2. The grading operation shall take place at a time, and in a manner, so as not to allow erosion and sedimentation. The slopes shall be landscaped and reseeded as soon as possible after the grading operation ceases. Erosion measures shall be implemented during all construction phases in accordance with an approved erosion and sedimentation control plan.
3. A grading permit shall be required prior to any grading operations.
4. All lots and slopes shall drain to approved drainage facilities as approved by the City Engineer.
5. All grading shall be accomplished in a manner that precludes surface water drainage across any property line.
6. All lots shall be graded to drain positively from the rear to the street or as approved by the City Engineer.
7. The swales adjacent to the house structure shall have a minimum of a two percent (2%) slope or as directed by the City Engineer.
8. All off-site grading is subject to the coordination and approval of the affected property owners and the City Engineer. The developer shall submit written authorization to "access, enter, or grade" adjacent properties prior to performing any work.

9. Any sale of a portion (or portions) of this project to multiple developers shall include the necessary agreement and/or grading easements to assure that project-wide grading conforms to the approved map and conditions of this resolution.
10. The grading plan for this development shall be approved by the City Engineer.
11. All elevations shown on the plans shall be on the USGS 1929 sea level datum or NAVD 88 with conversion information, as approved by the City Engineer.
12. Retaining walls shall not be constructed in City right-of-way or other City maintained parcels unless approved by the City Engineer.
13. All retaining walls shall be of masonry construction.
14. Wall and fence locations shall be included on the grading plan.
15. All retaining walls shall be reduced in height to the maximum extent practicable and the walls shall meet the height requirements in the front yard setback and sight distance triangles as required by the City Engineer.
16. The back-to-back or side-to-side grading transitions from lot-to-lot shall have a maximum slope of 2:1, and shall be accommodated entirely on the lower lot or as approved by the City Engineer.
17. The minimum concrete gutter flow slope shall be 0.75%.
18. All property lines shall be located at the top of slope.

**M. CONSERVATION/NPDES**

1. Water conservation measures, including low volume toilets, flow restrictors in showers and the use of drought tolerant landscaping, shall be used.
2. The Project shall meet or exceed Tier 1 of the CALGreen Building Code.
3. The project shall comply with all Federal, State, and City regulations for the National Pollution Discharge Elimination System (NPDES) (AMC§6-9). (Note: Per State Regulations, NPDES Requirements are those in affect at the time of the Final Discretionary Approval.) Under NPDES regulations, the

project is subject to provision C.3: New development and redevelopment regulations for storm water treatment. Provision C.3 requires that the project include storm water treatment and source control measures, as well run-off flow controls, so that post-project runoff does not exceed estimated pre-project runoff. C.3 regulations require the submittal of a Storm Water Control Plan (SWCP) that demonstrates how compliance will be achieved. The SWCP shall be submitted simultaneously with the project plans. For the treatment and flow-controls identified in the approved SWCP, a separate Operation and Maintenance Plan (O&M) shall be submitted and approved before the Building Department will issue Certificate of Occupancy permits. Both the approved SWCP and O&M plans shall be included in the project CC&Rs. Prior to building permit final and issuance of a Certificate of Occupancy, the developer shall execute any agreements identified in the Storm Water Control Plan that pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs. Already stated in COAs below, 5.c and 5.h.w.

4. Additional information regarding the project SWCP is necessary and modifications to the SWCP shown on the proposed Vesting Tentative Map may be required in order to comply with C.3 regulations.
5. The following requirements of the federally mandated NPDES program (National Pollutant Discharge Elimination System) shall be complied with as appropriate, or as required by the City Engineer:
  - a. Prior to issuance of permits for building, site improvements, or landscaping, the developer shall submit a permit application consistent with the developer's approved Storm Water Control Plan, and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent source control BMPs, and other features that control storm water flow and potential storm water pollutants.
  - b. The Storm Water Control Plan shall be certified by a registered civil engineer, and by a registered architect or landscape architect as applicable. Professionals certifying the Storm Water Control Plan shall be registered in the State of California and submit verification of training, on design of treatment measures for water quality, not more than three years prior to the signature date by an organization with storm water treatment measure design expertise (e.g., a university, American

Society of Civil Engineers, American Society of Landscape Architects, American Public Works Association, or the California Water Environment Association), and verify understanding of groundwater protection principles applicable to the project site (see Provision C.3.i of Regional Water Quality Control Board Order R2 2003 0022).

- c. Prior to building permit final and issuance of a Certificate of Occupancy, the developer shall submit, for review and approval by the City, a final Storm Water BMP Operation and Maintenance Plan in accordance with City of Antioch guidelines. This O&M plan shall incorporate City comments on the draft O&M plan and any revisions resulting from changes made during construction. The O&M plan shall be incorporated into the CC&Rs for the Project.
- d. Prior to building permit final and issuance of a Certificate of Occupancy, the developer shall execute and record any agreements identified in the Storm Water Control Plan which pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs.
- e. Prevent site drainage from draining across sidewalks and driveways in a concentrated manner.
- f. Collect and convey all storm water entering, and/or originating from, the site to an adequate downstream drainage facility without diversion of the watershed. Submit hydrologic and hydraulic calculations with the Improvement Plans to Engineering Services for review and approval.
- g. Prior to issuance of the grading permit, submit proof of filing of a Notice of Intent (NOI) by providing the unique Waste Discharge Identification Number (WDID#) issued from the Regional Water Quality Control Board.
- h. Submit a copy of the Storm Water Pollution Prevention Plan (SWPPP) for review to the Engineering Department prior to issuance of a building and/or grading permit. The general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMP's. Construction site cleanup and control of construction debris shall also be addressed in this program. Failure to comply with the approved construction BMP may result in the issuance of correction notices, citations, or a project stop work order.

- i. Install appropriate clean water devices at all private storm drain locations immediately prior to entering the public storm drain system. Implement Best Management Practices (BMP's) at all times.
  - j. Install on all catch basins "No Dumping, Drains to River" decal buttons.
  - k. If sidewalks are pressure washed, debris shall be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged into the storm drain. If any cleaning agent or degreaser is used, wash water shall be collected and discharged to the sanitary sewer, subject to the approval of the sanitary sewer District.
  - l. Include erosion control/storm water quality measures in the final grading plan that specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydro seeding, gravel bags and siltation fences and are subject to review and approval of the City Engineer. If no grading plan is required, necessary erosion control/storm water quality measures shall be shown on the site plan submitted for an on-site permit, subject to review and approval of the City Engineer. The developer shall be responsible for ensuring that all contractors and subcontractors are aware of and implement such measures.
  - m. Sweep or vacuum the parking lot(s) a minimum of once a month and prevent the accumulation of litter and debris on the site. Corners and hard to reach areas shall be swept manually.
  - n. Ensure that the area surrounding the project such as the streets stay free and clear of construction debris such as silt, dirt, dust, and tracked mud coming in from or in any way related to project construction. Areas that are exposed for extended periods shall be watered regularly to reduce wind erosion. Paved areas and access roads shall be swept on a regular basis. All trucks shall be covered.
  - o. Clean all on-site storm drain facilities a minimum of twice a year, once immediately prior to October 15 and once in January. Additional cleaning may be required if found necessary by City Inspectors and/or City Engineer.
6. Per State Regulations, all impervious surfaces including off-site roadways to be constructed as part of the project, are subject to C.3 requirements.

7. Defined emergency spillway shall be included in the bioretention basin's design to convey potential overflow due to large storm events from the basin and mitigate flooding on adjacent properties and an Operations and Maintenance Manual shall be submitted for basins.

**N. PARCEL MAP REQUIREMENTS**

1. The parcel map for condominium purposes submittal shall include all of the required information described in Title 9, Chapter 4, Article 5: Final Maps, of the Antioch Municipal Code, including, but not limited to:
  - a. Improvement security in one of the following forms:
    - i. Bond or bonds issued by one or more duly authorized corporate securities in an amount equal to 100% of the total estimated costs of the improvements for faithful performance, and in an amount equal to 100% of the total estimated costs of the improvements for labor and materials.
    - ii. A deposit, either with the city or a responsible escrow agent or trust company, at the option of the City Engineer, of money or negotiable bonds of the kind approved for securing deposits of public moneys, in the amounts and for security as specified above, to be released in the same manner as described above for bonds.
    - iii. An irrevocable letter of credit in form acceptable to the City Attorney issued by a financial institution acceptable to the City Attorney in an amount equal to 100% of the total estimated costs of the improvements for faithful performance, no part thereof to be released until such time as specified by state law.
  - b. An original, signed improvement agreement, to be executed by the developer, guaranteeing the completion of the construction of the improvements required by the governing body within a specified time and payment therefore, satisfactory to the City Attorney as to legality and satisfactory to the City Engineer as to amount.
  - c. A letter from the Tax Collector showing that all payable taxes have been paid and a bond for the payment of taxes then a lien but not yet payable, as required by the Subdivision Map Act.
  - d. A cash payment, or receipt therefore, of all the fees required for the checking and filing of the maps and the inspections of the construction;

payment for the street signs to be furnished and installed by the city, if required by the developer; a cash deposit for the payment of such fire hydrant rental fees as may be established by the respective fire districts or water company or district having jurisdiction; and any other applicable fees or deposits.

- e. Deeds for the easements or rights-of-way for road purposes map.
  - f. Written evidence acceptable to the city, in the form of rights of entry or permanent easements across private property outside the subdivision, permitting or granting access to perform the necessary construction work and permitting the maintenance of the facility.
  - g. Agreements acceptable to the city, executed by the owners of existing utility easements within the proposed roads rights-of-way, consenting to the dedication of roads or consenting to the joint use of the rights-of-way as may be required by the city for the purpose use and convenience of the roads.
  - h. A surety bond acceptable to the city, guaranteeing the payment of the taxes and assessments which will be a lien on the property, as set forth in the Subdivision Map Act, when applicable.
  - i. Payment of map maintenance fee.
  - j. Payment of the assessment district apportionment fee, if applicable.
  - k. Evidence of annexation into Police Services Fee CFD
  - l. Evidence of payment of Contra Costa County Flood Control District fees.
  - m. A preliminary soil report, prepared by a civil engineer who is registered by the state, based upon adequate test borings or excavations of every subdivision, as defined in Cal. Gov't Code §§ 66490 and 66491. The preliminary soil report may be waived if the City Engineer shall determine that, due to the knowledge of such department as to the soil qualities of the subdivision, no preliminary analysis is necessary.
2. Concurrent with, or prior to, submittal of the Final Subdivision Map, the developer shall submit evidence of annexation into all required districts, including Community Facilities District and Lighting and Landscape District.

**O. MITIGATION MONITORING AND REPORTING PROGRAM**

1. The developer shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program for the Wild Horse Multifamily Project.

**P. PROJECT SPECIFIC CONDITIONS**

1. This approval applies to the following documents;
  - a. Vesting tentative map for condominium purposes and final development plans and other design drawings dated received by the Community Development Department on October 30, 2020
  - b. Landscaping plans dated received by the Community Development Department on August 12, 2020
  - c. Su Property Design Guidelines dated received by the Community Development Department on October 30, 2020
  - d. Stormwater Control Plan for Su Property dated received by the Community Development Department on October 30, 2020.
2. Prior to the development of the project, the applicant shall secure a use permit and design review approval from the Planning Commission.
3. Developer shall record parcel map for condominium purposes prior to the issuance of a building permit.
4. Wild Horse Road extension shall be fully landscaped to the satisfaction of the City Engineer, prior to the issuance of the first building permit. Improvements shall be full width (both sides of street) for the full length of Wild Horse Road extension plus the adjacent unimproved street frontage areas.
5. Developer shall be responsible for constructing any incomplete Wild Horse Road frontage landscape improvements and appurtenances not solely limited to project frontage, prior to the issuance of the first building permit.
6. No Parking Any Time (R26) signage shall be installed per California MUTCD standards at locations along project frontage as approved by the City Engineer.
7. Stop sign shall be installed at driveway exits onto Wild Horse Road.

8. Street 'A', Street 'B', and all interior drive aisles between building units shall have a street width of 26', a minimum traffic index (TI) of 6, and a minimum pavement thickness of 4" AC over 12" Class II AB.
9. Street 'A' and Street 'B' shall have 5' sidewalk on both sides of streets.
10. The parking lot striping and signing plan shall be approved by the City Engineer.
11. All parking spaces shall be double-striped and all parking lot dimensions shall meet minimum City policies and Antioch Municipal Code requirements.
12. The City of Antioch franchise waste hauler shall provide approval for the location of all trash enclosures, subject to the approval of the City Engineer. Trash enclosures shall not be located within any easement areas. Trash bins shall not be stored in the required garage space for each unit.
13. Trash enclosures shall be screened with landscaping and painted to match the building design. The trash enclosure shall comply with AMC § 9-5.1401 Refuse Storage Area Design Guidelines. The trash enclosures shall be depicted on the Design Review application.
14. The applicant shall show a turning template on the site plan verifying that trucks can safely ingress, egress, and successfully maneuver throughout the site.
15. Prior to the issuance of the building permit for the construction of the 7<sup>th</sup> multifamily unit, open space/play area shall be constructed and completed.
16. As recommended by the Parks and Recreation Commission on October 21, 2021, the following condition shall apply prior to the issuance of the 1<sup>st</sup> building permit:
  - Park-in-lieu fees in the amount of \$119,700 shall be paid to the City of Antioch to meet the Project's park land dedication obligation.
17. The final private park design shall be reviewed and approved by the Parks and Recreation Commission prior to the issuance of a building permit for the park.
18. The private park shall meet all the City's park design standards current at the time of park construction and shall include a color scheme soothing for children with visual sensitivities.

19. The developer shall disclose to each property owner in the development that the Contra Costa Water District property that borders the development contains hydrological improvements and related service structures which may be altered or expanded by the Water District.
20. All units shall have two covered and enclosed parking spaces in a garage. Up to 50% of the parking spaces may be tandem parking.
21. The project shall be built in conformance with the Su Property Design Guidelines, dated received by the Community Development Department on October 30, 2020, unless modified by the conditions of approval or the Planned Development Ordinance for the project. Major deviations from or modification to the Design Guidelines shall be approved by the Planning Commission. Minor deviations may be approved by the Zoning Administrator.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 1<sup>st</sup> day of December 2021.

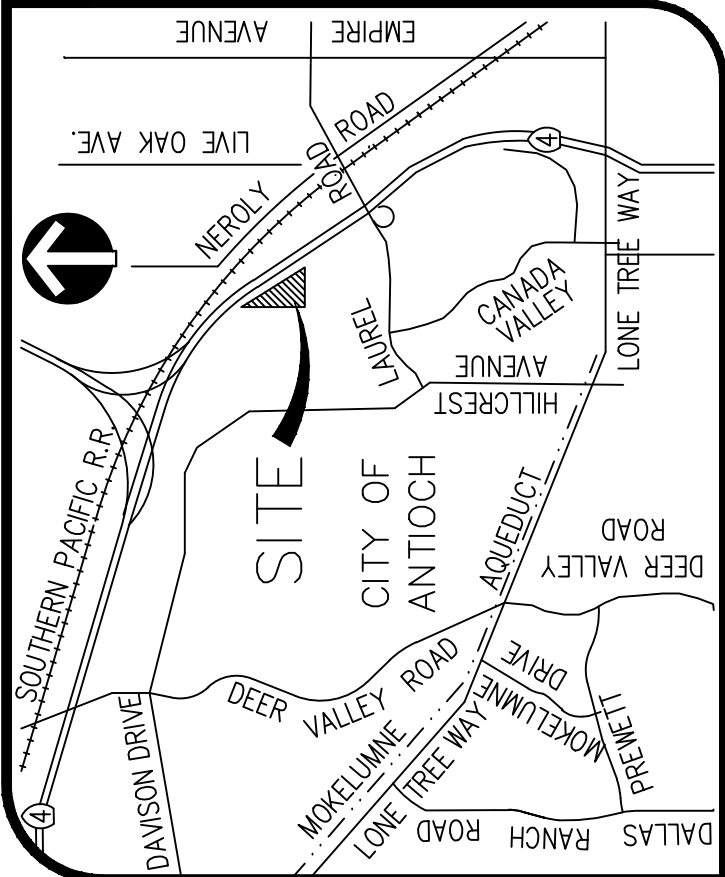
**AYES:**  
**NOES:**  
**ABSTAIN:**  
**ABSENT:**

---

FORREST EBBS,  
Secretary to the Planning Commission

# **ATTACHMENT E**

## **Project Plans and Description**



NOT TO SCALE

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
APN	ASSESSOR'S PARCEL NUMBER

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
APN	ASSESSOR'S PARCEL NUMBER

OWNER  
PHILIP SU  
893 CORPORATE WAY  
EUREMONT CA 94530

OWNER  
PHILIP SU  
893 CORPORATE WAY  
EUREMONT CA 94530

TOP OF CURB  
TEMPORARY CONSTRUCTION EASEMENT  
TOP OF WALL  
TYPICAL  
WATER MAIN

TOP OF CURB  
TEMPORARY CONSTRUCTION EASEMENT  
TOP OF WALL  
TYPICAL  
WATER MAIN

SITE LOCATION:  
CROSSING OF WILD HORSE ROAD AND STATE  
ROUTE 4.

SITE LOCATION:  
CROSSING OF WILD HORSE ROAD AND STATE  
ROUTE 4.

130.75 MONUMENT DISK IN THE  
INTERSECTION OF WILD HORSE ROAD AND LEE  
CONTE CIRCLE, BEING IN SUBDIVISION 6893.

130.75 MONUMENT DISK IN THE  
INTERSECTION OF WILD HORSE ROAD AND LEE  
CONTE CIRCLE, BEING IN SUBDIVISION 6893.

APN 041-022-003

PARCEL NO.:  
APN 041-022-003

TAKEN AS: N 7°41'29" W BETWEEN FOUND  
STANDARD CITY MONUMENTS IN WILD HORSE  
ROAD, AS SHOWN ON THE MAP OF  
SUBDIVISION 6893, FILED IN BOOK 488 OF  
CONTRACT MAPS AT PAGE 1, CONTRA COSTA COUNTY  
RECORDS. BASED ON THE CALIFORNIA  
COORDINATE SYSTEM ZONE III. TO OBTAIN  
GRID DISTANCES, MULTIPLY BY 0.999993610.

BASIS OF BEARINGS. TAKEN AS: N 7°41'29" W BETWEEN FOUND STANDARD CITY MONUMENTS IN WILD HORSE ROAD, AS SHOWN ON THE MAP OF SUBDIVISION 6893, FILED IN BOOK 488 OF MAPS AT PAGE 1, CONTRA COSTA COUNTY RECORDS. BASED ON THE CALIFORNIA COORDINATE SYSTEM ZONE III. TO OBTAIN GRID DISTANCES, MULTIPLY BY 0.999993610.

## PROPOSED ZONING: PLANNED DEVELOPMENT

PROPOSED ZONING: PLANNED DEVELOPMENT

## RESIDENTIAL

PROPOSED DENSITY: R-20 HIGH DENSITY RESIDENTIAL

## SITE ACREAGE: 11.72

NUMBER OF UNITS: 126 UNITS  
SITE ACREAGE: 11.72

INTRODUCTION

EXISTING CONTOURS: 2' INTERVAL

BUILDINGS	2.35 AC (20%)
USABLE OPEN SPACE	1.61 AC (14%)
HARDSCAPE	1.59 AC (13%)

BUILDINGS	2.35 AC (20%)
USABLE OPEN SPACE	1.61 AC (14%)
HARDSCAPE	1.59 AC (13%)

CUT	FILL	IMPORT
11,600	86,000	74,400

CUT	FILL	IMPORT
11,600	86,000	74,400

ON-STREET PARKING REQUIRED	ON-STREET PARKING PROVIDED	
	PULL-IN	TOTAL
26	45	45

ON-STREET PARKING REQUIRED	ON-STREET PARKING PROVIDED	
	PULL-IN	TOTAL
26	45	45

CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA  
AUGUST 10, 2020  
REVISED OCTOBER 26, 2020  
REGIONAL CONTEXT MAP



1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CA 94596  
WWW.DKENGIN.COM (925) 932-6868

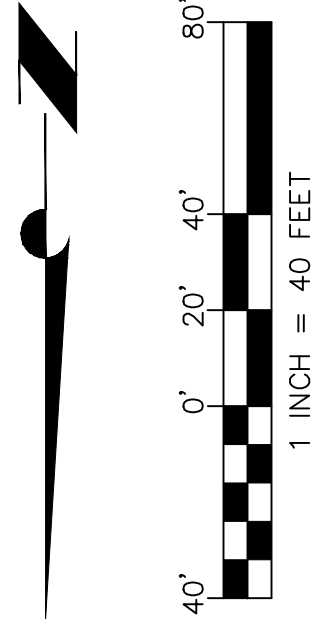


VESTING TENTATIVE MAP AND  
PRELIMINARY AND FINAL DEVELOPMENT PLAN  
FOR CONDOMINIUM PURPOSES  
SUBDIVISION #357-302-20  
**SU PROPERTY**

CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA  
AUGUST 10, 2020  
REVISED OCTOBER 26, 2020



1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-6986



STATE ROUTE 4  
R-10268.05  
RECORD MAP  
2009-061801 (1)

WILD HORSE ROAD

CITY OF ANTIOCH  
APN 052-490-066

CITY OF ANTIOCH  
APN 052-061-0418

CONTRA COSTA WATER DISTRICT  
CONTRA COSTA CANAL  
APN 053-06C-004

PRELIMINARY UTILITY PLAN

SHEET 3 OF 8

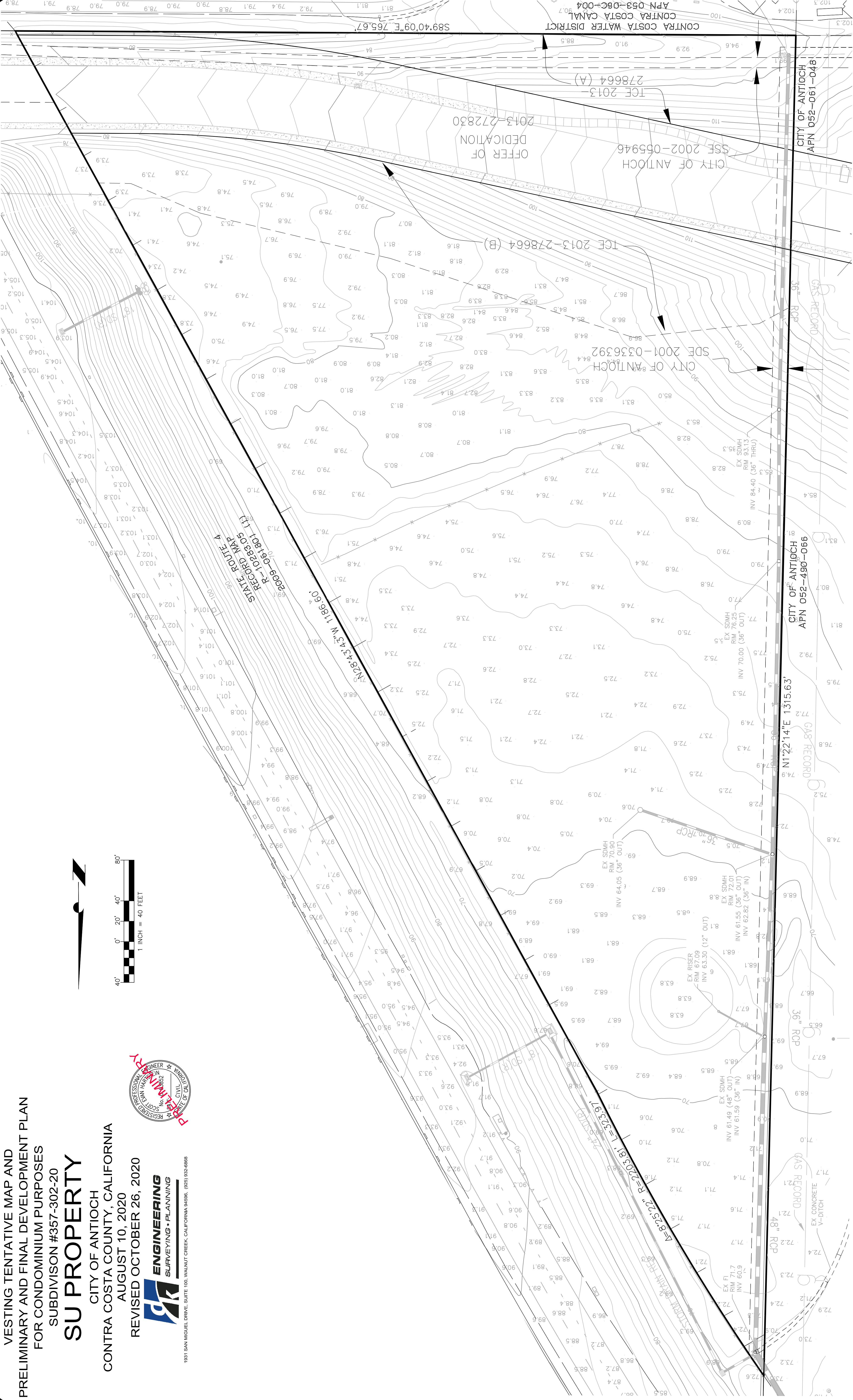
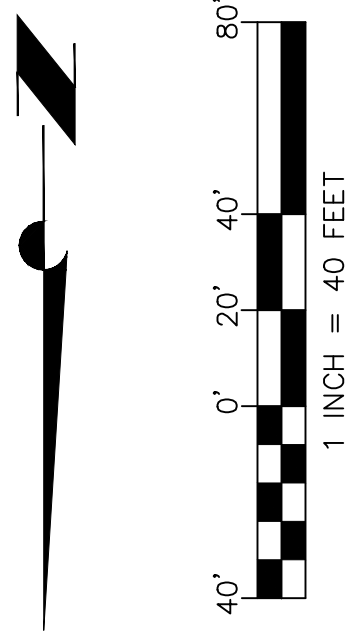
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VESTING TENTATIVE MAP AND  
PRELIMINARY AND FINAL DEVELOPMENT PLAN  
FOR CONDOMINIUM PURPOSES  
SUBDIVISION #357-302-20  
**SU PROPERTY**

CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA  
AUGUST 10, 2020  
REVISED OCTOBER 26, 2020



1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-4966



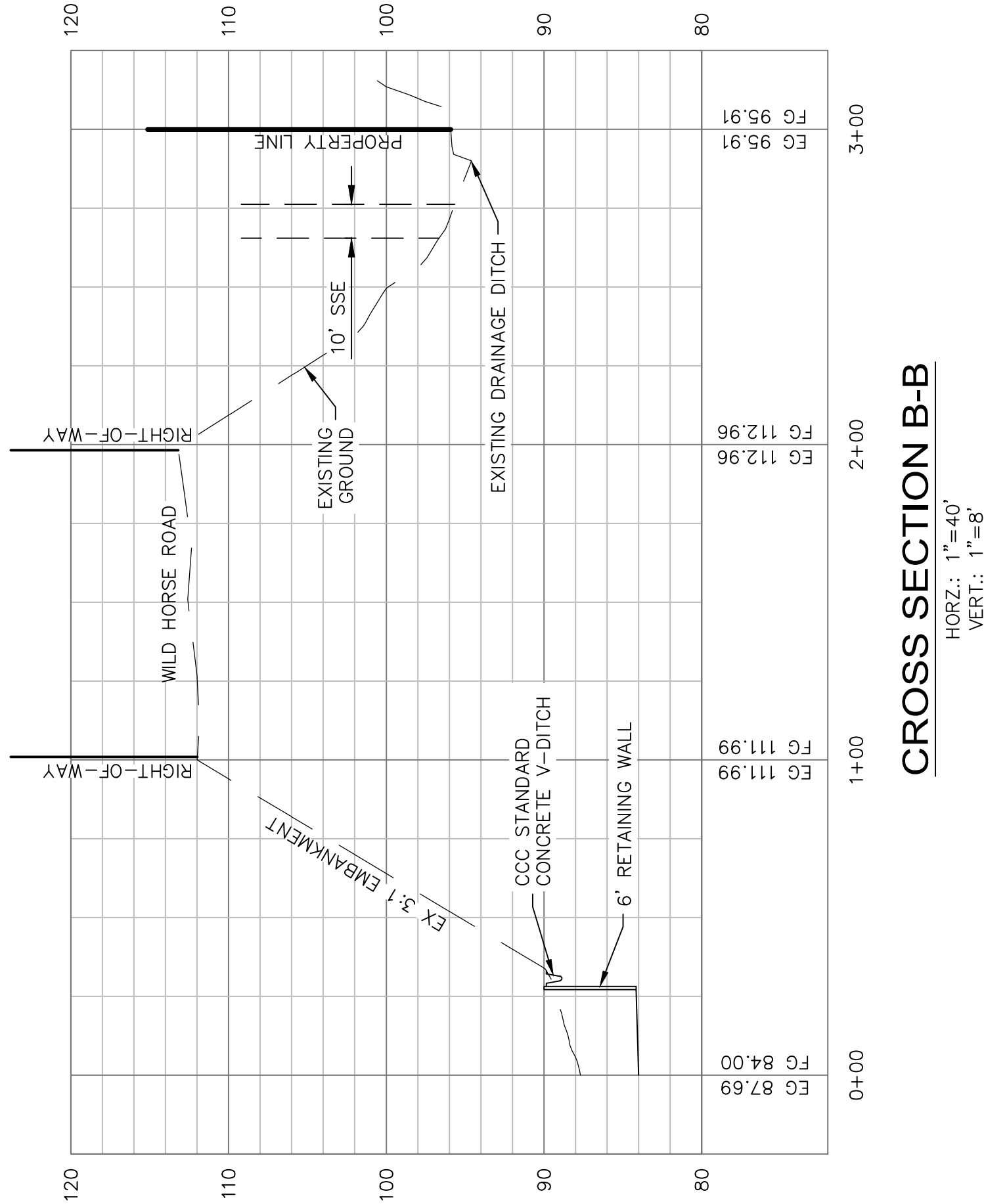
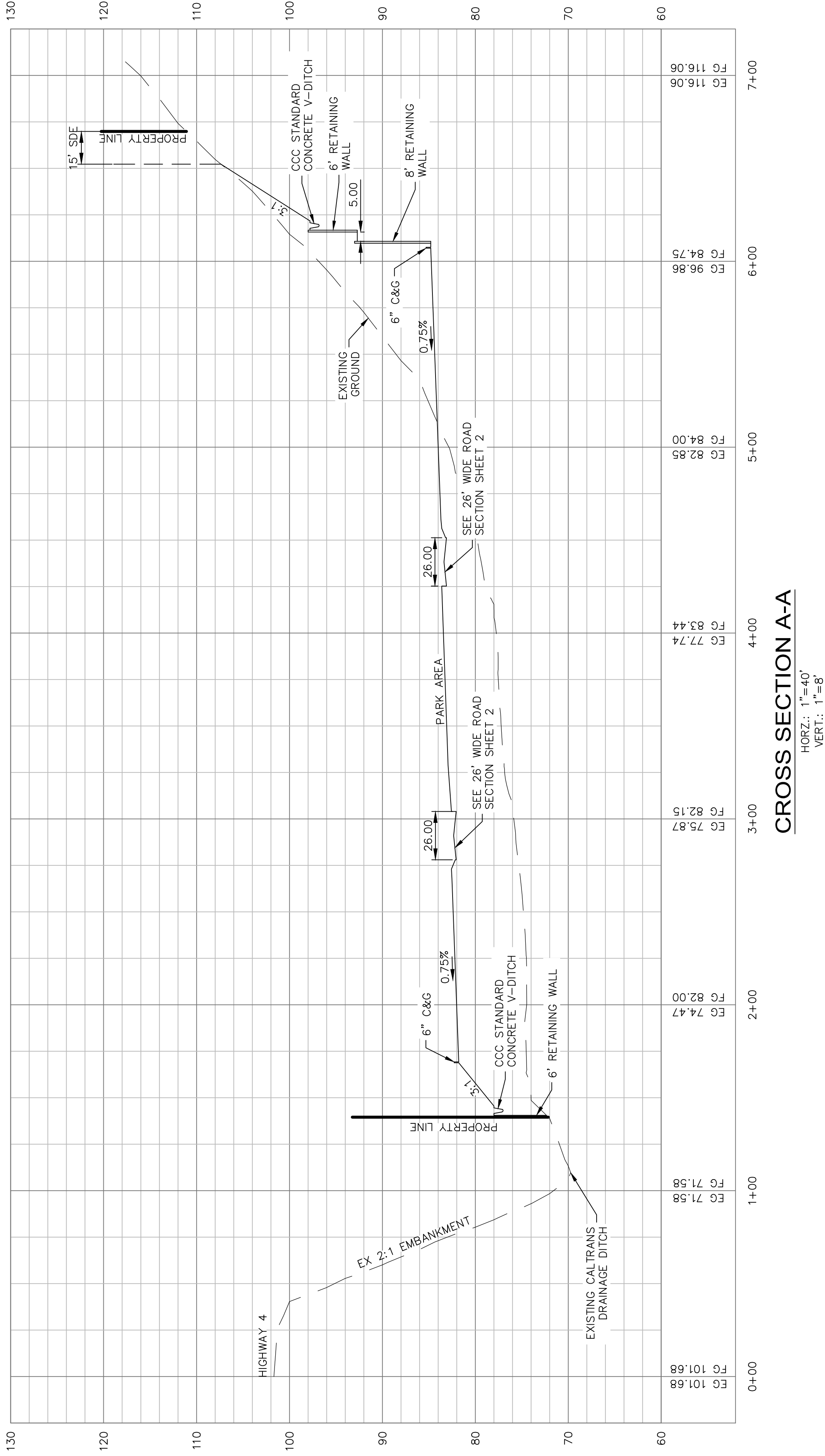
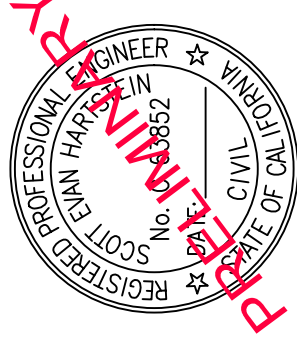
VESTING TENTATIVE MAP AND  
PRELIMINARY AND FINAL DEVELOPMENT PLAN  
FOR CONDOMINIUM PURPOSES  
SUBDIVISION #357-302-20

SU PROPERTY

CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA  
AUGUST 10, 2020  
REVISED OCTOBER 26, 2020



1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-6986



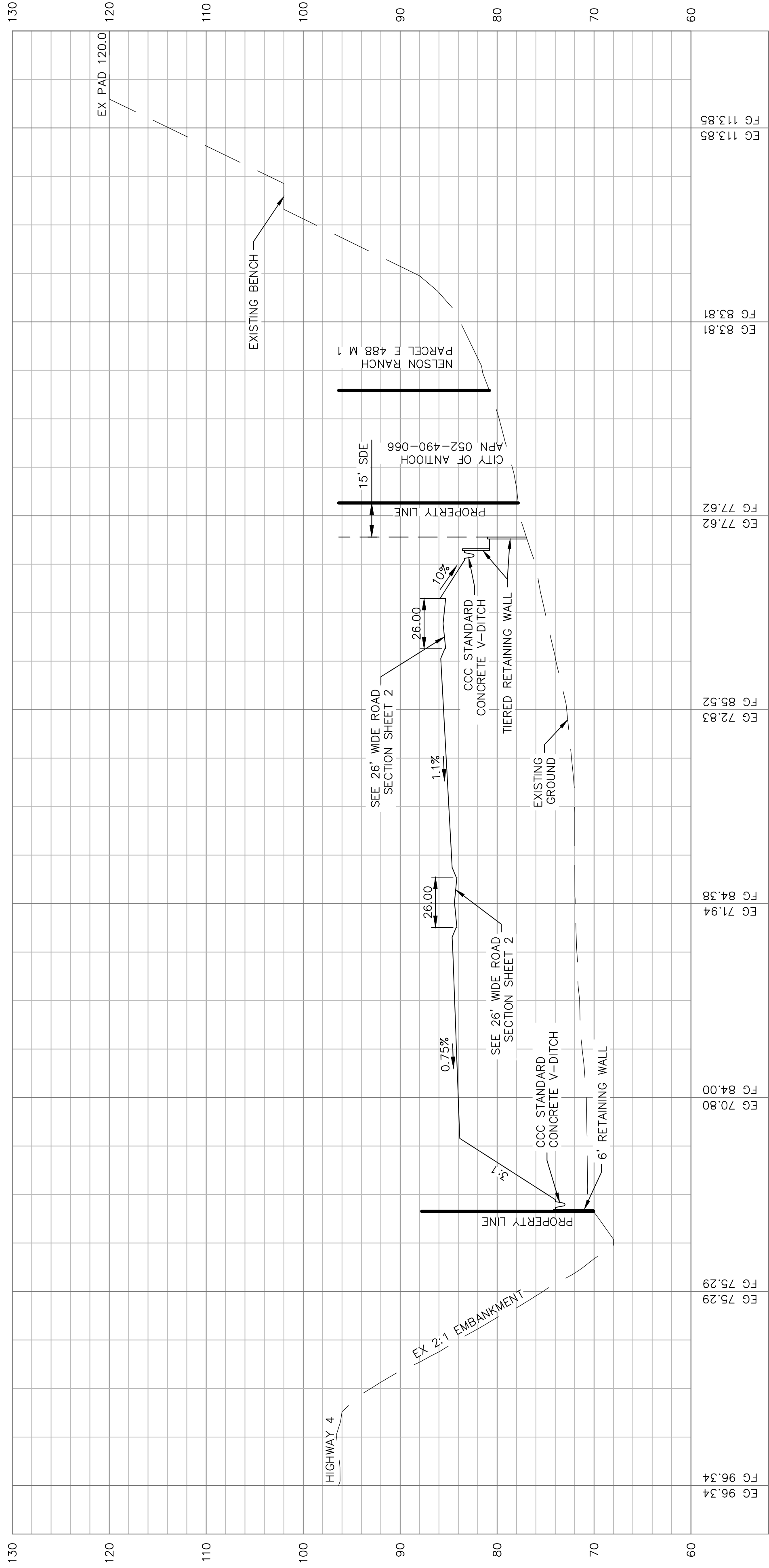
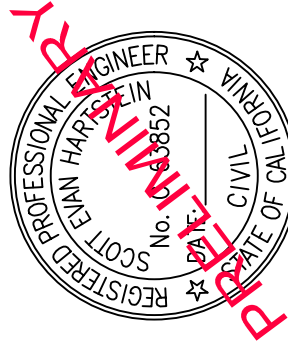
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SUBDIVISION #357-302-20

SU PROPERTY

CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA  
AUGUST 10, 2020  
REVISED OCTOBER 26, 2020

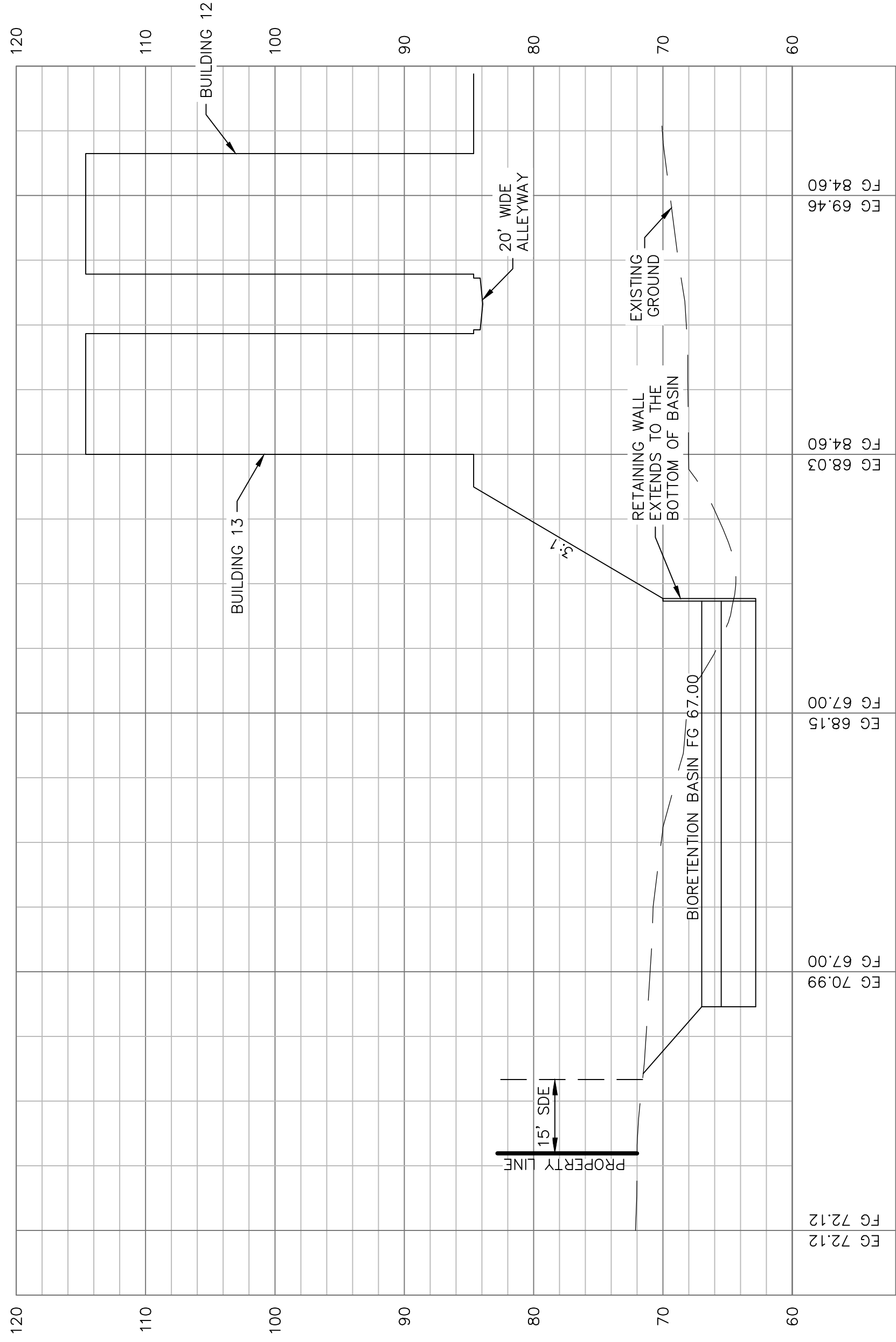


1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-6986



CROSS SECTION C-C

HORZ: 1"=40'  
VERT: 1"=8'



CROSS SECTION D-D

HORZ: 1"=40'  
VERT: 1"=8'

VESTING TENTATIVE MAP AND  
PRELIMINARY AND FINAL DEVELOPMENT PLAN  
FOR CONDOMINIUM PURPOSES  
SUBDIVISION #357-302-20  
**SU PROPERTY**

CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA  
AUGUST 10, 2020  
REVISED OCTOBER 26, 2020



1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-6986



Contra Costa IMP Calculator Summary Report

Page 1 of 1

**Project Name:** SU PROPERTY  
**Project Type:** Treatment and Flow Control  
**Location:** Antioch  
**APN:**  
**Drainage Area:** 410074 sf  
**Mean Annual Precipitation:** 12.5 in

IV. Areas Draining to IMPs

**IMP Name:** IMP1 (Soil Type: C)  
**IMP Type:** Elevation Facility  
**Soil Type:** C

DMA Name	DMA Surface Area (sq ft)	Post-Project Surface Type	DMA Factor	DMA x Factor	IMP Sizing Factor	Rain Adjust-ment Factor	IMP Sizing	
							Minimum Area or Volume	Proposed Area or Volume
L-DMA-1	159,369	Landscape	0.50	79,684.5	1.00	1.00	23,521	24,687
R-DMA-1	102,361	Conventional Roof	1.00	102,361	1.00	1.282	19,601	20,572
G-DMA-1	123,660	Concrete or Asphalt	1.00	123,660	1.00	1.282	25,873	26,335
<b>Total</b>				<b>305,706</b>				
		<b>Area</b>						
		Surface Volume	0.090	1,282			Maximum Underdrain Flow (cfs)	0.27
		Subsurface Volume	0.066	1,282			Orifice Diameter (in)	3.36

SURFACE AREAS (SF)			
IMPERVIOUS	EXISTING	CREATED	REPLACED
	0	226,021	0
PERVIOUS	510,515	0	284,494

**LEGEND**

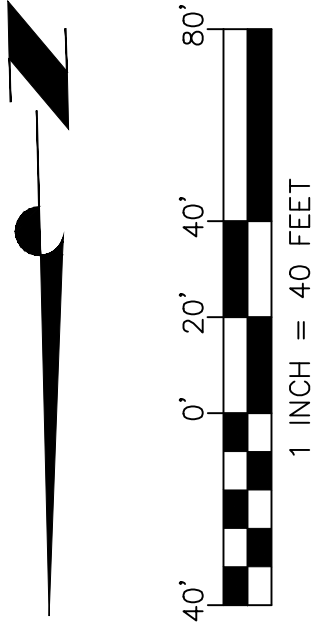
AREAS DRAINING TO C.3 TREATMENT AREAS

C.3 TREATMENT AREA (IMP)

SELF-TREATING AREA

IMPERVIOUS AREA

PART OF WILD HORSE ROAD IMPROVEMENTS



STATE ROUTE 4  
RECORD MAP  
R-1038305  
2009-081801 (1)

WILD HORSE ROAD

G-DMA-1  
123,660 SF

L-DMA-1  
159,369 SF

R-DMA-1  
102,361 SF

ST-1  
48,606 SF

CONTRA COSTA WATER DISTRICT  
CONTRA COSTA CANAL  
APN 053-06C-004

CITY OF ANTIOCH  
APN 052-490-066

CITY OF ANTIOCH  
APN 052-061-048

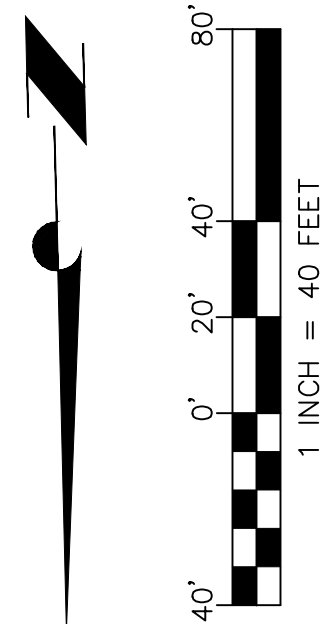
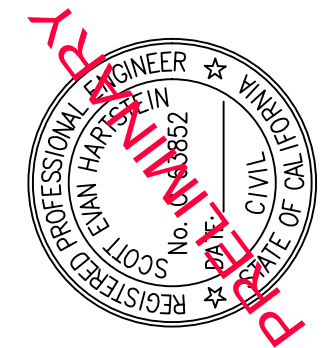
VESTING TENTATIVE MAP AND  
PRELIMINARY AND FINAL DEVELOPMENT PLAN  
FOR CONDOMINIUM PURPOSES  
SUBDIVISION #357-302-20

SU PROPERTY

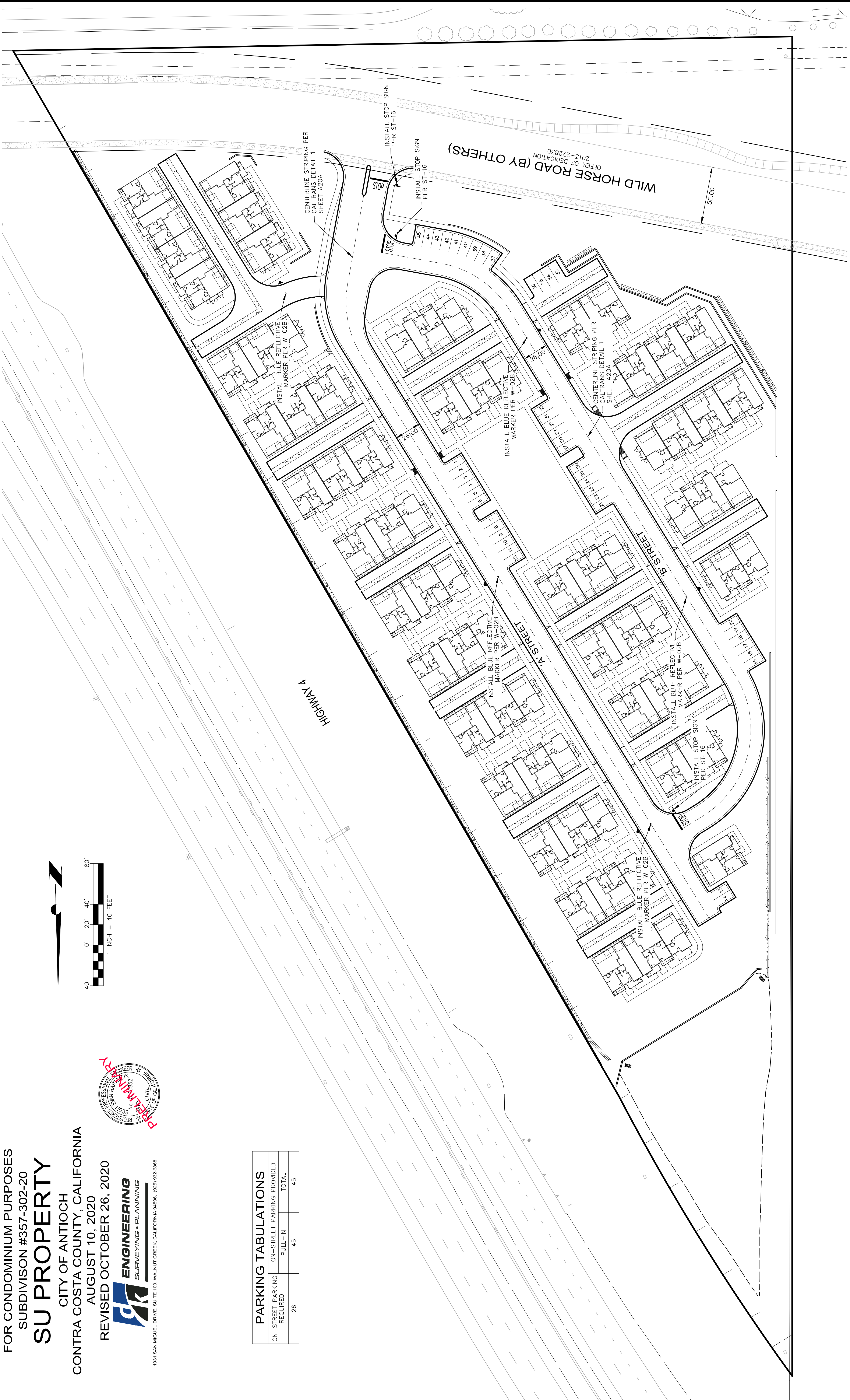
CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA  
AUGUST 10, 2020  
REVISED OCTOBER 26, 2020



1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-6986



PARKING TABULATIONS			
ON-STREET PARKING REQUIRED	ON-STREET PARKING PROVIDED		
26	PULL-IN	45	TOTAL
			45





## Planting Legend

**LARGE TREE (Selection Optional)**  
Magnolia b. 'Isis Mary'  
Winds Propagula  
Platanus chinensis

**24" Box**  
ST. MARY'S MANZANITA  
CHINESE ELM  
OLIVE  
CHINESE PISTACHE

**WATER USE**  
Moderate  
Low  
Low  
Low



**HILLSIDE GROUND COVER (Selection Optional)**  
Arctostaphylos a. 'Wayade'  
DWARF COYOTE BUSH  
COTONEASTER d. 'Lowfast'  
Salvia 'Bees Bliss'

**WATER USE**  
Low  
Low  
Low  
Low



**SMALL TREE (Selection Optional)**  
Arbutus 'Marina'  
Araucaria arborescens  
Prunus caroliniana  
Lagerstroemia Xf.

**24" Box**  
NORFOLK ISLAND  
RED BUD  
CASPIAN CHERRY LAUREL  
GRAPE MYRTLE

**WATER USE**  
Low  
Low  
Low  
Low



**BIOSWALE PLANTS (Selection Optional)**  
Ceanothus 'Cascadia'  
Ceanothus 'Anchor Bay'  
Juniperus patens  
Muhlenbergia rigens  
Ribes sanguineum  
Vaccinium ovatum

**WATER USE**  
Low  
Low  
Moderate  
Low  
Moderate



**SHRUB AND GROUND COVER AREAS (Selection Optional)**

**LARGE SHRUB (Selection Optional)**  
Ceanothus concinna  
Lavatera assurgens  
Juniperus s. 'Skyrocket'

**15-Gal & 5-Gal**  
CALIFORNIA WILD LILAC  
TREE MALLOW  
SKYROCKET JUNIPER

**WATER USE**  
Low  
Low  
Low

**MEDIUM SHRUB (Selection Optional)**  
Buxus ssp.  
Buxus ssp.  
Callistemon 'Little John'

**5-Gal**  
BARBERRY  
BOXWOOD  
NORFOLK ISLAND  
BREATH OF HEAVEN  
AUSTRALIAN FUCHSIA  
FORTNIGHT LILY  
LAVENDER  
HEAVENLY BAMBOO  
NEW ZEALAND FLAX  
PITTOBOPH  
TETDO HAWTHORN  
CALIFORNIA WILD ROSE  
BUSH GERMANDER

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

**GRASSES/SUB-SHRUB (Selection Optional)**  
Helianthus scaberrimus  
Lavandula a. 'Munstead'

**1-Gal**  
BLUE OAT GRASS  
MUNSTEAD LAVENDER  
PINK MUHLY GRASS  
GERMANDER

**WATER USE**  
Low  
Low  
Low  
Low

**PASO & PARK GROUND COVERS (Selection Optional)**  
Erigeron karvinkianus  
Sedum 'Mauve Clusters'

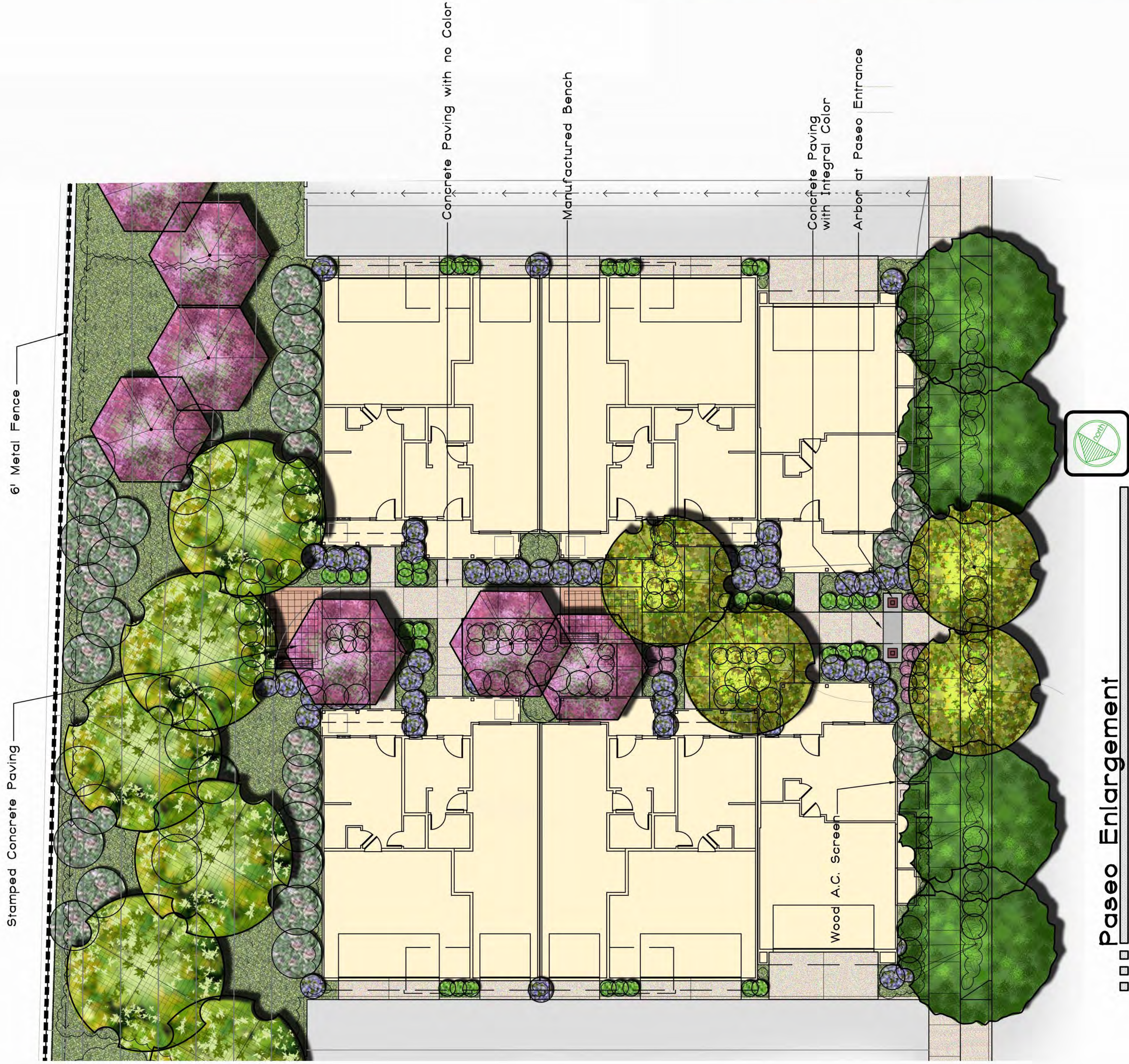
**1-Gal**  
MEXICAN DAISY  
FAN FLOWER  
KURAPIA SOD

**WATER USE**  
Low  
Low  
Low

## Notes

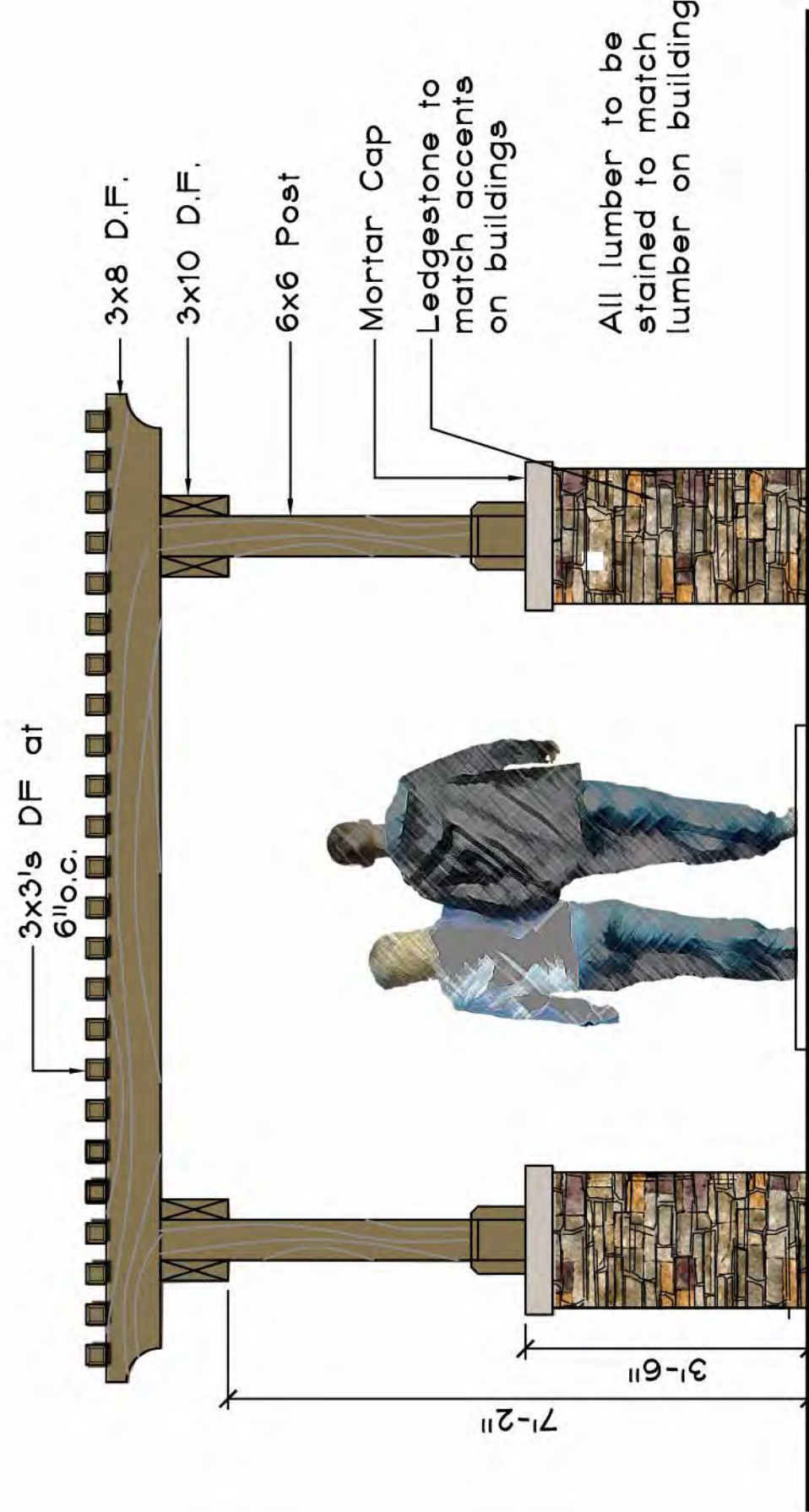
- All landscape and irrigation shall conform to the standards of the City of Antioch, California, and all other landscape related City and Regional WUE standards.
- All plant materials have been selected from the following:
  - WULCOS Project "Water-Use Classification of Landscape Species"
  - California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





Paseo Enlargement

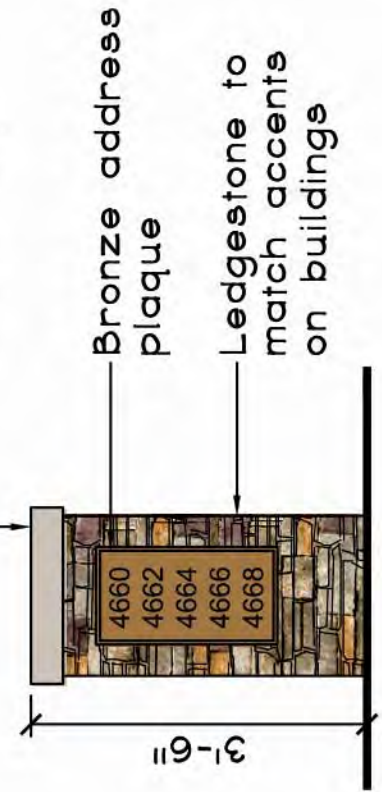
Scale: 1/4"=10'-0"



Elevation

Paseo Entry Arbor

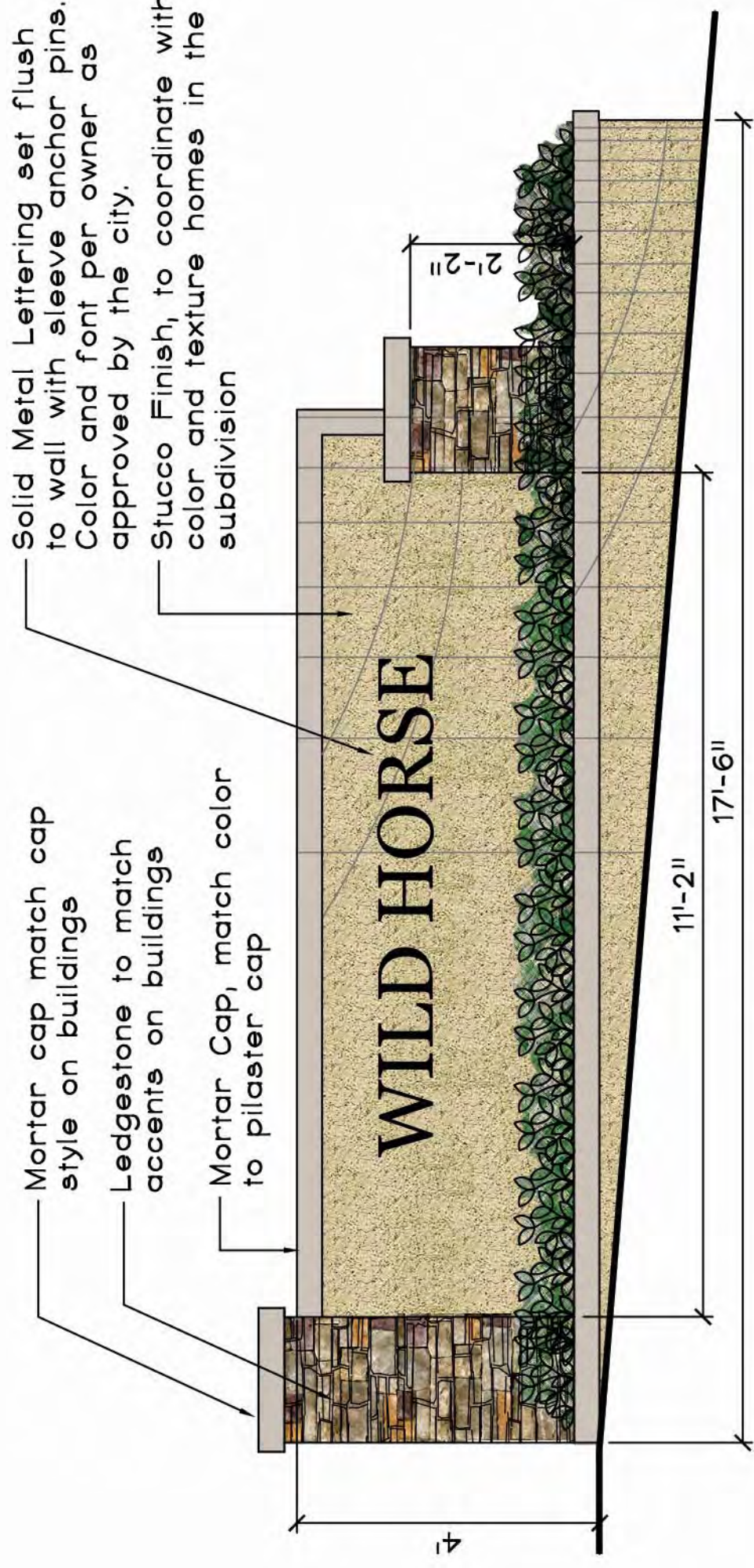
Scale: 1/2"=1'-0"



Elevation

Address Monument

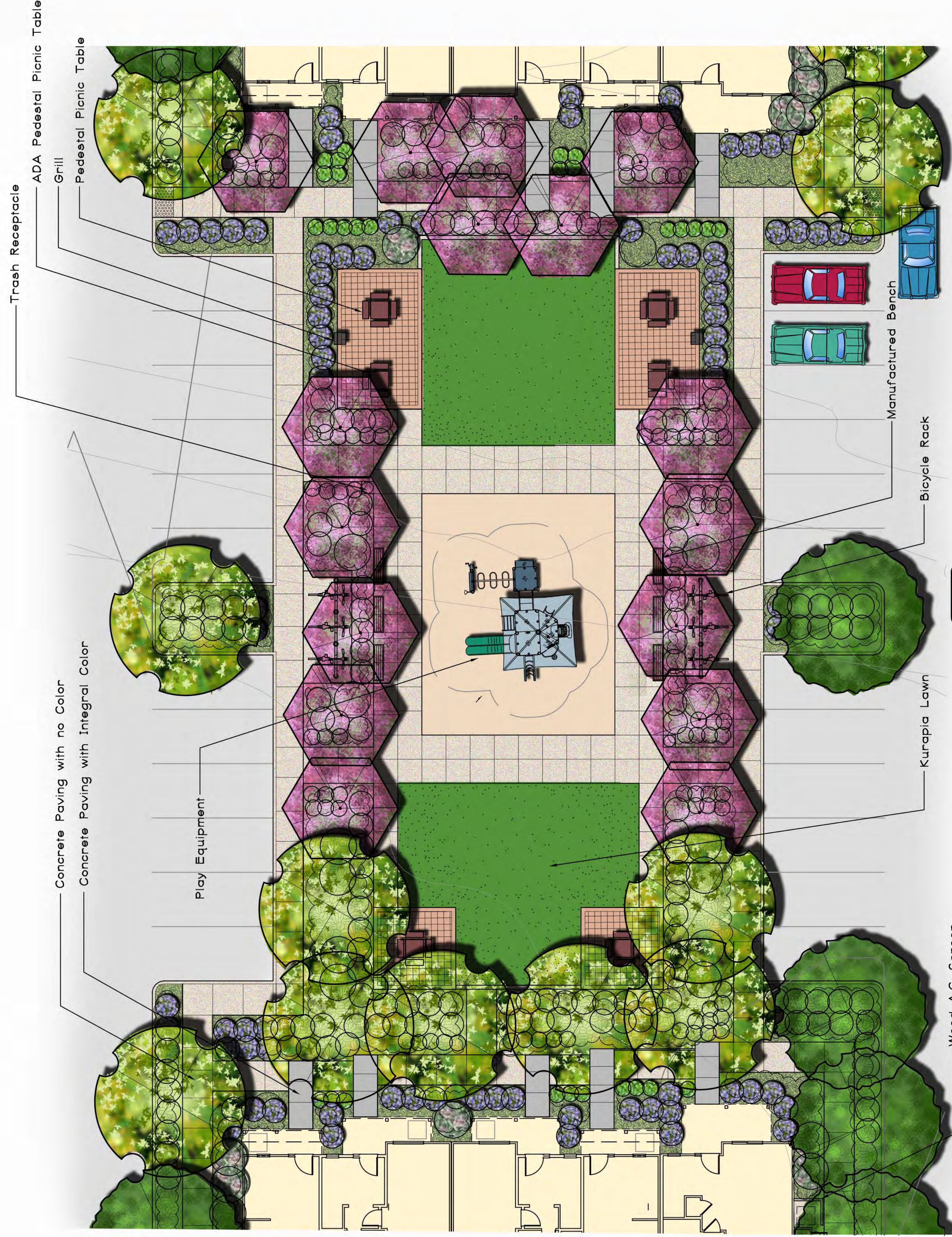
Scale: 1/2"=1'-0"



Elevation

Entry Monument

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



2-5 Year Old Play Area Enlargement

Scale: 1/4"=10'-0"



Play Structure



Bench



Bike Rack



BBQ



Picnic Table



Trash Receptacle



Cluster Mailbox



6' Metal Fence



Arbutus Marina



Cercis canadensis



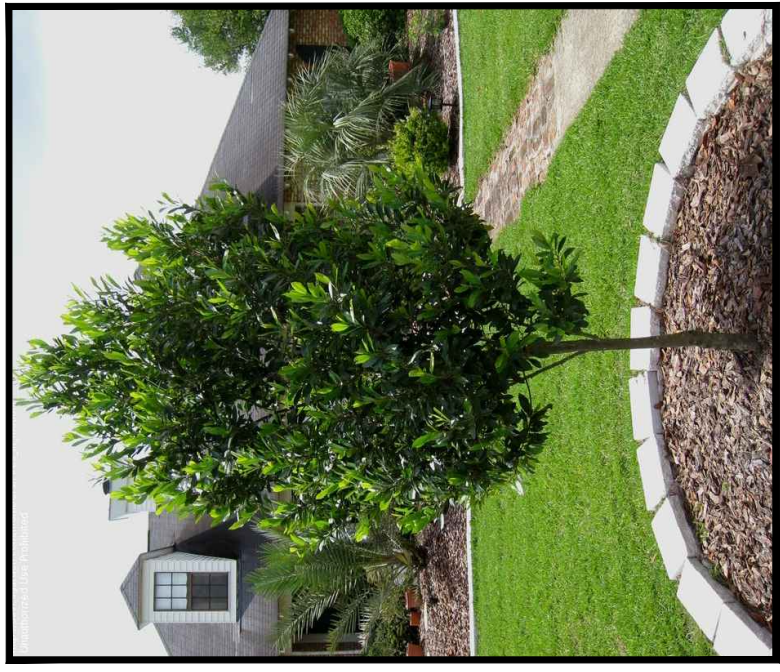
Lagerstroemia xf 'Muskogee'



Olea e. 'Swan Hill'



Pistacia chinensis



Prunus caroliniana



Ulmus parvifolia



Berberis t. 'Atropurpurea'



Buxus 'Winter Gem'



Callistemon 'Little John'



Ceanothus 'Concha'



Correa 'Dusky Bells'



Dietes bicolor



Juniperus 'Skyrocket'



Lavandula a 'Blue Cushion'



Lavatera Marina



Nandina Domestica



Phormium 'Bronze Baby'



Ribes sanguineum



Teucrium chamaedrys



Teucrium fruticans



Teucrium chamaedrys



Helictotrichon sempervirens



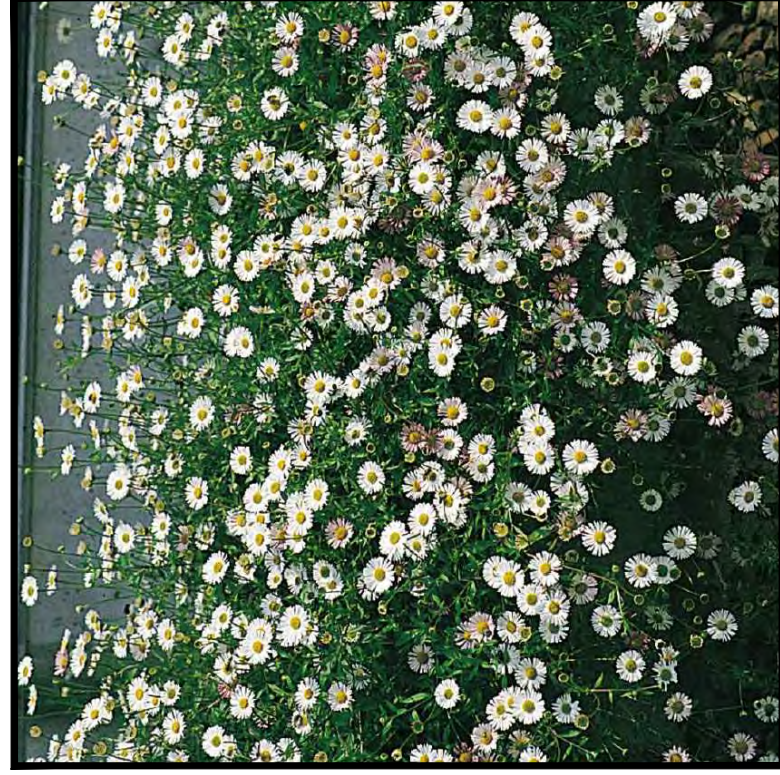
Phyla n.l. 'Kurapia'



Arctostaphylos h. 'Wayside'



Baccharis p. 'Twin Peaks'



Erigeron karvinskianus



## **Project Description**

### **Su Property**

The 11.72 acre project site is located at the eastern end of Wildhorse Road below and between the K Hovnanian's Monterra in Nelson Ranch and adjacent to the Hwy 4 by-pass. The subject site is the last undeveloped property in the original Nelson Ranch Development. The Nelson Ranch development was finalized prior to the approved location and owner's dedication of land for the Hwy 4 by-pass.

The property is presently zoned P-D low density. After meetings with the Planning Department and a working session with the Planning Commission it was agreed that the Owner/Developer would request a GP and zoning change to P-D, R-20 High Density Residential. Market research along with the constraints and location of the property were contributing factors in determining this more appropriate zoning. This zoning will provide a transition from the large lot higher priced homes to smaller lot lower priced homes adjacent to the Hwy 4 by-pass. The Owner/Developer feels that the request for the higher density zoning is reasonable with these concerns. The zoning request will help fill an unmet need in the local market for home ownership of new, small homes for the young professionals with families and empty nesters at a market determined lower price point.

The request will accommodate 25 Buildings consisting of 126 units of for sale Condominiums and related amenities including 4.95 acres of open space, parking and landscaping managed by a Homeowners Association. The units will range in size from approximately 1120 to 1900 square feet, with between 2 and 4 bedrooms and 2 to 3.5 baths. All units will have 2 car-attached garages. The existing Nelson Ranch Park is approximately 400 feet away.

# **ATTACHMENT F**

## **Project Design Guidelines**



# SU PROPERTY DESIGN GUIDELINES

ANTIOCH, CALIFORNIA



## TABLE OF CONTENTS

INTRODUCTION .....	5
DEVELOPMENT STANDARDS.....	6
GENERAL ARCHITECTURE GUIDELINES .....	8
ARCHITECTURAL STYLES .....	18
DESIGN REVIEW PROCESS AND APPLICATION .....	25



## INTRODUCTION

The intent of the Multifamily Residential Design Guidelines is to establish expectations and to regulate the design of the residential uses within the project. These guidelines are intended to assist the developer and design professionals in the design of the architecture, parking, and landscaping within this area. These guidelines will ensure a high quality development while maintaining design and marketplace flexibility. These guidelines are not intended to limit the creativity of the design professionals. The City of Antioch Citywide Design Guidelines Manual has been incorporated and where appropriate design concepts have been integrated herein. These guidelines are separate and specific to this subdivision and supersede the more general city wide design guidelines.

## DEVELOPMENT STANDARDS

This subdivision encompasses an approximately 9 acre parcel. The parcel is bounded by Highway 4 to the east, WildHorse Road to the south, and the Monterra subdivision to the west. The following Development Standards shall be applied to the project.

### A. PERMITTED USES:

1. Multifamily Attached dwellings; Must be R3 town-house per CBC. Does not require individual lot lines.
2. Accessory structures and uses;
3. Keeping of domestic animals;
4. Home-based business occupations subject to obtaining a Home Occupation Permit and in conformance with The City of Antioch Municipal Code;

### C. DEVELOPMENT STANDARDS SHALL BE AS FOLLOWS:

1. Maximum Floor Area Ratio: Shall be 1.25  
Floor area ratio is calculated as the ratio of the total square footage of the residential dwelling excluding the garage divided by the lot area.
2. Maximum Lot Coverage: 40 percent for principal buildings, excluding porches.
3. Minimum Paseo width: 30'  
(Porches may encroach 6' / clear width 18')
4. Minimum Alley width: 24'  
(Planters may encroach 2' at each side)
5. Minimum Apron: 3'
5. Building Height Limit: 3 Stories and 45'  
30' Eave height maximum per CCCFPD

## D. OTHER REGULATIONS

1. Minimum Parking: Two enclosed parking spaces per unit. Plus 1 guest per 4 Units.
2. Temporary subdivision residential sales offices and model homes sales offices shall be conditionally permitted in all residential land use categories subject to obtaining a Temporary Use Permit.
3. Maximum height for accessory buildings is 1-story and 25 feet.
4. All new residential units within the Subdivision shall meet the minimum criterion of a green home as defined in the most recent version of the New Home Construction Green Building Guidelines.
5. All development shall provide adequate lighting or illumination of parking areas with foot-candle levels on the entire site between 0.5 and 7.0 and is subject to design review. All lighting fixtures shall be a cut-off or full cut-off classification to minimize light spillover onto adjacent properties.

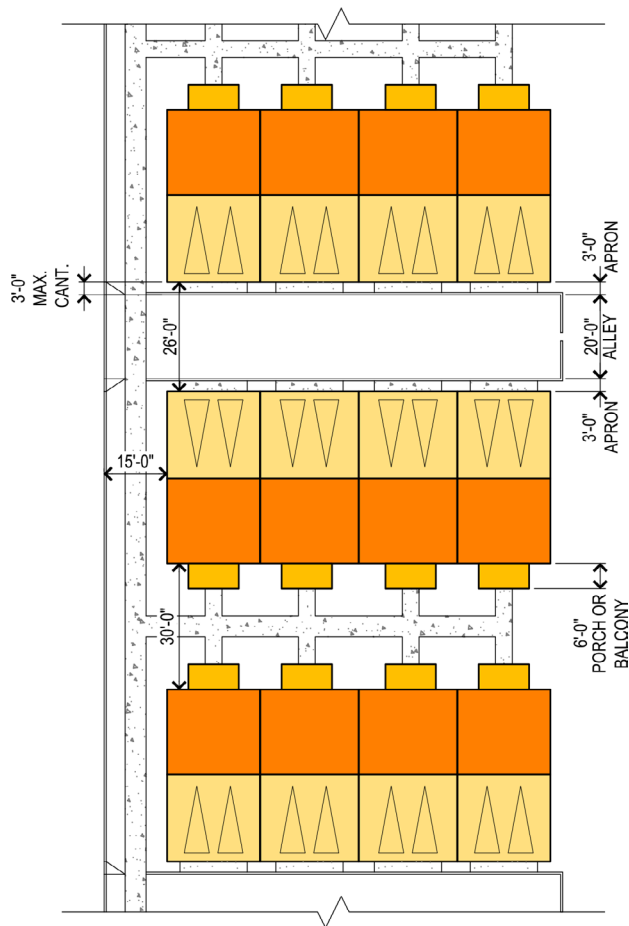
## ZONING REQUIREMENTS

SETBACKS (SITE)	
Front Yard (Wild Horse)	10' ***
Rear Yard (Highway 4)	10'
Side Yard (Monterra)	20'
SETBACKS (BUILDINGS)	
Front-Front	30'*
Rear-Rear	26'***
End-End	15'
BLDG. HEIGHT	
Stories	3
Max. Height	45' (30' Eave Height per CCCFPD)
OPEN SPACE	
Common	200 SF / unit
Private	60 SF / unit

\* Porches, balconies, and architectural pop-outs may encroach up to 6'

\*\* Building articulation above the first floor may encroach up to 3'.  
Garage recesses at the first floor may encroach up to 2'

\*\*\* Building 1 encroaches 1.7' into Wild Horse Setback.  
Alley encroaches 7.1' into Wild Horse Setback.



Lot exhibits are generic in nature and do not specify building footprints, entry, or landscape locations.

## MULTI-FAMILY RESIDENTIAL

### INTRODUCTION

These design guidelines are intended to foster a quality development and to provide a pleasant residential environment within the context of higher density. This project shall contribute to the sense of community by carefully relating to the scale and form of adjacent properties, and by designing street frontages that create architectural and landscape interest for the pedestrian and neighboring residents.

### DESIGN OBJECTIVES

These design guidelines are based on the following objectives.

- A. Establish distinctive multi-family residential architectural designs that support high quality development.
- B. Provide attractive, functional, and convenient site arrangements.
- C. Identify landscape materials and designs that enhance the appearance of multi-family housing developments and contribute to the overall quality of the community.
- D. Provide amenities appropriate for different age groups of multi-family residential developments as appropriate.
- E. Use crime prevention techniques to enhance safety and security within multi-family residential developments such as:
  - Avoid long, dead-end drive aisles.
  - Off-street parking shall be located interior to the site, and be designed to minimize visual disruption of the overall project design.
  - Pathway lighting is a safety feature and shall be used to light all pathways and open areas including pathways from the parking lot to the building's entrance.
  - Guest parking should be distributed around the Site.



*The design of this project allows residents to monitor the courtyard*

### SITE PLANING

#### A. Building Siting and Massing

1. Views, mature trees, and similar natural amenities unique to the site shall be preserved and incorporated into development proposals whenever possible.
2. Clustering of multi-family units shall be a consistent site-planning element. Large projects shall be broken up into groups of structures.
3. Buildings shall be generally oriented with front doors facing paseos or streets.



*These townhomes are oriented to the street*

4. Developments shall have front or end elevations relate directly to the adjacent street, and present an attractive and interesting facade to passersby.
5. Buildings shall be oriented to promote privacy to the greatest extent possible.

## B. Circulation

1. Principal vehicular access into multi-family projects shall be through an entry drive.
2. All site entrances shall be visible from a public street and well lighted.
3. The main site entry design shall incorporate patterned or colored concrete, pavers or asphalt.
4. Special accents, such as monument, public art, ornamental features, decoration, special textured paving, flowering accents, walls, shrubs, and the use of specimen trees, shall be used to generate visual interest at entries.



*A new entry sign located at the project entrance is an integral part of a wayfinding system*

5. Entry drives shall have sidewalks on both sides.
6. All entry drive locations shall be coordinated with existing or planned median openings.
7. Where possible, all multi-family projects shall incorporate pedestrian connections to adjoining residential, commercial projects, and other compatible land use facilities.
8. Cross circulation between vehicles and pedestrians shall be minimized. A continuous, clearly marked walkway shall be provided from the parking areas to main entrances of buildings.
9. Walkways shall be located to minimize the impact of pedestrians on the privacy of nearby residences or private open space. Avoid siting a walkway directly against a building. A landscaped planting area between walkways and building facades is strongly encouraged.



*A front walkway landscaped so it does not impact the privacy of residents*

## C. Parking

1. Each unit in the project should have 2 covered parking spaces. A maximum of the 50% of the covered parking spaces may be tandem parking.
2. Garage doors shall incorporate panels and/or windows to articulate large planes.
3. Garage standards shall be:  
Interior dimensions:  
Standard: 18'x19' Clear  
Tandem: 10'x38' Clear  
Minimum garage door:  
Single: 8 Feet  
Double: 16 Feet  
Seven feet minimum height.
4. Guest parking areas shall be divided into a series of smaller parking areas.
5. Guest parking areas shall be dispersed throughout the project.
6. Adverse visual impacts of parking areas and garages on the residential character of the street, including blank walls, garage doors, parking facilities, and driveway openings along street frontages, shall be minimized.
7. Where garages are utilized, garage doors shall not appear flush with the exterior wall.

## ARCHITECTURE

### A. Character Defining Elements

1. While there is no required architectural “style” for multi-family residential structures in Antioch, styles such as Craftsman, Spanish, Farmhouse, and Contemporary are encouraged. The primary focus shall be on constructing a high-quality residential environment.

2. Architectural elements such as bays, bay windows, recessed or projecting balconies, verandas, balconies, porches and other elements that add visual interest, scale and character to the neighborhood are encouraged.

3. Building form and articulation includes variation in wall planes (projections and recesses) and wall height (vertical relief) as well as variations in roof forms and heights to reduce the perceived scale of the structure.

a. Residential buildings shall incorporate articulation of all facades, including variation in massing, roof forms, and wall planes, as well as surface articulation.

b. The highest level of articulation will likely occur on the front facade and facades visible from public streets. Similar and complementary massing, materials, and details shall be incorporated into every other structure elevation.

c. Elements and details of buildings shall be true to the chosen architectural style. See Architectural Styles for individual style sheets.



d. Surface detailing shall not serve as a substitute for well integrated and distinctive massing.

e. Architectural elements that add visual interest, scale, and character such as recessed or

projecting balconies, trellises, recessed windows, and porches are strongly encouraged.

f. Architectural elements such as overhangs, trellises, projections, and awnings shall be used to create shadows that contribute to a structure's character.

g. Massing shall accentuate entries and minimize garage prominence.

h. Porches shall be a minimum of five feet deep with materials and/or details that are authentic to the architectural style of the home.

### B. Building Height, Scale and Articulation

1. The maximum number of attached units per building shall be 8. Buildings with differing numbers of units shall be mixed throughout the project.



*Changes in color and facade are used to create the appearance of different buildings*

2. Building roofs planes shall be varied to give the appearance of a collection of smaller structures but not at the expense of space for solar panels on the roof.

3. Buildings containing 3 or more attached dwellings in a row shall incorporate at least one of the following:

a. Each dwelling unit shall have at least one architectural projection not less than 2 feet from the wall plane and not less than 8 feet wide.

b. Projections shall extend the full height of single story buildings, at least one-half the height of two-story buildings, and two-thirds the height of a three-story building;

c. A change in wall plane of at least 3 feet for at least 12 feet for each two units.



*Modern designs incorporate a variety of projections to vary the facade*

4. The perceived height and bulk of multi-story buildings shall be reduced by dividing the building mass into smaller-scale components and adding details such as projecting eaves, dormers and balconies. The use of awnings, moldings, pilasters and comparable architectural embellishments are also encouraged.

5. All building elevations shall be considered in the evaluation of any new construction, additions or alterations. Side and rear views of a building shall not be minimized because of their orientation away from the public right-of-way. The same or compatible design features shall be continued or repeated upon all elevations of a building.

6. Arcades and other types of overhangs shall be used to provide human scale to the interface between the facade and sidewalk.

7. All mechanical equipment, whether mounted on the roof or the ground, shall either be suitably screened or placed in locations that are not viewed from residences, common areas, or the street. Screening may be accomplished through the use of landscape elements. Any other screening devices shall be compatible with the architecture and color of the adjacent buildings.

### C. Entryways

1. Courtyard doors or gates used at multifamily building entries shall be attractively designed as an important architectural feature of the building or complex.

2. Strongly delineate the separation between public and private space with paving, building materials,

grade separations, or with physical barriers such as landscaping, fences, walls, screens, or building enclosures.

3. Each entry to a dwelling unit shall be emphasized and differentiated through architectural elements such as porches, stoops, roof canopies, and detailing. Opportunities shall be provided for residents to personalize their entry by providing ground level space or a wide ledge for potted plants.



*An example of a dormer window*

### D. Building Materials

The use of high quality materials will create a look of permanence within a project. Materials and colors shall be varied to generate visual interest in the facades and to avoid the monotonous appearance that is sometimes common in some residential development projects.



*This project has a variety while maintaining similar building materials, textures and colors*

1. The development's dwelling units, community facilities, and parking structures shall be unified by a consistent use of building materials, textures, and colors. Exterior columns or supports for site elements, such as trellises and porches, shall utilize materials and colors that are compatible with the entire project.

2. Building materials shall be durable, require low maintenance, and relate a sense of quality and permanence. Frequent changes in materials shall be avoided.

3. Inappropriate materials for exterior applications include:

- a) Corrugated fiberglass or plastic;
- b) Plywood or similar wood;
- c) Highly reflective materials;
- d) Unfinished concrete;

4. Key portions of the facade shall be enhanced with special materials or color.

5. Material changes shall occur at intersecting planes, preferably at inside corners of changing wall planes or where architectural elements intersect (e.g., chimney, pilaster, projection, fence line, etc.)

6. Contrasting but complementary colors shall be used for trim, windows, doors, and key architectural elements.

7. Roof materials and colors shall be consistent with the desired architectural style as identified in the appendix on the style sheets.

8. Heavier materials shall be used lower on the structure elevation to form the base of the structure.

### E. Roofs

- 1. Rooflines shall be segmented and varied within an overall horizontal context.
- 2. Varying heights are encouraged. This should not be done at the expense of space for solar panels.
- 3. Use of vertical elements such as towers may be used to accent the predominant horizontal massing and provide visual interest.

4. Full hipped or gabled roofs covering the entire building are preferred over mansard roofs and segments of pitched roofs applied at the building's edge.

5. Roofs shall reflect a residential appearance through pitch and use of materials.

6. Roof pitch for a porch may be slightly lower than that of the main building.

7. Carport roofs visible from buildings or streets shall incorporate roof slope and materials to match adjacent buildings. Flat carport roofs are prohibited.

### F. Colors

1. Color is an important element in establishing a structure's character and architectural style. The predominant color of the building and accessory structures shall be a muted, non-garish tone.

2. Color shall be used as an important accent in the project's appearance. More than one predominant paint color is encouraged. Compatible accent colors shall be used to enhance important architectural elements and details.

3. Bright or intense colors shall be used very sparingly, and shall typically be reserved for more refined or delicate detailing.

### TRASH AND STORAGE FACILITIES

1. Space for the required trash and recycle bins should be supplied within the garage outside the storage and vehicle spaces required.

2. Adequate private storage space shall be provided for all multi-family units.

A. A minimum of 50 cu feet of enclosed storage space shall be located within the unit or in a garage. If it is located within the unit it must be in addition to standard closets. Exterior closets on balconies may also be used if not visible from the public right of way

B. Multi-family storage must be in addition to designated utility area.



## LANDSCAPING

### A. Introduction

Landscaping for multi-family projects can be used to define and accent specific areas (e.g., building entrances, parking lots), define the edges of various land uses, provide a transition between neighboring properties (buffering), and screen storage areas. Landscaping shall be used as a unifying element within a project and to ensure compatibility with surrounding projects.

1. Landscaped areas shall generally incorporate plantings utilizing a three- tier system: (1) grasses and ground covers, (2) shrubs and vines, and (3) trees.
2. New landscaping shall complement existing landscape materials, location, and massing on adjacent established developments where appropriate.
3. The following planting design concepts are encouraged within each project:
  - a. Specimen trees (48 inch box or more) in informal groupings or rows at major focal points;
  - b. Use of planting to create shadow and patterns against walls;
  - c. Use of planting to soften building lines and emphasize the positive features of the site;
  - d. Use of flowering vines on walls, arbors, or trellises;
  - e. Trees to create canopy and shade, especially in parking areas and passive open space areas; and
  - f. Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.
4. Landscaping around the building perimeter is encouraged.
5. Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces and the use of curbs. Concrete step areas shall be provided in landscape planters adjacent to parking spaces.
6. Vines and climbing plants on powder- coated metal trellises and perimeter walls are encouraged.
7. Gravel, bark, or Astroturf is not allowed as a substitute for plant materials.
8. Landscaping shall emphasize water-efficient plants.



*An example of vines on a trellis*

### B. Landscaping at Site Entries and Entry Statements

Vehicular entries provide a good opportunity to introduce and identify multi-family projects. The vehicular entry zone in a multi-family development is the area between the public street and the project's internal circulation system.



*Plants, paving and structures welcome residents and visitor into this project*

1. The vehicular entry zone shall be treated with special landscape elements that will give individual identity to the project (i.e. special paving, graphic signage, specialty lighting, specimen trees, and flowering plants).
2. Textured paving, stamped concrete or rough textured concrete may be used to delineate site entries.



## C. Landscaped Area Spacing and Size

1. Plant materials shall be placed so that they do not interfere with the lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs shall not be planted under overhead lines or over underground utilities if their growth might interfere with such public utilities. Trees and large shrubs shall be placed as follows:



*The landscaping here still allows the light to work effectively*

- a. A minimum of 8 feet between the center of trees and the edge of the driveway, 6 feet from a water meter, gas meter, and sewer laterals.
- b. A minimum of 25 feet between the center of trees and the beginning of curb returns at intersections.
- c. A minimum of 15 feet between the center of trees and large shrubs to utility poles and street lights.
- d. A minimum of 8 feet between the center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.

## D. Plant Maintenance and Irrigation

1. All young trees shall be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed within 10 feet of pavement or other situations where roots could disrupt adjacent paving/curb surfaces.
2. Automatic sprinkler controllers shall be installed to ensure that landscaped areas will be watered properly. Backflow preventers and anti-siphon valves shall be provided in accordance with current codes.

3. Sprinkler heads and risers shall be protected from car bumpers. "Pop-up" heads shall be used near curbs and sidewalks. The landscape irrigation system shall be designed to prevent run-off and overspray.
4. All irrigation systems shall be designed to reduce vandalism by placing controls in appropriate enclosures.

## LIGHTING

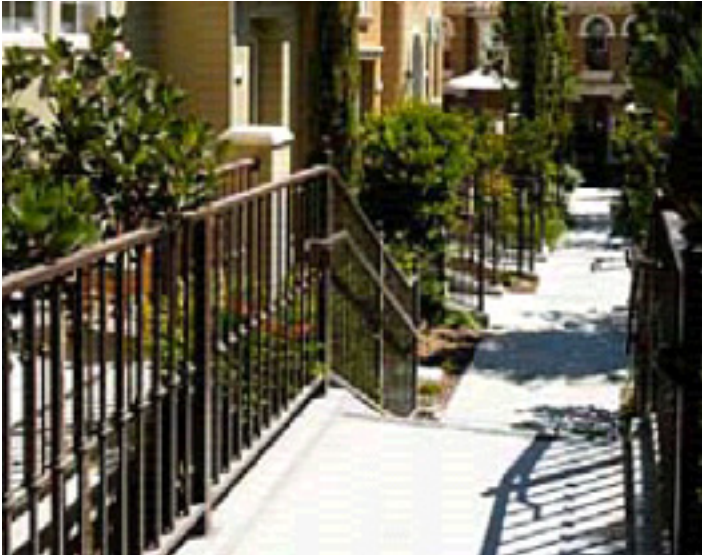
- A. Street lighting shall be installed inside the project on both sides of the street using a minimum 70 watt HPSV.
- B. All lighting in parking areas shall be arranged to provide safety and security for residents and visitors but prevent direct glare of illumination onto adjacent units.
- C. Pedestrian-scaled lighting shall be located along all pedestrian routes of travel within multi-family communities.



*Pedestrian scaled lighting improves the safety of multi-family area*

## WALL AND FENCES

Walls and fences provide security and privacy in addition to screening unsightly views. They can be utilized with landscaping to enhance and buffer the appearance of development. The following guidelines apply to walls and fences in multi-family residential development.



*This fence color is consistent with overall project design*

A. The design of walls and fences, as well as the materials used, shall be consistent with the overall development's design. Fence and wall color shall be compatible with the development and adjacent properties. Paint color used on fences shall be common colors readily purchased and kept readily available on the development's premises.

B. Visually penetrable materials (e.g., wrought iron or tubular steel) shall be used in areas of high activity (i.e., pools, playgrounds) and areas adjacent to street frontage.

C. Wall design and selection of materials shall consider maintenance issues, especially graffiti removal and long-term maintenance. Decorative capstones on stucco walls are required to help prevent water damage from rainfall and moisture.

D. Perimeter walls shall incorporate various textures, staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of perimeter walls. Chain link fencing is not permitted.

E. Screen walls, sound walls and retaining walls height shall be determined by site features and location, such as proximity to noise generators and privacy issues.

F. The proportion, scale, and form of the walls adjacent to homes shall be consistent with the building's design.

G. Long continuous perimeter walls are discouraged. Perimeter walls shall incorporate wall inserts and or decorative columns or pilasters to provide relief. The maximum unbroken length of a perimeter wall shall be 100 feet.

H. The colors, materials and appearance of walls and fences shall complement the architecture of the buildings. Fencing, where screening is not specifically required, shall be of decorative iron or similar material.

## COMMUNITY FACILITIES AND OPEN SPACE

A. Residents of housing projects shall have access to community facilities and useable open space, whether common or private, for recreation and social activities.

B. All support buildings within multi-family residential projects (i.e., laundry facilities, recreation buildings, and sales/lease offices) shall be compatible in architectural design with the rest of the complex.

C. The design and orientation of open space areas shall be sheltered from the noise and traffic of adjacent streets or other incompatible uses.



*A community garden provides a chance for residents to interact*

D. Buildings shall be oriented to create courtyards and open space areas, thus increasing the area's aesthetic appeal. Community features such as plazas, interactive water features, and community gardens shall be included whenever possible.

E. Community facilities and open spaces shall be conveniently located for the majority of units.



*Community open space is convenient for most units*

F. Open space areas shall take advantage of prevailing breezes and direction of the sun to provide natural lighting and ventilation for open spaces.

G. Community facilities and open spaces shall be contiguous to the units they serve and be screened from public view.

H. Children's play areas shall be visible from as many units as possible.



*A playground visually accessible but secure*

I. In large developments, separate, but not necessarily segregated, play areas or informal outdoor spaces shall be provided for different age groups for safety reasons. Small developments may combine play areas (e.g., a tot lot incorporated into a larger activity area for older children).

J. Seating areas shall be provided in areas where adults can supervise children's play and also where school-age children can sit. Seating location shall consider comfort factors, including sun orientation, shade, and wind.

K. Mailboxes shall be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety.

L. A trash and recycling receptacle shall be located adjacent to the mailboxes.



## ARCHITECTURAL STYLES

To understand and recognize “architectural style” for the purpose of these guidelines, architectural styles classify architecture in terms of form, techniques, materials, time period, region, etc. It overlaps with, and emerges from, the study of the evolution and history of architecture.

1. When determining the architectural style of a house for style selection or design review purposes, there are several common characteristics that can be used to help identify the proper style. These same characteristics shall be carefully examined for design review purposes to be sure that they are consistent with the style identified on the house plans.

2. To truly be loyal to any particular house plan style, the floor plans and interior features of the house shall also be considered. The more a style is researched, the better the art form is understood and can then be applied throughout the resulting plans. The results can be beautifully replicated house plans that go well beyond the scope of design review.

These features or characteristics are the component parts that, when put together, make up the style:

- Roof type;
- Symmetry and shape;
- Frame;
- Articulation;
- Massing;
- Windows and doors;
- Building materials and colors;
- Decorative trim;
- Porches, eaves and columns.

Architectural styles should be selected from the styles provided:

- **SPANISH**
- **CRAFTSMAN**
- **FARMHOUSE**
- **CONTEMPORARY**

## SPANISH STYLE



### DESIGN CHARACTERISTICS

The design characteristics provide essentials for massing, scale, proportion and building materials, in understanding these particular styles. Generally they are identified as:

- Low-pitched hipped or gable roof
- S-tile or villa tile roof material
- Smooth finish or very little texture stucco
- Window shutters
- Exposed wood posts and beams

### FORM

Simple massing with low pitched gable and shed roofs. The styles may incorporate courtyards, patios, front entry garden walls, colonnades, archways and balconies generally in asymmetric composition. Wall mass appearance tends to dominate wall openings. Asymmetry is found in balcony and roof compositions of differing heights. Towers and turret elements are used occasionally.

### ROOF

Low-pitched s-tile or villa tile roofs ranging from 3 ½:12 to 4:12 eave. Overhangs are typically broad (12" – 18") except for the Spanish Eclectic which exhibits tight overhangs. Eaves can be exposed or boxed. If boxed, eaves are typically accompanied with decorative brackets beneath. Roofs can be hipped or gabled.



### MATERIALS

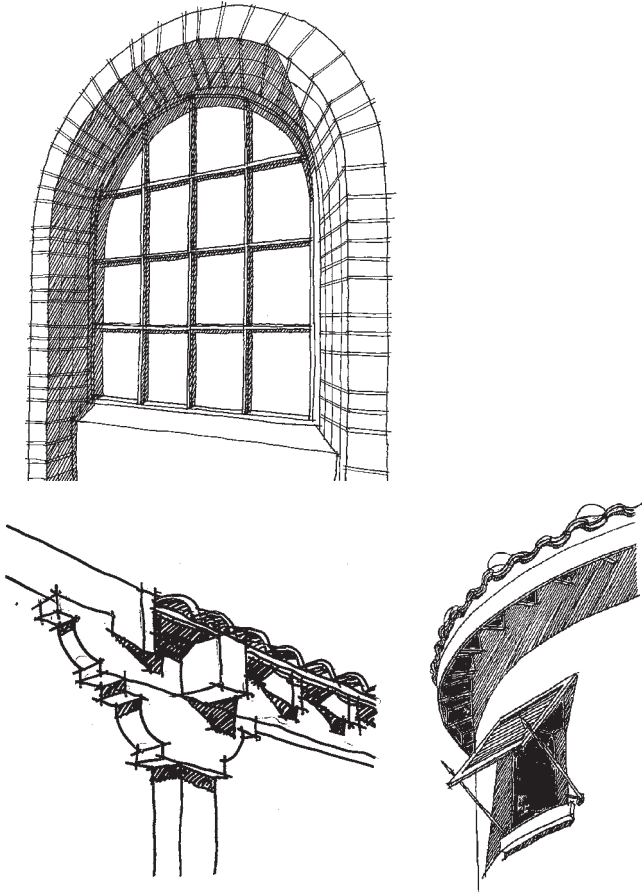
Walls are typically stucco with a smooth finish or very little texture. Walls tend to appear thick and massive. Stone veneers are not typical of the style. Porches and balconies are often expressed with exposed wood posts and beams.





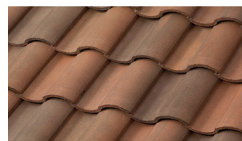
## ELEMENTS

Trim elements include door surrounds, columns, lintels at window heads, wrought iron or wood rails, grills, and pot shelves. Windows may be enhanced by shutters, projecting awning shutters, or simple balconies with wrought iron railings. Windows are further detailed with grid patterns typical of each style.



## COLORS

Roof tiles are used in a variety of terra-cottas, browns, tans and warm reds. Wood members are painted darker colors, simulating the look of stain. Rich, saturated hues of yellow, tan, salmon and melon comprise the range of stucco colors along with off-whites to light tans. Wrought iron accents are deep, dark shades of brown, red, green, and classic black. Trim elements are expressed with deeply tinted whites to lighter wood.



Sample color schemes for reference only. Colors may vary due to the output device.

## CONTEMPORARY STYLE



### DESIGN CHARACTERISTICS

- Minimal Ornamentation
- Use of strong, organized, geometric forms and massing
- Juxtaposition of different, and sometimes contrasting materials
- Use of natural textures such as wood, metal and stone
- Austere elevations with high contrast in areas of entry or interest

### FORM

Simple, clear and organized geometric massing are hallmarks of the contemporary style. Large forms are further articulated to break down massing to a human scale. Flat parapet roofs often punctuated with sloped roofs and horizontal eaves are characteristic of the contemporary style. Decks and balconies with modern railings with simple lines serve to compliment the elevation.

### ROOF

Roofs are commonly flat parapets punctuated by sloped roof elements. Roof heights vary to provide visual interest and rhythm while taller elements at corners and entry locations provide landmark and wayfinding in multi-family buildings and complexes.



### MATERIALS

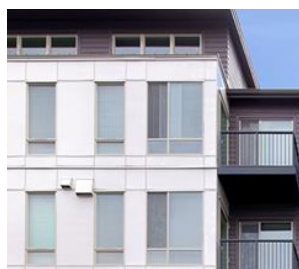
The contemporary style utilizes a wide variety of materials including plaster, wood, glass, metal and composite products. The organizations and arrangement of the materials are often asymmetrical with clear delineations. The treatment of the transitions between material often reflect and opportunity to celebrate the material which is a common practice in the contemporary style.





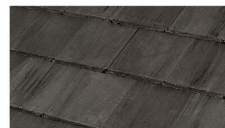
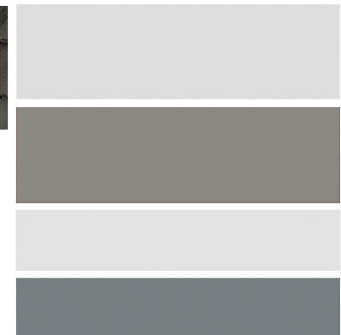
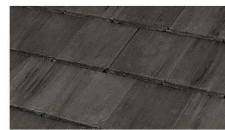
## ELEMENTS

Clear and austere window and door trim are common for this style. Reglets and scored plaster serve as organizing elements while horizontal eaves work to provide depth in the elevation and an opportunity for shadows. Window grid patterns typically range from no mullions to an asymmetrical grid patterns. Rails are often an opportunity to add color or texture to the elevation and in cases where appropriate, clear glass or cable railing is used.



## COLORS

The contemporary style is characterized by the use of a variety of colors and textures. Typically lighter colors such as whites and grays are complimented by a few character colors such as oranges, greens, or reds used in the massing or as accents are very common. A high contrast color is often used at doors or other locations to draw attention or interest. Textures such as wood, stone, metal, rough materials and smooth materials all work together and when arranged in a clear and organized manner serve to create a composition indicative of the style.



Sample color schemes for reference only. Colors may vary due to the output device.

## CRAFTSMAN STYLE



### DESIGN CHARACTERISTICS

The design characteristics provide essentials for massing, scale, proportion and building materials, in understanding these particular styles. Generally they are identified as:

- Low-pitched hipped or gable roof
- Wide-overhanging eaves
- Emphasis on horizontal lines
- Board and batten or clapboard siding with various course exposures
- Decorative beams or braces commonly added under gables
- Porches that cover the length of the front elevation and often wrap onto side elevations
- Stone and/or brick veneer is often used at the lower portion of the elevation

### FORM

These styles are typically box like massing with gable or hip roof and predominantly horizontal appearance. The front has a full or partial width porch with decorative columns. Typical variations include solid porch balustrades, battered columns, or decorative wood upper sections resting on massive appearing lower piers.

### ROOF

Flat tile or shake-like roofing with 3:12 to 4:12 pitches. Overhangs are deep (18" to 30") and unenclosed, often detailed with elaborate exposed rafter tails or barge boards for the craftsman and arts & crafts styles. Decorative ridge beams and purlins under the gables are used widely. Rake edges are often embellished by a triangular knee brace.



### MATERIALS

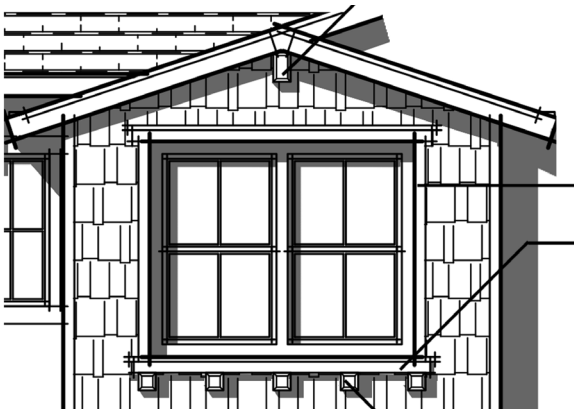
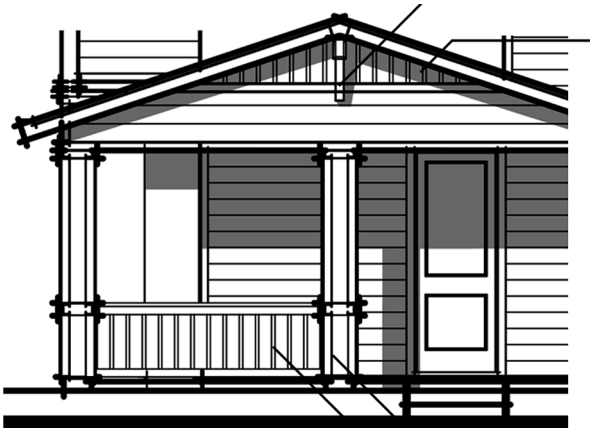
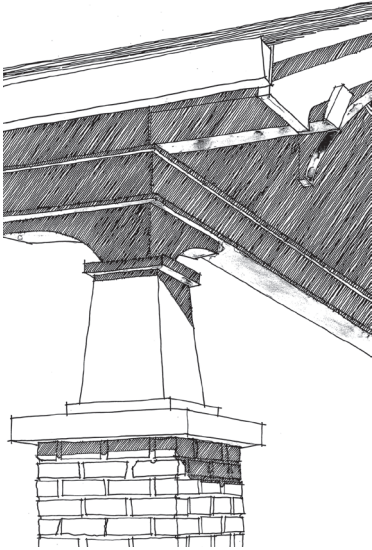
Characteristic materials include horizontal wood siding, shingles, or stucco. These may be used alone or combined with stone or brick accents for the façade. Porch bases, wainscot, lower half of columns and chimneys are typically stone or brick. Piers, columns and solid balustrades are varied including stone, stucco, clapboard, shingle and brick, frequently occurring in combination.





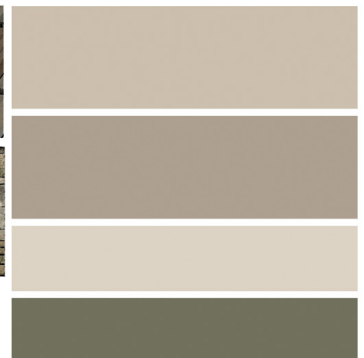
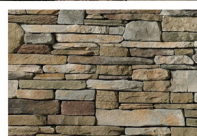
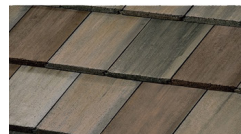
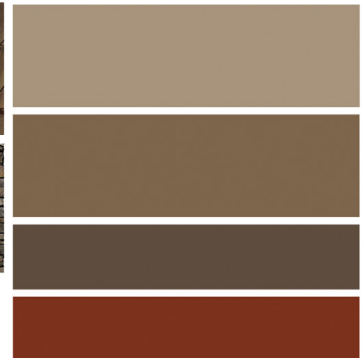
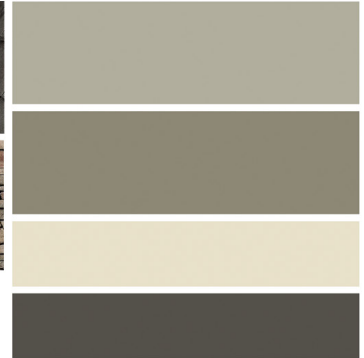
## ELEMENTS

Elements include unique windows with vertical panes, wood trim, and mullion configurations, typically used in horizontal groupings. Extensive use of heavy ornamental wood treatment at gables, beams, brackets, railings, and occasionally wood shutters are characteristic of these styles.



## COLORS

Roofs are concrete tile with shake texture, or asphalt shingle in shades of warm green or brown. Siding, stucco, and trim comprised of earth tones ranging from warm greens and browns to tans and ochre yellows. Accent colors are rich, earthy shades of green, red, and brown. Brick should have a rustic, handmade look reminiscent of clinker brick. Stone may be smooth, rounded shape of 'river rock,' or a more textural, rubble like appearance.



Sample color schemes for reference only. Colors may vary due to the output device.

## FARMHOUSE STYLE



### DESIGN CHARACTERISTICS

The design characteristics provide essentials for massing, scale, proportion and building materials, in understanding these particular styles. Generally they are identified as:

- Variable size entry porch with style specific detailing
- Prominent gable roof forms with occasional use of hip roof forms
- Horizontal siding with various exposures
- Vertical proportioned windows
- Steep gable roof pitches
- Wide entry porch with separate shed roof and minimal detailing

### FORM

Simple massing with simple single pitch roofs. Massing is typically in rectangle or square form and occasionally seen in an 'L' shape. Variable sized porches are prevalent in each style and tend to be expressed as an additive element to the main building form.



### ROOF

Steeper pitch roofs (6:12 – 12:12) are found on the Farmhouse style. Roofs are most common with simple gables either front or side facing. Hip roofs may also be used and are usually seen on simple equilateral forms. Overhangs are typically 12" – 18" with eaves either open or closed.





## MATERIALS

Concrete roof tiles in the likeness of shake roofing and composition shingle roofing are appropriate for these styles. Wall materials are typically in the form of horizontal siding of various exposures. On occasion board and batten siding can be found on the Farmhouse style. Stone and brick are typically not found with these styles although brick may be used lightly at the foundation base.



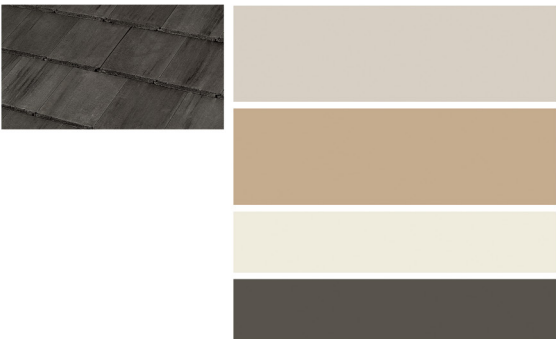
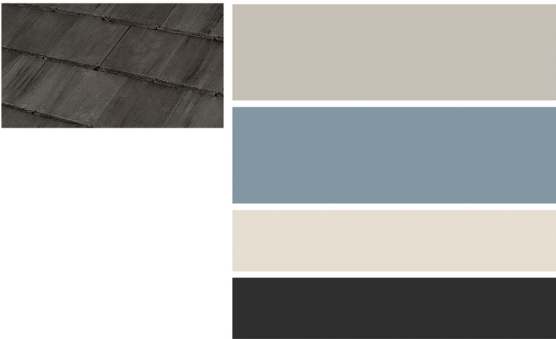
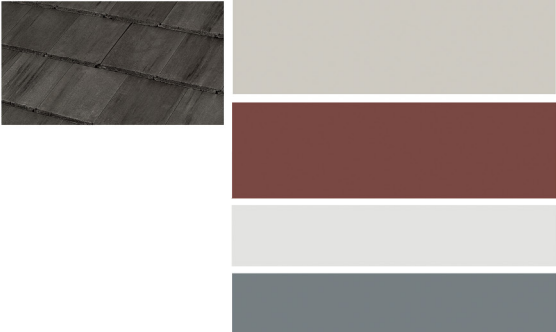
## ELEMENTS

The Farmhouse style is simplified to reflect the frontier nature of its roots. Windows are typically enhanced with expressive trim elements along the lintel and sill. Shutters are also used to express the window and are often found on most if not all front facing windows. Windows are also vertically proportioned windows of various grid patterns with six panes of glass per sash most typical.



## COLORS

Concrete tile and composition shingle in natural wood tones are appropriate for the Farmhouse style. A wide range of colors are appropriate for the siding material, from tinted whites, beiges, and yellows to grays, greens, and blues. Trim is often a shade of white, but can select shades of brown, green, and gray with lighter body colors. Doors and shutters are brought out with deep hues of blue, red, and green. Natural shades of red are the most appropriate colors for brick if use.



Sample color schemes for reference only. Colors may vary due to the output device.



# **CITY OF ANTIOCH**

## DESIGN REVIEW APPLICATION



# **ATTACHMENT G**

**Preliminary Development Plan Planning Commission Meeting  
Staff Report and Minutes  
(May 20, 2020)**

CITY OF  
**ANTIOCH**  
CALIFORNIA

**STAFF REPORT TO THE PLANNING COMMISSION**

**DATE:** Regular Meeting of May 20, 2020

**SUBMITTED BY:** Zoe Merideth, Associate Planner *ZM*

**APPROVED BY:** Alexis Morris, Planning Manager

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

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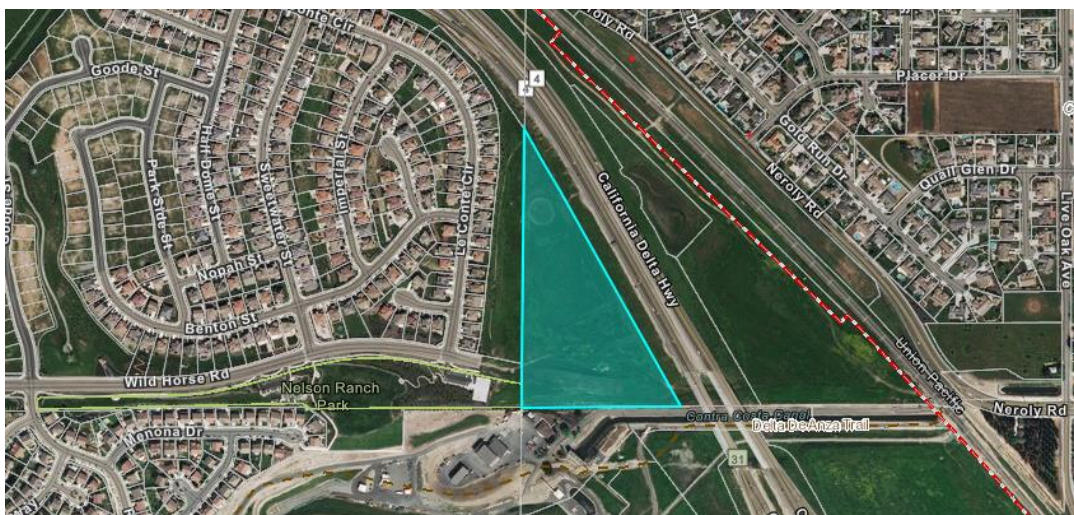
**RECOMMENDED ACTION**

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

**DISCUSSION**

Request

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



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

### Environmental

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

### Project Overview and Background

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

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

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

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

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

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

#### Consistency with the General Plan and Zoning

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

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

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

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

#### Site Plan and Internal Circulation

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

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

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

#### Wild Horse Road and Buildings 21 and 22

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

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

### Site Plan Concerns

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

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

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

### Parking

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

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

### Architecture and Landscaping

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

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

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

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

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

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

#### Proposed Recreational Open Space

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

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

### Outside Agency Comments

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

### Conclusion

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

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

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

**ATTACHMENTS**

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

# ATTACHMENT “A”

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

TTY 711

www.dot.ca.gov

*Making Conservation  
a California Way of Life.*

March 13, 2020

GTS # 04-CC-2020-00435

GTS ID:18840

Co/Rt/Pm: CC/4/31.13

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

**Su Property Project – Pre-Environmental Design Review**

Dear Zoe Merideth:

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

**Project Understanding**

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

**Travel Demand Analysis**

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

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

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

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

### **Multimodal Planning**

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

### **Vehicle Trip Reduction**

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

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

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

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

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

### **Transportation Impact Fees**

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

### **Hydraulics**

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

### **Right-of-Way**

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

### **Utilities**

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

### **Lead Agency**

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

### **Encroachment Permit**

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

Zoe Merideth, Associate Planner

March 13, 2020

Page 5

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

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

Sincerely,



Mark Leong  
District Branch Chief  
Local Development - Intergovernmental Review

# ATTACHMENT “B”

# Contra Costa County



# Fire Protection District

March 10, 2020

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

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

Dear Ms. Merideth:

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

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

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

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

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

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

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

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

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

5. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the interior of the building. The building owner shall have the testing conducted and the results submitted to the Fire District prior to the building final. (510.1) CFC
6. Turnaround shall comply with Fire District requirements.
7. Access gates for Fire District apparatus shall be a minimum of 20-feet wide. Access gates shall slide horizontally or swing inward and shall be located a minimum of 30 feet from the street. Electrically operated gates shall be equipped with a Knox Company key-operated switch. Manually operated gates shall be equipped with a non-casehardened lock or approved Fire District lock. Contact the Fire District for information on ordering the key-operated switch. (D103.5) CFC.
8. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the California Fire Code. (507.1) CFC
9. The developer shall provide hydrants of the East Bay type. (C103.1) CFC
10. The developer shall submit a minimum of two (2) copies of full size, scaled site improvement plans indicating all existing or proposed hydrant locations, fire apparatus access including surface material and slope, elevations of building, size of building, type of construction, building occupancy type and a striping and signage plan for review and approval prior to obtaining a building permit. This is a separate submittal to the Fire District to be approved prior to construction plan submittal. **Final placement of hydrants shall be determined by this office.**  
  
**This is a separate submittal from the building construction plans. These plans shall be approved prior to submitting building plans for review.** (501.3) CFC
11. **Emergency apparatus access roadways and hydrants shall be installed, in service, and inspected by the Fire District prior to construction or combustible storage on site.** (501.4) CFC

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

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

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

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

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

Sincerely,



Todd Schiess  
Fire Inspector I

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

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

**G20**  
**B3**

**PROJECT REFERRAL – REQUEST FOR COMMENTS/CONDITIONS**

**February 18, 2020**

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

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

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

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

Or at the current projects list at: [www.antiochplanning.com](http://www.antiochplanning.com)

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

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



**G21**  
**B4**  
P-2020-00774 FLN

CITY OF ANTIOCH  
DEVELOPMENT APPLICATION



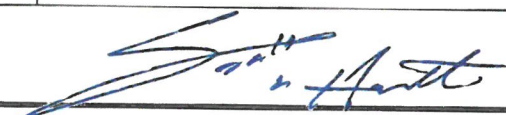
Site Location	North of Wild Horse Road, West of HWY 4
Assessor's Parcel No. (s)	041-022-003 & 004
Total Acreage	11.7
<b>Brief Description of Request:</b> Revised submittal for the purpose of obtaining entitlements for a 132 unit townhouse project, located within a planned development zoning district.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

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

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

CITY OF ANTIOCH  
DEVELOPMENT APPLICATION



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

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

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

G23  
B6

# ATTACHMENT “C”

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

---

Dear Ms. Merideth:

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

Recommended Conditions of Approval:

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

General Comments:

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

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

Maintenance Manual to be submitted to the City for review.

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

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

**Joe Smithonic | Staff Engineer**

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

255 Glacier Drive, Martinez, CA 94553-4825

P: 925.313.2348 | E: [Joe.Smithonic@pw.cccounty.us](mailto:Joe.Smithonic@pw.cccounty.us)

## Summary of Drainage Fees

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

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

Fee Schedule: **2020**

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

### **Multifamily Residences**

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

### **Single Family Residential**

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

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

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

**TOTAL: \$281,688**

Calculate DA 130 fee if checked. ☐

Mark box to add mitigation fee. ☐ n/a

### **Comments:**

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

# ATTACHMENT “D”



**BOARD OF DIRECTORS**

Lisa M. Borba, AICP  
PRESIDENT

Connstance Holdaway  
VICE PRESIDENT

Ernesto A. Avila, P.E.

Bette Boatman

John A. Burgh

**GENERAL MANAGER**

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

March 3, 2020

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

**Subject: Su Property Project**

Dear Ms. Merideth:

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

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

CCWD has the following comments on this proposed project:

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

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

Sincerely,

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

Christine Schneider  
Senior Planner

CS/ck

**D1**

**G30**

[illegible][illegible][illegible][illegible]

**LE CONTE CIRCLE  
NELSON RANCH  
SUBDIVISION 6893**

CURVE	RADIUS	DELTA	LENGTH	DESC
1	1112.00	11°57'12"	231.99	FC
2	1140.00	11°52'35"	226.35	SS
3	1140.00	11°57'12"	237.84	C/L
4	1160.00	11°57'12"	242.01	WM
5	1167.68	11°57'12"	143.54	SD
6	1168.00	11°57'12"	243.68	FC

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

SEE SHEET 5 FOR CURB RETURN PROFILES & UTILITY CROSSINGS

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

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

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CITY ENGINEER

120 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00

**LE CONTE CIRCLE  
NELSON RANCH  
SUBDIVISION 6893**

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- 27+54.10 WILD HORSE
- +61.28 CCWD WM
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120

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[illegible]

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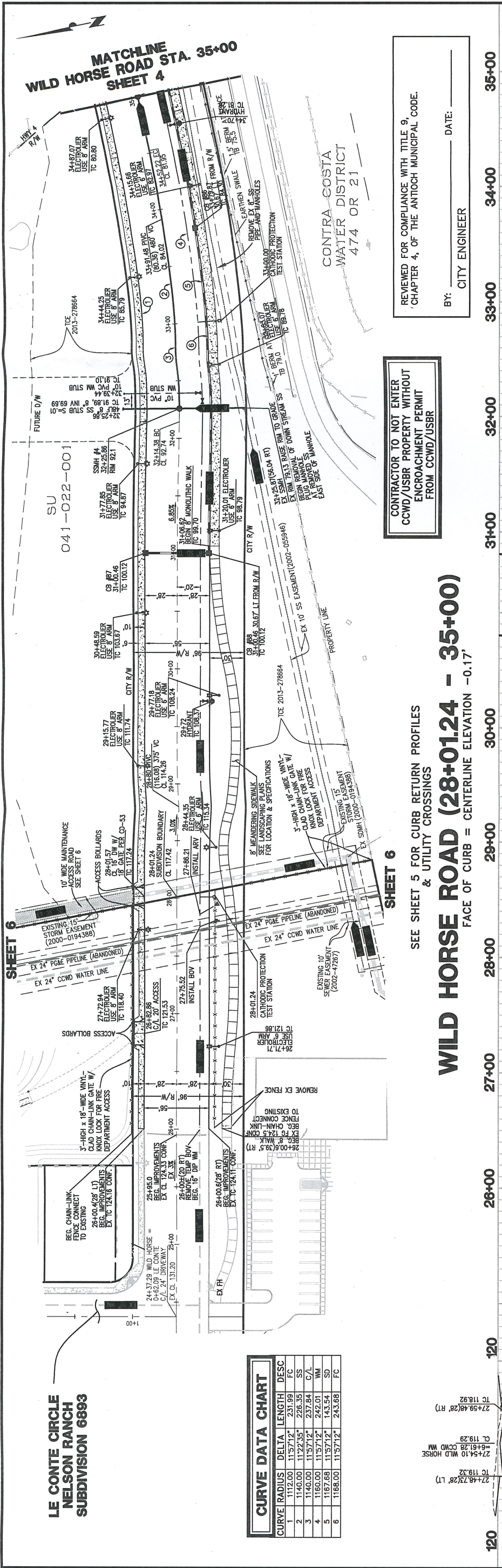
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31+00 32+00 33+00 34+00 35+00



**LE CONTE CIRCLE  
NELSON RANCH  
SUBDIVISION 6893**

**MATCHLINE**  
WILD HORSE ROAD STA. 35+00  
SHEET 4

**SHEET 6**

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BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CITY ENGINEER

CONTRA COSTA  
WATER DISTRICT  
474 OR 21

SEE SHEET 5 FOR CURB RETURN PROFILES  
& UTILITY CROSSINGS

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SHEET 6

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WILD HORSE ROAD STA. 35+00  
SHEET 4

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SHEET 4

CONTRA COSTA  
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**LE CONTE CIRCLE  
NELSON RANCH  
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NELSON RANCH  
SUBDIVISION 6893**

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SHEET 4

**SHEET 6**

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

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CITY ENGINEER

31+00 32+00 33+00 34+00 35+00

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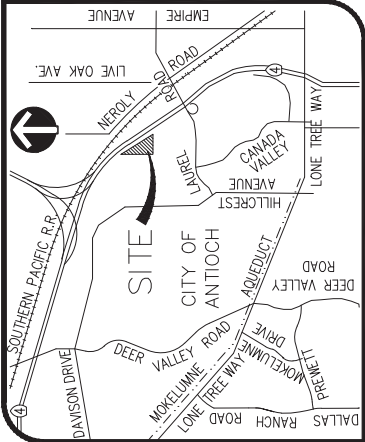
SHEET 6

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CONTRA COSTA  
WATER DISTRICT  
474 OR 21

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EX-61.28 CCWD WM  
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TC 118.92

# ATTACHMENT “E”



PRELIMINARY DEVELOPMENT PLAN

SUBDIVISON #

SU PROPERTY

APN 041-022-003

CITY OF ANTIOCH

CONTRA COSTA COUNTY, CA

DECEMBER 13, 2019

VICINITY MAP

NOT TO SCALE

ABBREVIATIONS

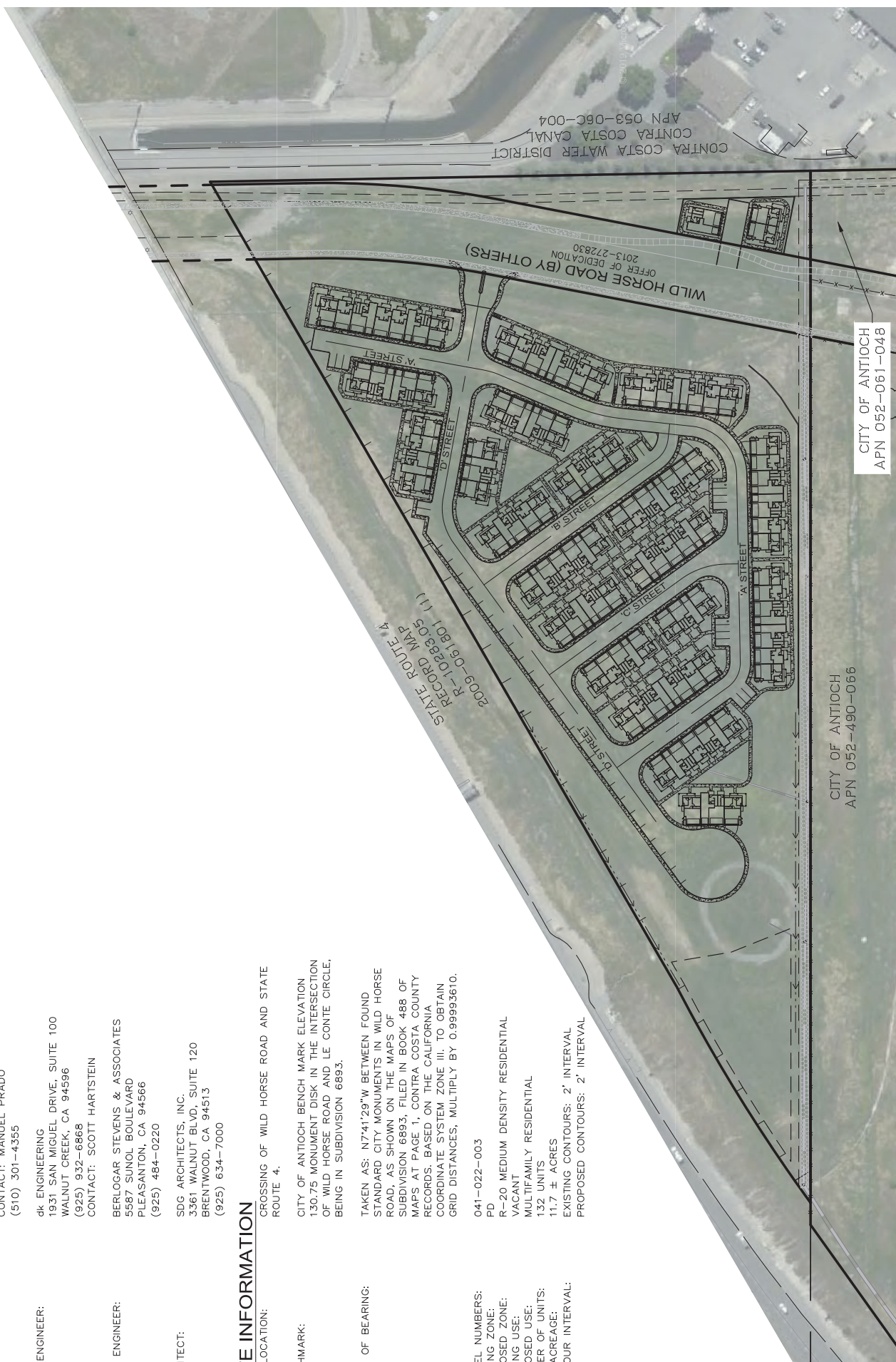
- AB AGGREGATE BASE
- AC ASPHALT CONCRETE
- APN ASSESSOR'S PARCEL NUMBER
- BC BEGINNING OF CURVE
- BW BOTTOM OF WALL
- BVC BEGINNING OF VERTICAL CURVE
- C&G CURB & GUTTER
- CB CATCH BASIN
- CL CENTERLINE
- CONC CONCRETE
- CONST CONSTRUCT
- CR CURB RETURN
- D/W DRIVEWAY
- DIA DIAMETER
- (E) EAST
- EC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

PROJECT TEAM

- OWNER/APPLICANT:
- PHILIP SU
- 893 CORPOARTE WAY
- FREMONT, CA 94539
- CONTACT: MANUEL PRADO
- (510) 301-4355
- CIVIL ENGINEER:
- dk ENGINEERING
- 1931 SAN MIGUEL DRIVE, SUITE 100
- WALNUT CREEK, CA 94596
- (925) 932-6868
- CONTACT: SCOTT HARTSTEIN
- BERLOGAR STEVENS & ASSOCIATES
- 5587 SUNOL BOULEVARD
- PLEASANTON, CA 94566
- (925) 484-0220
- SOILS ENGINEER:
- SDG ARCHITECTS, INC.
- 3361 WALNUT BLVD, SUITE 120
- BRENTWOOD, CA 94513
- (925) 634-7000
- ARCHITECT:

SITE INFORMATION

- SITE LOCATION:
- CROSSING OF WILD HORSE ROAD AND STATE ROUTE 4.
- BENCHMARK:
- CITY OF ANTIOCH BENCH MARK ELEVATION 130.75 MONUMENT DISK IN THE INTERSECTION OF WILD HORSE ROAD AND LE CONTE CIRCLE, BEING IN SUBDIVISION 6893.
- BASIS OF BEARING:
- TAKEN AS: N74°12'9"W BETWEEN FOUND STANDARD CITY MONUMENTS IN WILD HORSE ROAD, AS SHOWN ON THE MAPS OF SUBDIVISION 6893, FILED IN BOOK 488 OF MAPS AT PAGE 1, CONTRA COSTA COUNTY RECORDS. BASED ON THE CALIFORNIA COORDINATE SYSTEM ZONE III. TO OBTAIN GRID DISTANCES, MULTIPLY BY 0.99993610.
- PARCEL NUMBERS:
- 041-022-003
- PD
- R-20 MEDIUM DENSITY RESIDENTIAL
- VACANT
- MULTIFAMILY RESIDENTIAL
- 132 UNITS
- 11.7 ± ACRES
- EXISTING CONTOURS: 2' INTERVAL
- PROPOSED CONTOURS: 2' INTERVAL



SHEET INDEX

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

LEGEND

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

LAND USE SUMMARY

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

PRELIMINARY DEVELOPMENT PLAN

SUBDIVISION #

SU PROPERTY

COVER SHEET

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

CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA  
DECEMBER 13, 2019



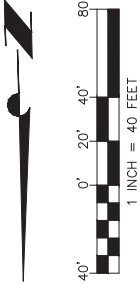
1831 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 832-6688

SU PROPERTY  
SITE PLAN

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



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



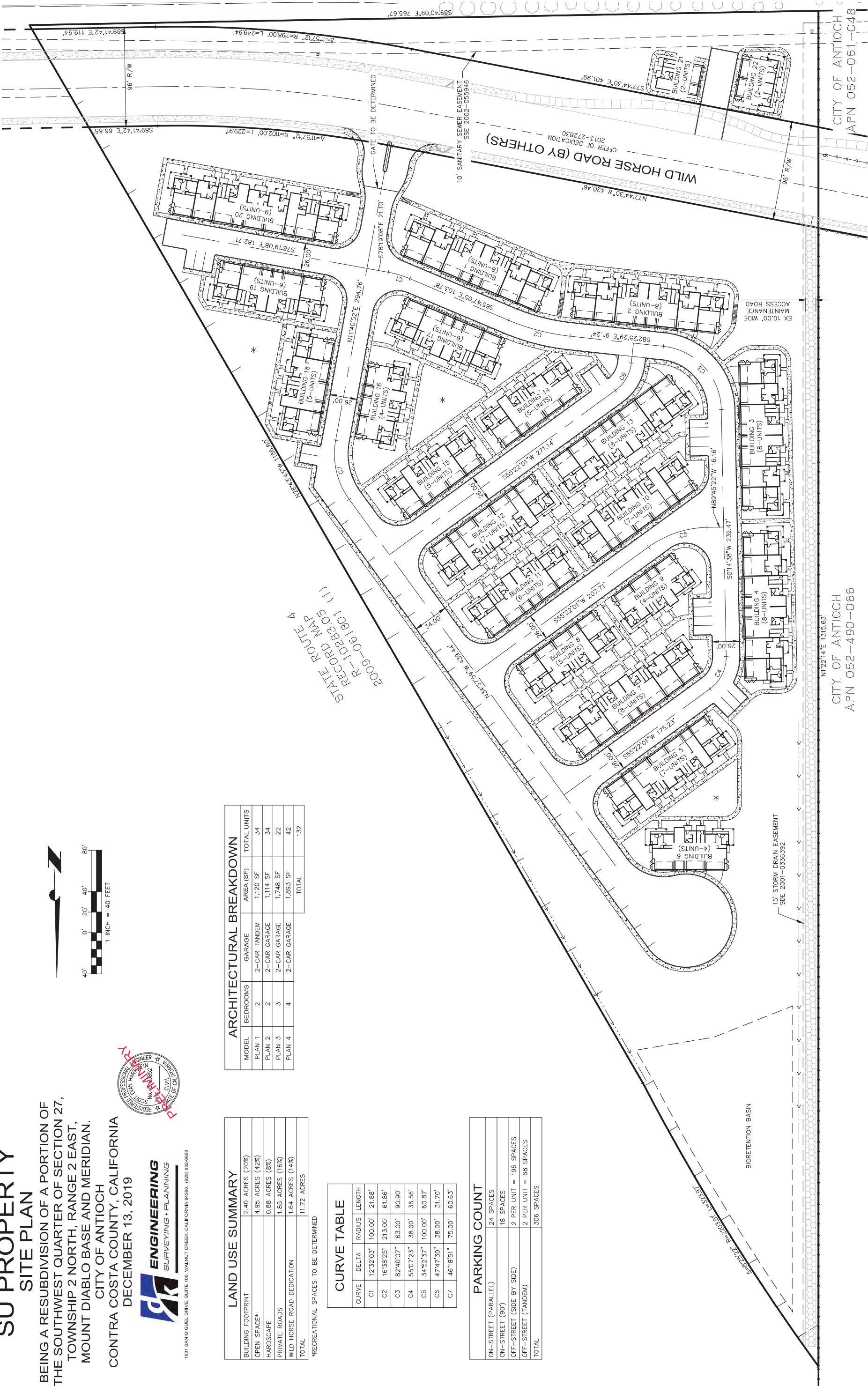
LAND USE SUMMARY	
BUILDING FOOTPRINT	2.40 ACRES (20%)
OPEN SPACE*	4.95 ACRES (42%)
HARDSCAPE	0.88 ACRES (8%)
PRIVATE ROADS	1.85 ACRES (16%)
WILD HORSE ROAD DEDICATION	1.64 ACRES (14%)
TOTAL	11.72 ACRES

\*RECREATIONAL SPACES TO BE DETERMINED

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

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

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



CITY OF ANTIOCH  
APN 052-490-066

CITY OF ANTIOCH  
APN 052-061-048

PRELIMINARY DEVELOPMENT PLAN

SUBDIVISION #

# SU PROPERTY GRADING & UTILITY PLAN

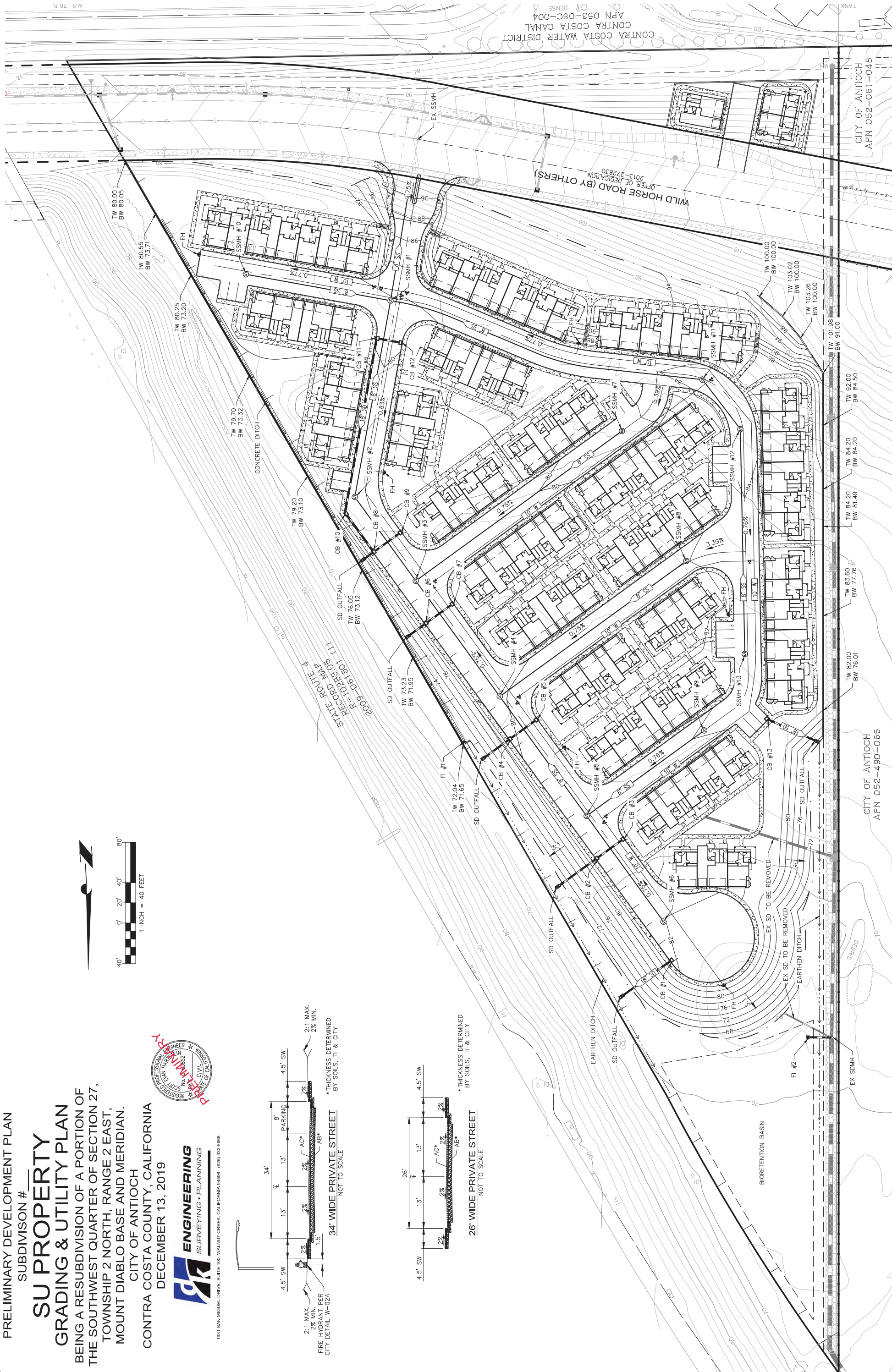
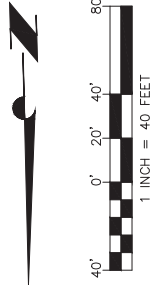
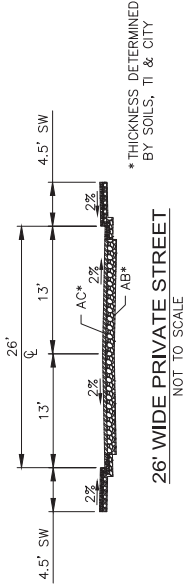
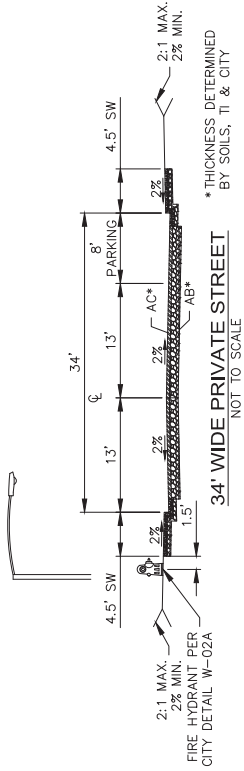
BEING A RESUBDIVISION OF A PORTION OF  
THE SOUTHWEST QUARTER OF SECTION 27,  
TOWNSHIP 2 NORTH, RANGE 2 EAST,  
MOUNT DIABLO BASE AND MERIDIAN.

CITY OF ANTIOCH  
CONTRA COSTA COUNTY, CALIFORNIA

DECEMBER 13, 2019



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





Planting Legend

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

**24" Box**  
ST MARY MAGNOLIA  
CHINESE ELM  
OLIVE  
CHINESE PISTACHE

**WATER USE**  
Moderate  
Low  
Low



**HILLSIDE GROUND COVER (Selection Optional)**  
Arctostaphylos a. 'Wavyleaf'  
Baccharis p. 'Cotton Peaks'  
Baccharis p. 'Cotton Peaks'  
Salvia 'Beale Bliss'

**WATER USE**  
Low  
Low  
Low



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

**24" Box**  
N.C.N.  
EASTERN REDBUD  
CAROLINA JASMINE  
GRAPE MYRTLE

**WATER USE**  
Low  
Low  
Low



**BIOSWALE PLANTS (Selection Optional)**  
Calyculmus occidentalis  
Ceanothus 'Blue Boy'  
Ceanothus 'Blue Boy'  
Juncea patens  
Muhlenbergia rigens  
Ribes sanguineum  
Vaccinium ovatum

**WATER USE**  
Low  
Low  
Low



**SHRUB AND GROUND COVER AREAS (Selection Optional)**

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

**WATER USE**  
Low  
Low  
Low

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

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

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

**WATER USE**  
Low  
Low  
Low  
Low

**PASEO & PARK GROUND COVER (Selection Optional)**  
Erigeron karwinskianus  
Scaevola 'Maui Clusters'  
Phyla nli. 'Kurapia'

**WATER USE**  
Low  
Low  
Low

**15-Gal. & 5-Gal.**  
Ceanothus 'Blue Boy'  
SKEWY JUNIPER  
SKEWY JUNIPER

**WATER USE**  
Low  
Low  
Low

**5-Gal.**  
BARBERRY  
BOXWOOD  
BREATH OF HEAVEN  
AUSTRIAN LARCH  
PORTULACA  
LAVENDER  
HEAVENLY BAMBOO  
NEW ZEALAND FLAX  
PITTOSPORUM  
YEDDO HAWTHORN  
CALIFORNIA WILD ROSE  
BUSH GERMANDER

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

**1-Gal.**  
BLUE OAT GRASS  
MUNSTEAD LAVENDER  
PINK MUHLY GRASS  
GERMANDER

**WATER USE**  
Low  
Low  
Low  
Low

**1-Gal.**  
MEXICAN DAISSY  
PINK FLOWER  
KURAPIA SOD

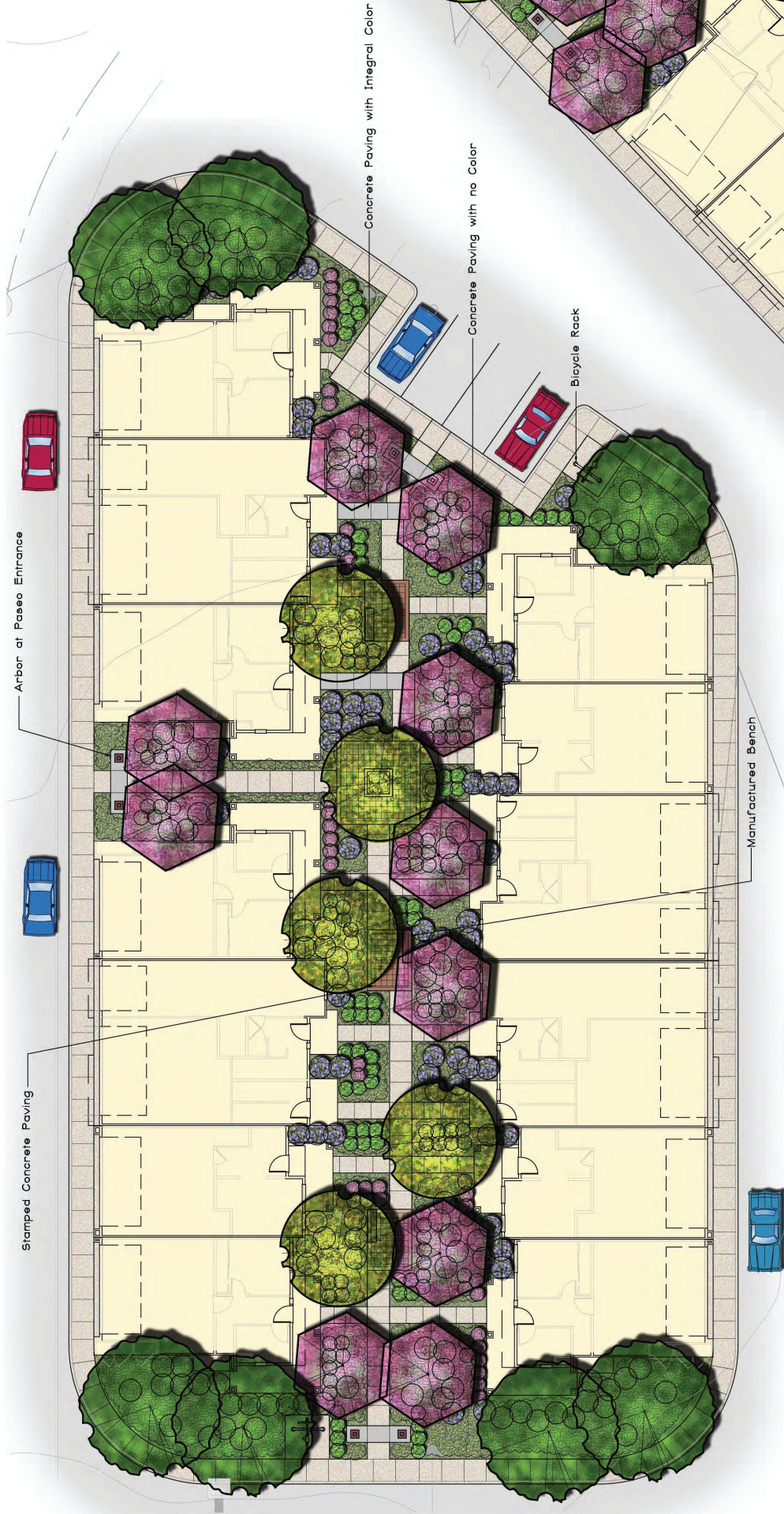
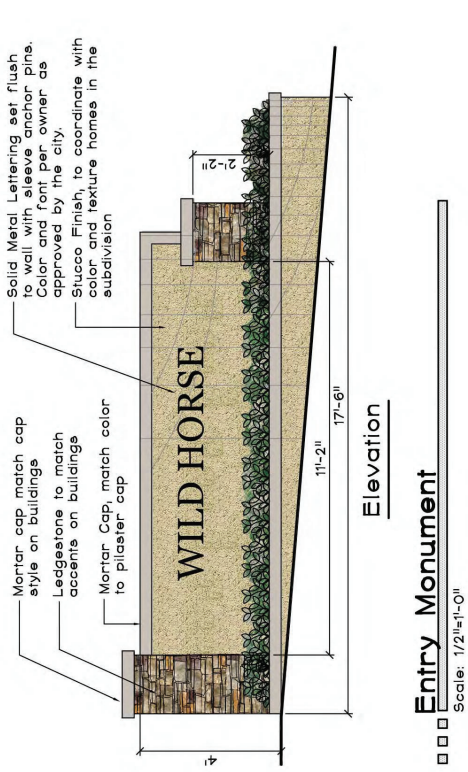
**WATER USE**  
Low  
Low  
Low



Notes

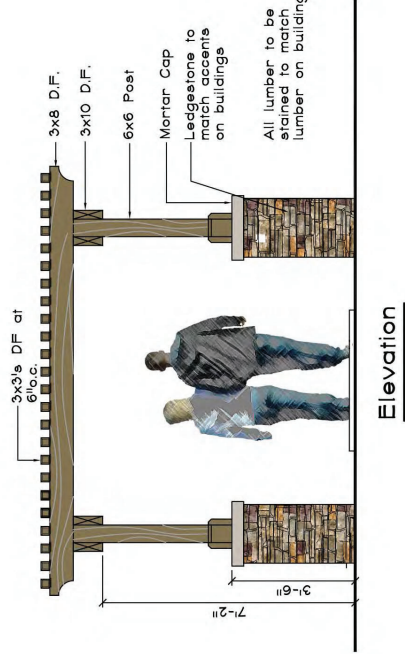
- All landscape and irrigation shall conform to the standards of the City of Antioch, California, and all other Landscape related City and Regional WUELO standards.
- All plant materials have been selected from the following:  
+ WUELO Project "Water-Use Classification of Landscape Species"  
California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





**Paseo Enlargement**

Scale: 1"=10'-0"

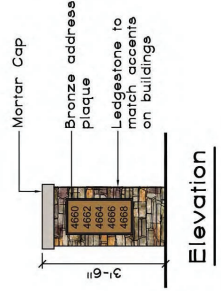


**Paseo Entry Arbor**

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

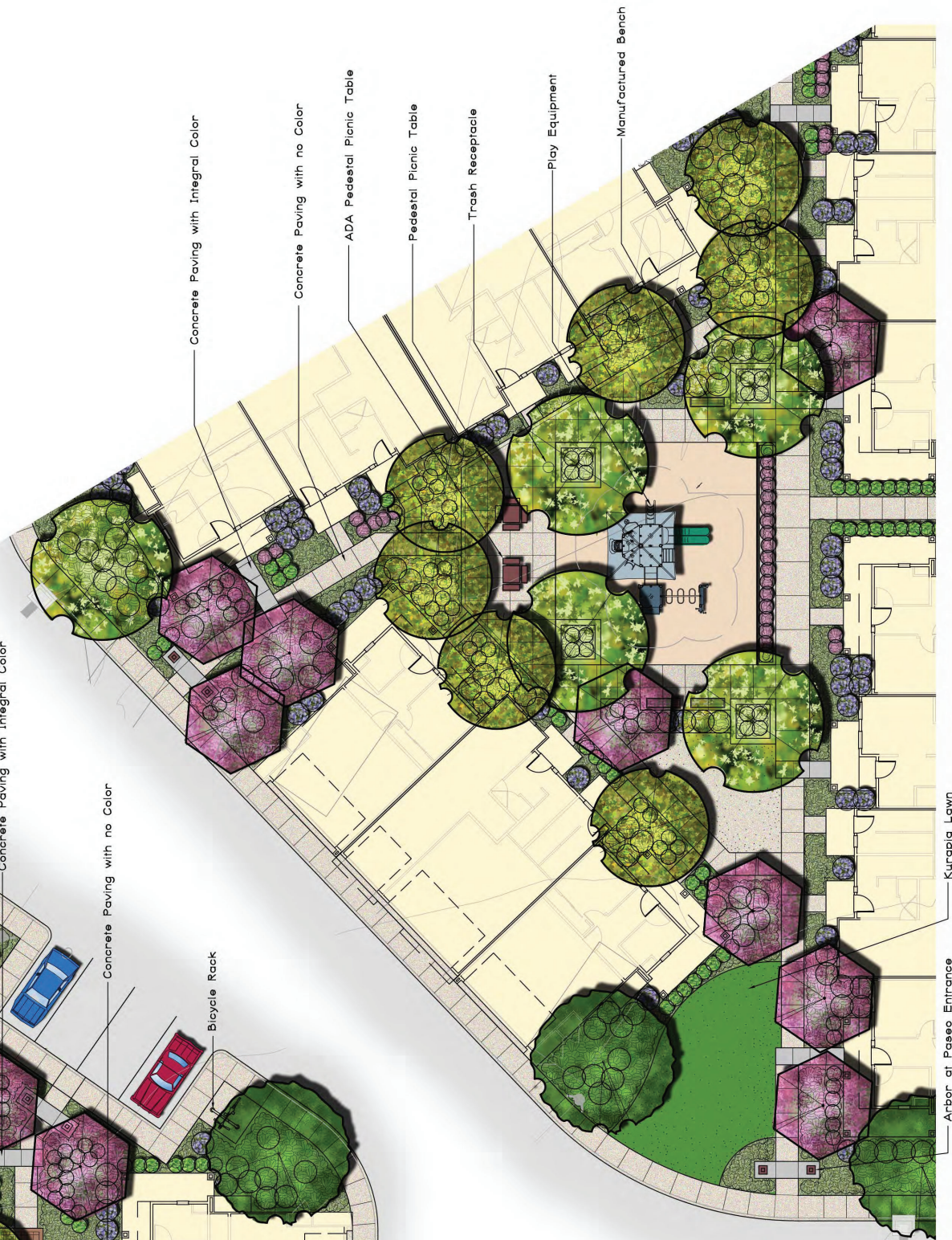
**Address Monument**

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



**2-5 Year Old Play Area Enlargement**

Scale: 1"=10'-0"





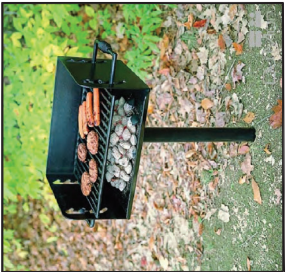
Play Structure



Bench



Bike Rack



BBQ



Picnic Table



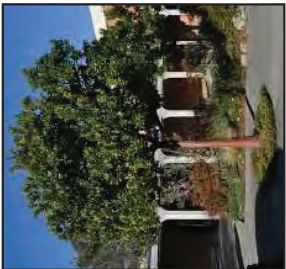
Trash Receptacle



Cluster Mailbox



6' Metal Fence



Arbutus Marina



Cercis condensis



Lagerstroemia 'f. 'Muskogee'



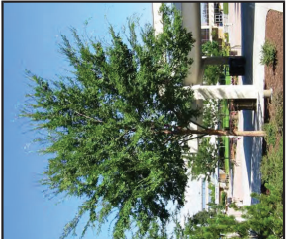
Olea e. 'Suan Hill'



Pistacia chinensis



Prunus caroliniana



Ulmus parvifolia



Berberis t. 'Atropurpurea'



Buxus 'Winter Gem'



Callistemon 'Little John'



Ceanothus 'Concha'



Correa 'Dusky Bells'



Diets bicolor



Juniperus 'Skyrocket'



Lavandula a 'Blue Cushion'



Lavatera Marina



Nandina Domestica



Phormium 'Bronze Baby'



Ribes sanguineum



Teucrium chamaedrys



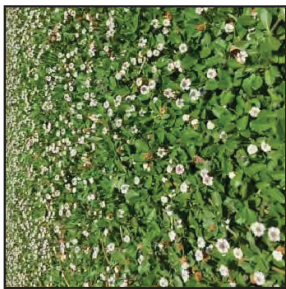
Teucrium fruticos



Teucrium chamaedrys



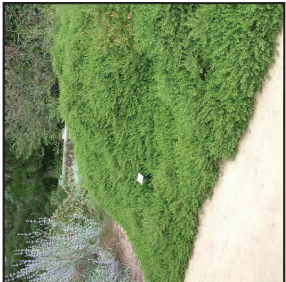
Helictotrichon sempervirens



Phyla n.l. 'Kurapia'



Arctostaphylos h. 'Wayside'



Baccharis p. 'Twin Peaks'



Erigeron karvinskianus









**CITY OF ANTIOCH  
PLANNING COMMISSION**

**Regular Meeting  
6:30 P.M.**

**May 20, 2020  
Meeting Conducted Remotely**

***The City of Antioch, in response to the Executive Order of the Governor and the Order of the Health Officer of Contra Costa County concerning the Novel Coronavirus Disease (COVID-19), held Planning Commission meetings live stream (at <https://www.antiochca.gov/community-development-department/planning-division/planning-commission-meetings/>). The Planning Commission meeting was conducted utilizing Zoom Audio/Video Technology.***

Chair Schneiderman called the meeting to order at 6:32 P.M. on Wednesday, May 20, 2020. She announced that because of the shelter-in-place rules issued as a result of the coronavirus crisis, tonight's meeting was being held in accordance with the Brown Act as currently in effect under the Governor's Executive Order N-29-20, which allowed members of the Planning Commission, City staff, and the public to participate and conduct the meeting by electronic conference. Anyone wishing to make a public comment, may do so by submitting their comments using the online public comment form at [www.antiochca.gov/community-development-department/planning-division/planning-commission-meetings/](https://www.antiochca.gov/community-development-department/planning-division/planning-commission-meetings/). Public comments previously submitted by email have been provided to the Planning Commissioners. All items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 P.M. on Wednesday, May 28, 2020.

**ROLL CALL**

Present:	Commissioners Motts, Soliz, Barrow, Vice Chair Martin and Chair Schneiderman
Absent:	Commissioner Parsons
Staff:	Director of Community Development, Forrest Ebbs Planning Manager, Alexis Morris Associate Planner, Zoe Merideth Project Manager, Scott Buenting City Attorney, Thomas Lloyd Smith Minutes Clerk, Kitty Eiden

**PLEDGE OF ALLEGIANCE**

**PUBLIC COMMENTS**

None.

## **CONSENT CALENDAR**

1.      **Approval of Minutes:**                      **February 19, 2020**  
   **March 4, 2020**

Commissioner Soliz requested a separate vote on the minutes due to his absence at the February 19, 2020 Planning Commission meeting. Commissioner Barrow added that he had not been appointed to the Commission at the time of the February 19, 2020 and March 4, 2020 meetings, so he would also be abstaining from voting on the minutes of those meetings.

***On motion by Vice Chair Martin, seconded by Commissioner Motts, the Planning Commission approved the minutes of February 19, 2020, as presented. The motion carried the following vote:***

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

***On motion by Vice Chair Martin, seconded by Commissioner Soliz, the Planning Commission approved the minutes of March 4, 2020, as presented. The motion carried the following vote:***

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

## **NEW PUBLIC HEARING**

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

Associate Planner Merideth presented the staff report dated May 20, 2020 recommending the Planning Commission provide feedback to staff regarding the proposal and provide direction to the applicant for the Final Development Plan submittal.

In response to Commissioner Barrow, Associate Planner Merideth explained that based on the City's General Plan the proposed density would be considered high density. She commented that this project was next to Wildhorse Road and Nelson Ranch, north of Laurel Road. She reported that they had not received any comments regarding this project from the surrounding neighborhood.

In response to Vice Chair Martin, Associate Planner Merideth clarified that per state law, a City could change the General Plan up to four times per year and there had not been any approved amendments to the General Plan in 2020. She explained that the Wildhorse Road improvement plans had already been approved so the roadway would not be able to be redesigned to allow for the two units on the southside to be moved into the main project area. She stated that this applicant would be required to join CFDs for the area that were in place at the time of their approval.

In response to Commissioner Motts, Planning Manager Morris stated that the City may begin a comprehensive General Plan update this year and it would be a multi-year process.

In response to Chair Schneiderman, Planning Manager Morris confirmed that there were other 3-story multi-unit buildings in Antioch.

In response to Chair Schneiderman, Associate Planner Merideth stated that with the configuration of the project there would not be a lot of opportunity for speeding.

In response to Commissioner Barrow, Planning Manager Morris clarified that there were no other high-density projects in the immediate vicinity of this project, most of the residential developments in this area were single-family subdivisions.

Commissioner Barrow stated his concern was making sure that the project dedicated the appropriate amount of recreational open space for this community. He requested staff diligently consult with the applicant to ensure that this issue was addressed.

Chair Schneiderman opened the public hearing.

Scott Hartstein, dk Engineering and Jeff Potts, SDG Architects, thanked the Planning Commission and staff for working with them to keep the project moving forward. They introduced the development team and presented a PowerPoint presentation which included a history of the project, the original proposed preliminary development plan, and scheme C with the revisions suggested by staff. They noted scheme C would almost double the amount of usable open space and reduce the building footprint by almost half an acre.

In response to Commissioner Motts, Mr. Hartstein stated there was approximately 1.4% more hardscape in Scheme C from the original plan. Mr. Potts added that there most likely would be private areas located within the paseo spaces; however, that has yet to be determined.

Planning Manager Morris added that in addition to parks and recreation space, the citywide design guidelines for multi-family projects had outdoor open space square footage requirements which were typically provided by adding a patio or balcony.

In response to Vice Chair Martin, Mr. Hartstein explained that this project was lower than Wildhorse Road and there was open space area between this project and the property line to the east. He commented that this project was always planned to be a multifamily project and the houses on the ridge would most likely look over this project, so it would not obstruct views.

In response to Vice Chair Martin, a representative of the applicant stated that they would work with staff to ensure that the two units on the south side of Wildhorse Road were incorporated into the project. He explained that there was security fencing along the Water District property.

A representative of the applicant added that Wildhorse Road would be used by the existing residential properties. He noted they most likely would have an HOA for maintenance and they would be working with staff on the details.

In response to Vice Chair Martin, a representative of the applicant stated that all owners would be aware that the common area/open space were public parks.

In response to Commissioner Barrow, a representative of the applicant clarified that this proposal was a modification to the original 1980 multifamily unit plan. He noted the direct adjacent single-family homes were approximately 200 feet away and up a grade.

Commissioner Barrow stated that lighting enhancements and public safety were critical for developments of this size and density. He urged the developer to factor in a sense of community.

In response to Commissioner Barrow, a representative of the applicant stated this project would be 400-feet away from the Nelson Ranch Park and he assumed when this project was originally approved, part of the open space for that park was included for this project; however, they were planning separate from that. He stated they were looking for direction from the Planning Commission on their project and they would work with staff once they received that direction.

Planning Manager Morris added that the purpose of the study session was to receive feedback on the project, which would then be turned into their submittal for the development application.

Commissioner Barrow stated he agreed with the staff report recommendations and urged the applicant to take under consideration the open space recreational areas, public safety and creating a sense of community.

Chair Schneiderman opened and closed the public hearing with no members of the public requesting to speak.

Chair Schneiderman voiced her support for Scheme C and noted that this project was needed in Antioch.

Vice Chair Martin voiced his support for Scheme C, noting it had more of a community feel. He agreed that the applicant needed to consider safety and lighting for the project. He expressed concern regarding the two units across Wildhorse and suggested staff work with the applicant to determine if they could be designed to be more inclusive or eliminated. Additionally, he suggested the applicant consider setting the floor plans to maximize privacy. He stated a traffic study needed to be conducted as part of the EIR for the project. He requested the applicant address what would be occurring in the triangle area to the west of the project. He questioned where the second access point would be located. He requested a discussion occur with regards to the boundary/border fencing with Highway 4 and the Contra Costa Canal. He directed the applicant to define their HOA guidelines for maintenance/landscaping of the public areas.

Commissioner Motts voiced his support of Scheme C. He noted that currently houses overlook a freeway wall so he believed this project would be more attractive and provide a sound barrier for those houses. He suggested raising the trail crossings on the roadway to create a speed table to slow traffic and provide a walkway for residents. He encouraged the applicant to plant as much native trees and vegetation, as possible. He stated he looked forward to seeing how the applicant incorporated the two units located across the street into the project.

Commissioner Soliz voiced his support for Scheme C. He also stated he did not know how the two units across Wildhorse would be connected to the development. He agreed that public safety was important and questioned what the impact of the project would be on the School District. He stated he supported including native species of vegetation in the project. He questioned if the project was going to have a gated access.

A representative of the applicant responded that they had not determined if the project would be gated. With regards to the Water District property, he noted there was a keycode entrance by the railroad tracks, so it was a secure facility. He added that they had been in contact with the Water District and they were not aware of any problems they had with regards to securing the site.

Commissioner Barrow stated they did not want adjacent residential homes to be dwarfed by this project. He reported that building codes had changed with regards to energy efficiency and suggested the applicant consider how the location of solar panels would impact surrounding neighbors. He stated he was impressed with the design schematic and commended the applicant on their proposal. He noted it would be a great addition and it was a much-needed housing product.

In response to Commissioner Barrow, a representative of the applicant stated the units would be for sale.

In response to Commissioner Barrow, Planning Manager Morris explained that if the application were submitted in the next couple of months, it would likely be before the Planning Commission and City Council early next year.

Commissioner Barrow commended the applicant on the project and urged them to take all the Commission's feedback into consideration when developing a final application for the project.

In response to Commissioner Soliz, a representative of the applicant stated that this project was designed for first time buyers and they did not want to compete with larger single-family homes, so they would be priced accordingly depending on what the market would bare. He noted they had done similar projects in other communities within the bay area.

Planning Manager Morris stated that the next steps would be that the applicant taking the Commissions' and staff's recommendations and folding them into a submittal. She reported the design for Wildhorse Road had been approved and she believed its construction would begin this calendar year. She noted it would serve this development and the Water District better than what was currently in place.

A representative of the applicant added that Wildhorse Road would dead-end at the freeway.

Planning Manager Morris stated that Laurel Road once completed would access the freeway. She noted that at some time in the future, Slatten Ranch Road would connect Wildhorse Road and continue going north.

Chair Schneiderman thanked the applicant for the presentation and investing in Antioch.

### **NEW ITEM**

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

Project Manager Buenting presented the staff report dated May 20, 2020 recommending the Planning Commission determine that the 2020-2025 Capital Improvement Program is consistent with the Antioch General Plan, which includes a determination that any acquisition or disposition of property identified in the project description for each project in the Capital Improvement Program is consistent with the General Plan.

In response to Commissioner Soliz, Project Manager Buenting stated that they had investigated the funding sources for the CIP projects, and they were confident that they were being fiscally responsible.

In response to Commissioner Barrow, Project Manager Buenting stated that staff believed the CIP was consistent with the Antioch General Plan and they were hoping that the Planning Commission would confirm staff's findings. He explained that Council approved the two-year CIP that included a budget last year and they returned yearly with the revisions to the plan. He further noted they typically funded the project when it commenced; however, the project may not be completed within the same year. He added that in some cases the initial funding was for the design stage that rolled over into construction.

Vice Chair Martin commended staff for providing a document that was easily understood. He commented that there were three project of concerns, projects 7363, 7697 and 7955 which showed that funding did not occur until after the project was set for completion.

Project Manager Buenting stated that he would investigate the inconsistencies prior to the CIP going to Council for approval. He recognized staff for all their time making the document readable.

Chair Schneiderman opened and closed the public comment period with no members of the public requesting to speak.

#### **RESOLUTION NO. 2020-11**

***On motion by Commissioner Barrow, seconded by Commissioner Motts, the Planning Commission determined that the 2020-2025 Capital Improvement Program was consistent with the Antioch General Plan, which includes a determination that any acquisition of disposition of property identified in the project description for each project in the Capital Improvement Program was consistent with the General Plan.***

***The motion carried the following vote:***

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

#### **ORAL COMMUNICATIONS**

Commissioner Motts stated that whoever dropped off his agenda packet did not pick up his binder so he would be bringing it back to City Hall.

Director of Community Development Ebbs stated that while social distancing guidelines were in place, there would be a rack on the second floor outside the door available to place his binder.

### **WRITTEN COMMUNICATIONS**

None.

### **COMMITTEE REPORTS**

Commissioner Motts reported on his attendance at a virtual TRANSPLAN meeting.

Chair Schneiderman thanked the City for making the Zoom meeting easy and providing the applicant the ability to make his PowerPoint presentation.

### **ADJOURNMENT**

***On motion by Commissioner Soliz, seconded by Commissioner Motts, the Planning Commission unanimously adjourned the meeting at 8:00 P.M. The motion carried the following vote:***

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

Respectfully submitted:  
KITTY EIDEN, Minutes Clerk

# **ATTACHMENT H**

**Parks and Recreation Commission Resolution  
and Meeting Minutes  
(October 21, 2021)**

**ATTACHMENT "A"**

**RESOLUTION NO. 2021/01**

**RESOLUTION OF THE CITY PARKS AND RECREATION COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING ACCEPTANCE OF PARK-IN-LIEU FEES TO MEET THE PARK LAND OBLIGATION OF WILD HORSE MULTI-FAMILY PROJECT**

**WHEREAS**, the City of Antioch has received an application for the Wild Horse Multi-Family project, a subdivision that includes 126-units of multi-family townhomes;

**WHEREAS**, the Subdivision Ordinance states that subdivisions creating 50 dwelling units or more must dedicate land for the purposes of park development or pay the park-in-lieu fees or both at the option of the City;

**WHEREAS**, the total calculated park land dedication obligation for the Project is 1.197 acres as established by the City of Antioch Municipal Code and the current proposed 0.22-acre park area falls under;

**WHEREAS**, the proposed development cannot provide for enough land to meet the minimum park land dedication obligation;

**WHEREAS**, the park-in-lieu fees for the Wild Horse Multi-Family project has been calculated at \$119,700 based on the requirements of the City of Antioch Municipal Code; and

**WHEREAS**, the 0.22-acre park area, being under two contiguous acres, does not meet the minimum requirements of the City of Antioch Municipal Code for the qualification of fee credits.

**NOW, THEREFORE, BE IT RESOLVED**, that the Park and Recreation Commission does recommend that the Wild Horse Multi-Family project meet its park land dedication requirements through the payment of park-in-lieu fees; and

**BE IT FURTHER RESOLVED** that the Park and Recreation Commission does recommend that park-in-lieu fees in the amount of \$119,700 be paid to the City of Antioch to meet the Project's park land dedication obligation.

**RESOLUTION NO. 2021/01**

October 21, 2021

Page 2

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\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the Parks and Recreation Commission of the City of Antioch at a regular meeting thereof held on the 21<sup>st</sup> day of October 2021 by the following vote:

**AYES: COMMISSIONERS ARCE, EUBANKS, KING, KNIGHT, AND PECKENHAM**

**NOES: (NONE)**

**ABSTAINS: (NONE)**

**ABSENT: COMMISSIONERS BELCHE AND FOSTER**



**BRAD HELFENBERGER**  
**CLERK TO THE PARKS AND RECREATION COMMISSION**



## **PARKS & RECREATION COMMISSION MEETING**

### **NOTE THE MEETING LOCATION CHANGE**

**Antioch Community Center  
4703 Lone Tree Way  
Antioch, CA 94531**

**Thursday  
October 21, 2021  
7:00 p.m.**

### **ANNOTTATED AGENDA**

#### **I. CALL TO ORDER**

*Call to Order by Chair Arce at 7:00 pm*

#### **II. PLEDGE OF ALLEGIANCE**

*Vice Chair Knight led the Pledge of Allegiance*

#### **III. ROLL CALL**

*Commissioners Present: Arce, Eubanks, King, Knight, Peckenham  
Commissioners Absent: Belche, Foster  
Staff Present: Brad Helfenberger, Parks and Recreation Director  
John Samuelson, Public Works Director  
Carlos Zepeda, Deputy Public Works Director  
Rosanna Bayon-Moore, Assistant City Manager*

#### **IV. PUBLIC COMMENTS**

Residents are given the opportunity to address the Commission on Park and Recreation issues not on the regular agenda.

*There were no public comments.*

#### **V. APPROVAL OF MINUTES**

Recommended Action:

1. Motion to approve annotated agenda minutes of the Parks and Recreation Commission meeting of September 16, 2021.

*Motion to Approve Minutes for Meeting of September 16, 2021*

*Motion: Knight, Second: Peckenham      5 Yes / 0 No  
2 Absent*

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

## VI. BUSINESS

### 1. Wild Horse Multi-Family Project Determination of Dedication of Land or Payment of Park-In-Lieu Fees

*Director Samuelson introduced the item. The Wild Horse Multi Family project include a .22 acre private park. Because of the size of the park, they are also required to provide a Park-In-Lieu fee payment of \$119,700. The developer was present but did not make a presentation.*

*Motion to recommend the developer be required to provide the park-in-lieu fee.*

*Motion: Knight, Second: Arce*

*5 Yes /0 No*

*2 Absent*

### 2. Discussion of Possible Locations for Future Outdoor Fitness Equipment

*The Commission had a discussion about ideas to add outdoor fitness equipment to existing parks and trails. The Commission requested that the item come back for future discussion at a later meeting.*

## VII. COMMUNICATIONS (Announcements and Correspondence)

### 1. Staff Communication

*Director Helfenberger shared COVID-19 testing and vaccine resources and information on various fall-related events planned in the City.*

### 2. Commission Communication

*Chair Arce requested that the Commission have the opportunity to speak with Recreation Staff.*

*Director Helfenberger suggested inviting the Recreation Supervisors to subsequent meetings.*

*Chair Arce also provided an update on the Bicycle Garden project. Commissioner King requested information about Antioch Trail projects. Information will be provided at a future meeting. Commissioner King asked about local races that happen in Antioch.*

## VIII. ADJOURNMENT

*Motion: Knight, Second: Arce*

*5 Yes /0 No*

*2 Absent*

*Meeting Adjourned at 7:53 pm*

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

# **ATTACHMENT I**

**Contra Costa County Fire Protection District Letter  
(December 23, 2020)**

# Contra Costa County



# Fire Protection District

December 23, 2020

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

**Subject:** 126-unit townhome subdivision  
North of Wild Horse Rd, West of Highway 4. Antioch  
PD-20-01  
**CCCFPD Project No.: P-2020-05270** (previously reviewed under P-2020-00774)

Dear Ms. Merideth:

We have reviewed the preliminary development plan application to establish a 126 unit, 25 building townhome subdivision of unknown type construction, unknown occupancy classification, unknown square foot and unknown height, at the subject location. The following is required for Fire District approval in accordance with the 2019 California Fire Code (CFC), the 2019 California Building Code (CBC), the 2019 California Residential Code (CRC), and Local and County Ordinances and adopted standards:

1. A Community Facilities District (CFD) for fire protection is required for this project. Developer shall enter into a Memorandum of Understanding (MOU) with the Contra Costa County Fire District (the "Fire District") regarding the establishment of a Community Facilities District (the "Fire Services CFD") or annexation of the Property into an existing CFD, for the purpose of funding the Fire District's fire and emergency services operations to offset the annual fiscal impacts of the Project on the District's fire and emergency services. Developer and Fire District shall enter into such MOU prior to issuance of the first final subdivision map
2. The project falls well outside the Fire District's ability to provide a ladder truck within a reasonable response time. The proposed location is approximately 6 road miles from the nearest ladder truck (Fire Station 83) which is approximately ten to fourteen-minute travel time. Response areas with 5 buildings that are 3 stories or 35 feet or more in height, or with 5 buildings that have a Needed Fire Flow greater than 3,500 gpm, or any combination of these criteria, should have a ladder company. Further, the ISO Fire Suppression Rating Schedule (FSRS) standard states a ladder truck should be located within 2.5 road miles to those response areas. The project would need to provide mitigation for this lack of adequate fire service response capability.
3. Access shall comply with Fire District requirements.

Provide emergency apparatus access roadways with all-weather (paved) driving surfaces of not less than 20-feet unobstructed width, and not less than 13 feet 6 inches of vertical clearance, to within 150 feet of travel distance to all portions of the exterior walls of every building. Access shall have a minimum outside turning radius of 45 feet, and must be capable of supporting the imposed fire apparatus loading of 37 tons. Access roadways

shall not exceed 20% grade. Grades exceeding 16% shall be constructed of grooved concrete per the attached Fire District standard. (503) CFC

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

4. 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

5. Turnaround shall comply with Fire District requirements.
6. If the occupancy classification of the buildings is determined to be R-2, the project as proposed shall require the installation of a second Fire District access point. (503.1.2, 503.2.2) 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. (C103.1) CFC
10. Provide emergency escape and rescue openings in Group R occupancies of type V construction. Basements and sleeping rooms below the fourth story above grade plane shall have at least one exterior emergency escape and rescue opening. Such openings shall open directly into a public way or to a yard or court that opens to a public way.  
  
Landscaping, signage and other obstructions must not hinder the positioning of firefighting ground ladders from apparatus access to the rescue windows.
11. 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,  
 Aerial fire apparatus access,  
 Elevations of building,  
 Size of building and type of construction,  
 Striping and signage plan including fire lanes  
 If type V construction, provide drawings for paths from the public way to under emergency escape and rescue openings showing a proposed clear path and clear space under these openings that allow for the placement of ground ladders at a climbing angle of 70 to 75 degrees and a minimum of 18" clearance from the base of the ladder to any obstruction (see attached ground ladder access standard) for review and approval prior to obtaining a building permit.

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

12. ***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.

13. Depending on occupancy type, the buildings as proposed shall be protected with an approved automatic fire sprinkler system complying with the 2016 edition of NFPA 13D, 13 R or Section R313.3 of the 2019 California Residential Code. Submit a minimum of two (2) sets of plans to this office for review and approval prior to installation. (903.2) CFC, (R313.3) CRC, Contra Costa County Ordinance 2019-37.
14. 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
15. The developer shall provide traffic signal pre-emption systems (Opticom) on any new or modified traffic signals installed with this development. (21351) CVC
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. Development on any parcel in this subdivision shall be subject to review and approval by the Fire District to ensure compliance with minimum requirements related to fire and life safety. Submit three (3) sets of plans to the Fire District prior to obtaining a building permit. (501.3) CFC
18. The owner or the owner's authorized agent shall be responsible for the development, implementation and maintenance of a written plan 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
19. 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

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

- Private underground fire service water mains
- Fire sprinklers
- Fire alarm
- Emergency Responder Radio Coverage System (ERRCS)

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

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

Sincerely,



Todd Schiess  
Fire Inspector I

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

File: 0 WILDHORSE RD-TOWNHOME SUBDIVISION-PLN-P-2020-5270



## PROJECT REFERRAL – REQUEST FOR REVIEW

**PROJECT:** Su Property, GP-20-03 and PD-20-01  
**DATE OF REQUEST:** 12/15/2020  
**SUBMIT COMMENTS TO:** Zoe Merideth (zmerideth@ci.antioch.ca.us)  
**COMMENTS DUE BY:** \*\*\*\* January 4, 2020 \*\*\*\*

The City of Antioch Planning Division is requesting that your agency review these plans and provide your feedback on availability of services, potential design or code conflicts, requirements for additional permits, and recommended conditions of project approval.

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

<https://www.antiochca.gov/fc/community-development/planning/ProjectDOCs/PD-20-01.pdf>

<b>Project No:</b> GP-20-03, PD-20-01	<b>Application Type:</b> Planned Development
<b>Address:</b> Neroly Road	
<b>Project Description:</b> General Plan Amendment, Planned Development Rezone, Final Development Plan, and Vesting Tentative Map for Condominium Purposes for a 126 unit multi-family townhome project at the 11.72 acre parcel north of the terminus of Wild Horse Road and west of Highway 4.	
<b>Applicant Name:</b> CCP-CONTRA, COSTA INVESTORS LLC, Phillip Su	
<b>Mailing Address:</b> 893 Corporate Way, Fremont, CA 94539	
<b>Phone:</b> 510-226-6338	<b>E-mail:</b> philipsu99@gmail.com

Project status and other information can be accessed online from our [Current Project List](#) under the project's name.

RECEIVED  
DEC 15 2020

CONTRA COSTA FIRE DISTRICT

Phone: (925) 779-7035  
Fax: (925) 779-7034  
[Antiochca.gov](http://Antiochca.gov)

COMMUNITY DEVELOPMENT DEPARTMENT



200 H Street  
Antioch, CA. 94509  
[AntiochIsOpportunity.com](http://AntiochIsOpportunity.com)

P2020-05270 PLN

15

## **Project Description**

### **Su Property**

The 11.72 acre project site is located at the eastern end of Wildhorse Road below and between the K Hovnanian's Monterra in Nelson Ranch and adjacent to the Hwy 4 by-pass. The subject site is the last undeveloped property in the original Nelson Ranch Development. The Nelson Ranch development was finalized prior to the approved location and owner's dedication of land for the Hwy 4 by-pass.

The property is presently zoned P-D low density. After meetings with the Planning Department and a working session with the Planning Commission it was agreed that the Owner/Developer would request a GP and zoning change to P-D, R-20 High Density Residential. Market research along with the constraints and location of the property were contributing factors in determining this more appropriate zoning. This zoning will provide a transition from the large lot higher priced homes to smaller lot lower priced homes adjacent to the Hwy 4 by-pass. The Owner/Developer feels that the request for the higher density zoning is reasonable with these concerns. The zoning request will help fill an unmet need in the local market for home ownership of new, small homes for the young professionals with families and empty nesters at a market determined lower price point.

The request will accommodate 25 Buildings consisting of 126 units of for sale Condominiums and related amenities including 4.95 acres of open space, parking and landscaping managed by a Homeowners Association. The units will range in size from approximately 1120 to 1900 square feet, with between 2 and 4 bedrooms and 2 to 3.5 baths. All units will have 2 car-attached garages. The existing Nelson Ranch Park is approximately 400 feet away.