



PARKS & RECREATION COMMISSION SPECIAL MEETING

**Antioch City Hall
200 H Street
Antioch, CA 94509**

**Thursday
October 24, 2024
7:00 p.m.**

AGENDA

*Parks and Recreation Commission Meetings are live-streamed at
<https://antiochca.gov/parksandrecreationmeeting>*

Notice of Opportunity to Address the Parks and Recreation Commission

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

Members of the public attending the meeting in person may speak during “public comments” or during an agenda item. If you wish to speak either during “public comments” or during an agenda item, please approach the podium at the appropriate time and the Chair will notify you when you may speak. Please limit your comments to the time allotted (up to 3 minutes, at the discretion of the Chair).

If you wish to provide a written public comment you may email the Director of Parks and Recreation at bhelfenberger@antiochca.gov, by 3:00 p.m. the day of the Parks and Recreation Commission Meeting. Please note, written public comments received by 3:00 p.m. the day of the Parks and Recreation Commission Meeting will be shared with the Parks and Recreation Commission before the meeting, entered into the public record, retained on file, and available to the public upon request. Written public comments will not be read during the Parks and Recreation Commission Meeting.

Individuals may view the agenda and related writings on the City of Antioch website: 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.



PARKS & RECREATION COMMISSION SPECIAL MEETING

October 24, 2024

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

VI. BUSINESS

1. Bicycle and Pedestrian Advisory Committee Review of the Transportation Development Act Grant for School Zone Improvements at Marsh Elementary School and John Muir Elementary School; P.W. 124-3
2. Albers Property Subdivision 9515 Residential Project Determination of Dedication of Land or Payment of Park-In-Lieu Fees
3. Slatten Ranch Subdivision 9645 Condominium Multi-family Project Determination of Dedication of Land or Payment of Park-In-Lieu Fees
4. Wildflower Station Townhomes 2 Subdivision 9601 Determination of Dedication of Land or Payment of Park-In-Lieu Fees
5. Formation of Ad-Hoc Committee for Purposes of Reviewing 2024-25 Civic Enhancement Grant Applications and Award Recommendation

VIII. ADJOURNMENT


Individuals may view the agenda and related writings on the City of Antioch website: 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.

CITY OF
ANTIOCH
CALIFORNIA

**STAFF REPORT TO THE
PARKS AND RECREATION COMMISSION**

DATE: Special Meeting of October 24, 2024

PREPARED BY: Chris Heylin, Consulting Traffic Engineer

APPROVED BY: Scott Buenting, Acting Public Works Director/City Engineer 

SUBJECT: Bicycle and Pedestrian Advisory Committee Review of the Transportation Development Act Grant for Pedestrian Safety Improvements at Marsh Elementary School and John Muir Elementary School; P.W. 124-3

RECOMMENDED ACTION

It is recommended that the Parks and Recreation Commission acting as the City's Bicycle and Pedestrian Advisory Committee discuss and provide comments on Pedestrian Safety Improvements at Marsh Elementary School and John Muir Elementary School.

FISCAL IMPACT

The City has been allocated \$100,000 of Transportation Development Act ("TDA") funding for this project. In addition, the 2024/25 Capital Improvement Budget includes \$100,000 of Gas Tax for this work.

DISCUSSION

On January 9, 2024, the City Council adopted a resolution of support authorizing filing of a grant application to the Metropolitan Transportation Commission requesting an allocation of Transportation Development Act Article 3 Pedestrian/Bicycle project funds in the amount of \$100,000 for Pedestrian Safety Improvements at Marsh Elementary School and John Muir Elementary School. This work will include installing pedestrian and bicycle safety improvements, such as signage, upgraded high visibility crosswalks, and Rectangular Rapid Flashing Beacons in the vicinity of these two schools.

Staff is requesting the Parks and Recreation Commission acting as the City's Bicycle and Pedestrian Advisory Committee to discuss and provide comments on Pedestrian Safety Improvements at Marsh Elementary and John Muir Elementary Schools.

ATTACHMENTS

- A. Resolution No. 2024/02
- B. Safe Routes to School Safety Assessment Memorandum: March Elementary School
- C. Safe Routes to School Safety Assessment Memorandum: John Muir Elementary School
- D. Letters of Support (3)
- E. Project Plan Set

RESOLUTION NO. 2024/02

**REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE
ALLOCATION OF FISCAL YEAR 2024-2025 TRANSPORTATION DEVELOPMENT
ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING**

WHEREAS, Article 3 of the Transportation Development Act ("TDA"), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists;

WHEREAS, the Metropolitan Transportation Commission ("MTC"), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding;

WHEREAS, MTC Resolution No. 4108 requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the City of Antioch desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Exhibit "2" to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Antioch declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Exhibit "2" to this resolution, or that might impair the ability of the City of Antioch to carry out the project; and furthermore, be it

RESOLVED, that the City of Antioch attests to the accuracy of and approves the statements in Exhibit "1" to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Contra Costa County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

* * * * *

RESOLUTION NO. 2024/02

January 9, 2024

Page 2

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch, at a regular meeting thereof held on the 9th day of January, 2024 by the following vote:

AYES: Council Members District 1 Torres-Walker, District 2 Barbanica, District 3 Ogorchock, Mayor Pro Tem (District 4) Wilson, and Mayor Thorpe

NOES: None

ABSTAIN: None

ABSENT: None


ELIZABETH HOUSEHOLDER
CITY CLERK OF THE CITY OF ANTIOCH

EXHIBIT "1"

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2024-2025 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings

1. That the City of Antioch is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the City of Antioch legally impeded from undertaking the project(s) described in Exhibit "2" of this resolution.
2. That the City of Antioch has committed adequate staffing resources to complete the project(s) described in Exhibit "2".
3. A review of the project(s) described in Exhibit "2" has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Exhibit "2" have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Exhibit "2" comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Exhibit "2", the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Exhibit "2" are for capital construction and/or final design and engineering or quick build project; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic and/or Class IV separated bikeway; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the City of Antioch within the prior five fiscal years.
8. That the project(s) described in Exhibit "2" which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.) or responds to an immediate community need, such as a quick-build project.
9. That any project described in Exhibit "2" bicycle project meets the mandatory minimum safety design criteria published in the California Highway Design Manual or is in a National Association of City and Transportation Officials (NACTO) guidance or similar best practices document.
10. That the project(s) described in Exhibit "2" will be completed in the allocated time (fiscal year of allocation plus two additional fiscal years).

11. That the City of Antioch agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Exhibit "2", for the benefit of and use by the public.

EXHIBIT "2"**TDA Article 3 Project Application Form**

1. Agency	City of Antioch		
2. Primary Contact	Charmine Solla, Traffic Engineer Consultant		
3. Mailing Address	200 H Street, Antioch, CA 94509		
4. Email Address	csolla@ardurra.com	5. Phone Number	(408) 712-4274
6. Secondary Contact (in the event primary is not available)	Scott Buenting, Public Works Director/ City Engineer		
7. Mailing address (if different) N/A <input checked="" type="checkbox"/>			
8. Email Address	sbuenting@antiochca.gov	9. Phone Number	(925) 779-6129
10. Send allocation instructions to (if different from above):			
11. Project Title	Safe Routes to School Program Improvements		
12. Amount requested	\$100,000	13. Fiscal Year of Claim	2024-2025

14. Description of Overall Project:

The Safe Routes to School (SR2S) Program selected two of the 25 schools within the Antioch Unified School District for this year's grant application. After completing school safety assessments for all 25 schools at the end of the last school year ending June 2023, the City prioritized the schools based on a combination of need, cost for improvements, effectiveness of proposed benefits, and the frequency of public requests. Marsh Elementary and John Muir Elementary are both at the top of that prioritization list.

Each SR2S Safety Assessment memos were prepared after each school safety assessment meetings and copies were provided to the school superintendent and each school principal. Copies of the memos prepared for both Marsh Elementary and John Muir Elementary are provided in the attachments. Each memo includes the summarized feedback received from each school, notes from observations of the school dismissal operations, and recommended improvements. The memos were well-received and supported by the school district, each school, student guardians/parents, and even nearby residents surrounding the school. All are eager for the implementation of these improvements. Support letters from the Antioch Unified School District Superintendent, Principal of Marsh Elementary School, and Principal of John Muir Elementary School are included in the attachments.

Proposed improvements include striping, signage, enhanced crosswalks, rapid flashing beacons, and various traffic calming measures.

15. **Project Scope Proposed for Funding:** (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

If awarded, the grant funds will be used for construction of the proposed improvements. Antioch will also fund an in-kind match of \$15,000 for Staff time/labor for construction management and inspection, construction, coordination and outreach with the schools and school district, and traffic control services. Additionally, thermoplastic striping equipment is required for construction and will be purchased with City funds at approximately \$15,000 for a total in-kind match of \$30,000.

16. **Project Location:** A map of the project location is attached or a link to a online map of the project location is provided below:

Please find the project locations of Marsh Elementary and John Muir Elementary Schools on the attached plans.

Project Relation to Regional Policies (for information only)

17. Is the project in an [Equity Priority Community](#)?

Yes ☒ No ☐

18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)?

Yes ☒ No ☐

19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED				
PS&E				
ROW				
CON	\$100,000	\$30,000 (in-kind)	\$130,000	December 2024
Total Cost	\$100,000	\$30,000 (in-kind)	\$130,000	December 2024

Project Eligibility

A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee?

Yes ☐ No ☒ To be reviewed by City BPAC 9/19/24

If "YES," identify the date and provide a copy or link to the agenda.

If "NO," provide an explanation).

B. Has the project been approved by the claimant's governing body?

Yes ☒ No ☐

If "NO," provide expected date: _____

C. Has this project previously received TDA Article 3 funding?

Yes ☐ No ☒

(If "YES," provide an explanation on a separate page)

- D. For "bikeways," does the project meet Caltrans minimum safety design criteria
Yes ☒ No ☐

pursuant to [Chapter 1000 of the California Highway Design Manual](#)?

- E. 1. Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c),
Existing Facility? Yes ☒ No ☐

2. If "NO" above, is the project is exempt from CEQA for another reason?

Yes ☐ No ☐

Cite the basis for the exemption. _____

N/A ☒

If the project is not exempt, please check "NO," and provide environmental
documentation, as appropriate.

- F. Estimated Completion Date of project (month and year): December 2024

- G. Have provisions been made by the claimant to maintain the project or facility, or has
the claimant arranged for such maintenance by another agency? (If an agency other
than the Claimant is to maintain the facility, please identify below and provide the
agreement.

Yes ☒ No ☐

- H. Is a Complete Streets Checklist required for this project?

Yes ☐ No ☒

If the amount requested is over \$250,000 or if the total project phase or construction
phase is over \$250,000, a Complete Streets checklist is likely required. Please attach
the Complete Streets checklist or record of review, as applicable. More information
and the form may be found here:

<https://mtc.ca.gov/planning/transportation/complete-streets>

Date: May 25, 2023

To: Blair Wilkins, Marsh Elementary School Principal
Dayna Gaspard, Marsh School Vice Principal

CC: Stephanie Anello, Antioch Unified School District Superintendent
Scott Buenting, City of Antioch Acting Public Works Director

From: Mitchell Loving, City of Antioch Junior Engineer
Charmine Solla, City of Antioch Consultant Traffic Engineer
Ethan Angold, City of Antioch Consultant Transportation Engineer

Subject: Safe Routes to School

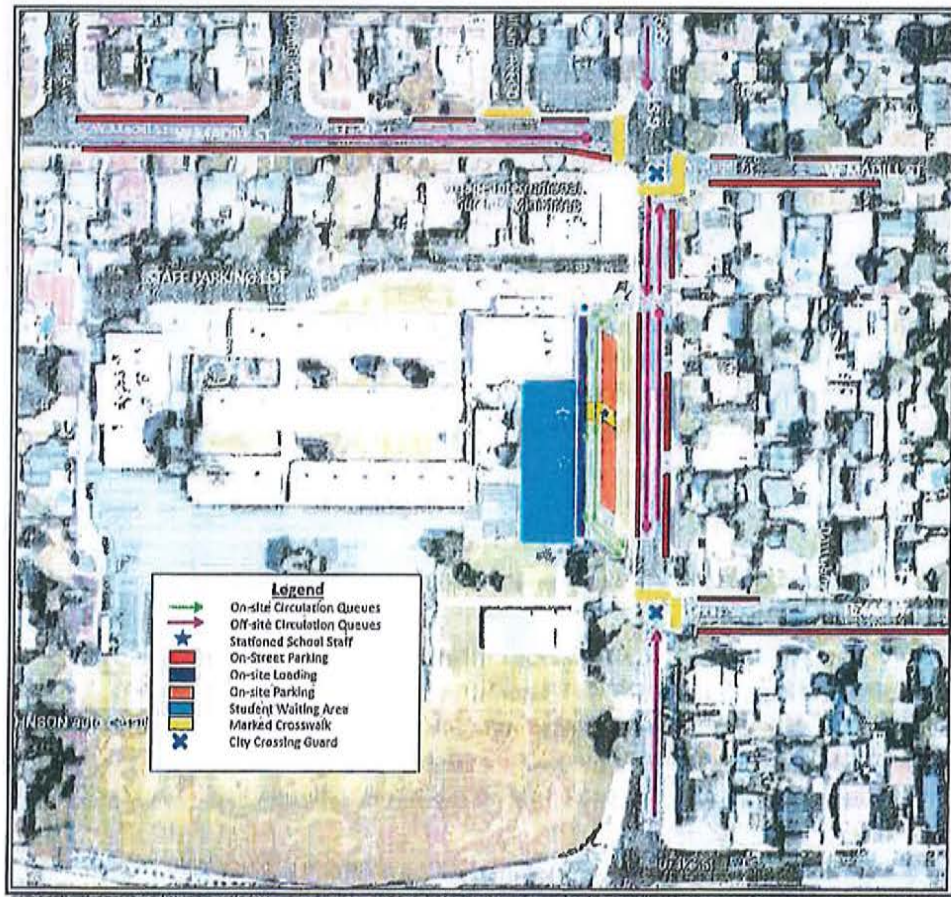
This memo documents observations and input about traffic patterns during the afternoon school pickup time at Marsh Elementary School. This onsite meeting occurred on Wednesday, May 03, 2023, and included Dayna Gaspard, Marsh Elementary School Vice Principal. If you have any questions or concerns with the information herein, please reach out to Charmine Solla (csolla@antiochca.gov).

Observations

- Overall site layout and circulation is shown on the next page.
- Dismissal occurs at 1:20 PM.
- Prior to dismissal, parking on-site and nearby off-site reaches capacity.
- Vehicles observed driving aggressively and honking horns.
- Vehicles observed parking in red curb areas and causing sight distance issue for other drivers.
- Crossing guard at G Street & Texas Street was observed to be very effective.
- Many students and parents observed walking off campus to vehicles parked on W Madill Street and Texas Street.
- When queues enter stop-controlled intersections, often a vehicle will block intersection to preserve their spot in the queue.
- Observed student loading into vehicle while still in travel lane on Texas Street.
- Drivers observed to be impatient.
- Observed loading zone to allow for approximately three vehicles at one time.
- Observed parents and students crossing G street outside of marked crosswalks.
- Vehicles using parking lot exit use both lanes of the exit and creating conflict.
 - Vehicles observed ignoring the right turn only signs and taking a left out of school parking lot exit.



- The current pick-up allows vehicles to bypass the parking lot queue to access the diagonal parking spaces. This seems to encourage drivers to have their student cross the queue to load in the through lane.
- Older students who walk off campus without a guardian tend to utilize marked crosswalks and wait for crossing guards.

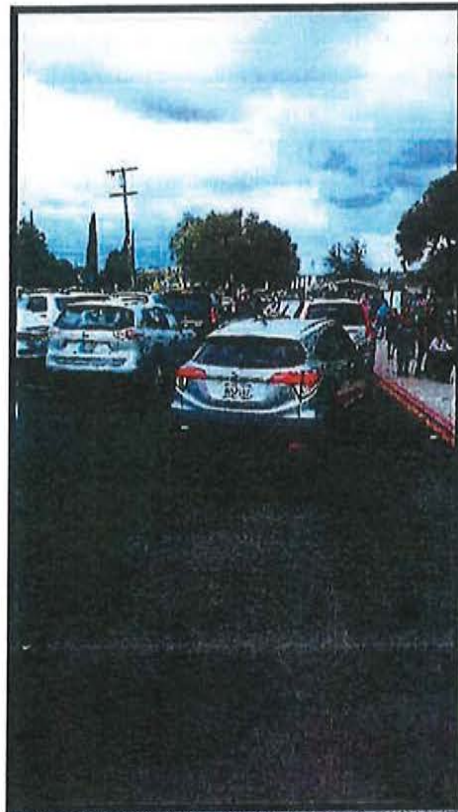


Overall site layout and circulation





Southwest corner of W Madill Street and G Street. Vehicle queue extending west on W Madill Street.



Two lanes of vehicles move through the parking lot.



School Staff Comments and Input

- Marsh Elementary School typical has approximately 580 students enrolled.
- After-school programs currently in place, certain of keeping some programs are unknown.
 - There is also a program outside the school that runs year-round.
- Staff noted speeding and hazardous driving maneuvers among both school traffic and non-school traffic.
- School receives complaints from parents about lack of traffic control in the afternoon pick-up.
- Parents will park in residential areas and walk students across G Street outside of marked crosswalks.
- Double parking is common.
- Left turns are prohibited out of the parking lot, yet some drivers wait to make a left turn anyway, causing delay.
- Staff recalled no complaints received this year from residents.
- Staff parking lot is located on the north side of the school, toward the west end;
- Parking lot exit does not align with Texas Street.
- Staff noted incidents where young students were struck by vehicles.
- 4th and 5th grade students are allowed to walk off-campus unattended by parents.
- 1st, 2nd, and 3rd graders must wait to be picked up in the waiting area.
- The student waiting area is separated by grade.
 - Staff noted that they would like to add additional seating and markings to the waiting area on-campus.
 - The addition of kindergarten students in the waiting area causes all students waiting to be louder and less attentive.
 - Staff use a megaphone to call out student names.

Additional comments and input provided by Principal Blair Wilkins:

- Since 2019, the school's staff has developed the pick-up procedures with the objectives listed below. These measures have reduced delay and the overall duration of the pick-up period by a considerable amount.
 - Building positive relationships with the community.
 - Addressing negative parent behavior on campus.
 - Improving community safety.
 - Enhancing adult supervision / administration and teacher presence before/after school.
 - Reducing traffic overflow from the parking lot onto G street.
 - Improving the efficiency of student pick-up (names are announced once, rather than 4-5 times).
 - Improving the efficiency of students being dropped off – we open most doors and assist students out of their vehicle.
- The parking lot entrance is narrow, barely accommodating 2 vehicles side-by-side.
- An incident occurred on G Street just outside the school where one car was chasing another, with one intentionally hitting the other car and spinning it around. School staff called 9-1-1.



Proposed Improvements to School Zone

Proposed Improvements are presented in the figure on page 6, and include the following:

- Upgraded high-visibility crosswalks, with advance limit lines.
- Updated signage per the California Manual on Uniform Traffic Control Devices (CAMUTCD).

City Traffic Engineering Staff Improvement Options

This section lists optional improvements identified by City traffic engineering staff to City-maintained roads that are not immediately proposed for implementation but noted for future consideration. Additionally, improvement options for the on-site traffic layout are listed in this section.

Improvement Options to City-maintained Roads:

- Stripe a passenger loading zone on the south side of W Madill Street west of G Street with signs indicating it is effective only during school pick-up and drop-off hours.
- Enlarge the stop sign at G Street northbound approach.
- Additional traffic enforcement along G Street.

Improvement Options to On-site Traffic Layout:

- Have older students who leave by walking exit the campus from the side of the school, via the sidewalk adjacent to the fire lane/back lot access. Provide staff supervision at the grassy areas where the students may wait for their friends or siblings to walk together. This would reduce crowding and noise at the main loading zone at the front of the school.
- Implement a communication system that allows a staff member to identify students to have on stand-by for cars further upstream in the pick-up queue.
- Designate a more specific area for early parents to wait for students, possibly within the student waiting area. This would also help alleviate the pedestrian congestion at the loading zone.
- Prioritize the continuation of the after-school club program to facilitate staggered pick-up.
- Utilize communication channels with parents to emphasize expected norms and behavior. Encourage 4th and 5th grade students and parents to park off-campus and have student walk to the vehicle.
- Restripe the parking lot exit to provide one single right-turn only lane.





Date: May 25, 2023

To: Michael Flosi, John Muir Elementary School Principal

CC: Stephanie Anello, Antioch Unified School District Superintendent
Scott Buenting, City of Antioch Acting Public Works Director

From: Mitchell Loving, City of Antioch Junior Engineer
Charmine Solla, City of Antioch Consultant Traffic Engineer
Ethan Angold, City of Antioch Consultant Transportation Engineer

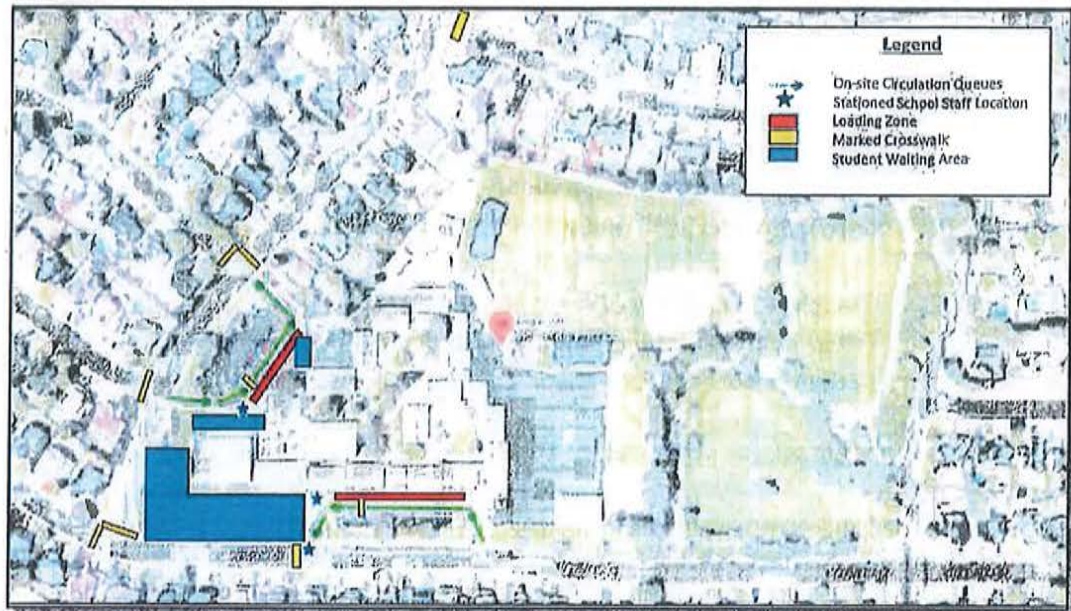
Subject: Safe Routes to School

This memo documents observations and input about traffic patterns during the afternoon school pickup time at John Muir Elementary School. This onsite meeting occurred on Thursday, May 04, 2023, from 2:00PM to 3:00 PM, and included Michael Flosi, John Muir Elementary School Principal and Jonnie Silman, John Muir Elementary School Vice Principal. If you have any questions or concerns with the information herein, please reach out to Charmine Solla (csolla@antiochca.gov).

Observations

- Overall site layout and circulation is shown on the next page.
- Greystone Drive parking lot and on-street parking near the school is full prior to dismissal.
- Right-angle parking stalls are difficult to maneuver into and out of when the pick-up queue is present.
- Greystone Drive lot: Pick-up queue moves slowly. Due to the number of students and staggered release time, some vehicles wait for over ten minutes at the front of the loading zone. However, vehicles that have already loaded can bypass the rest of the queue using the second lane. School staff do not facilitate loading and are mainly focused on supervision.
- Students can occupy the entire front of the school while waiting to be picked up. The students are spread-out within eyesight of adult and staff supervision.
- With the high demand for on-street parking, drivers cannot guarantee a consistent meeting spot to park and pick up.
- Principal Flosi acts as a crossing guard at the crosswalk near the Greystone lot exit driveway.
- Vehicle queue at the Greystone lot diminished by 2:40 PM, 10 minutes after dismissal time.
- Observed vehicle queue from the Greystone lot did not extend beyond the parking lot. School staff noted that this has occurred previously.
- Observed a vehicle speeding on Greystone Drive.





Overall site layout and circulation



Cones placed on Greystone Drive to prevent parking in bus loading zone.





Cars parked at red curb bus loading zone on Greystone Drive.

School Staff Comments and Input

- John Muir Elementary School has two parking lots, with one lot busier than the other. Greystone Drive parking lot receives more traffic.



Greystone Drive parking lot – queue fills parking lot prior to dismissal. Second lane available to bypass or access parking.



- Driver compliance is an issue, both on-site and at stop-controlled intersections.
- Drivers will turn left out of both lots and ignore left turn restriction.



Posted and temporary signs prohibiting left turns at parking lot exits.

- John Muir Elementary typically has approximately 650 students enrolled.
- Many students travel by car to school.
- Pick-up is more chaotic than drop-off.
- School staff has previously called Antioch Police Department to address traffic law violations.
- School staff notice school traffic parking in front of neighborhood driveways.



Greystone Drive – Vehicle parking in front of residential driveway.



- Drivers frequently try to park in the bus loading zone and school staff monitors and corrects this.
- School staff observe pedestrians crossing streets outside of marked crossings, sometimes when parents beckon to students.
- School staff note frequent speeding on roadways and drivers passing slower-moving vehicles.
- Fewer school staff are available to assist during drop-off.
- Kindergarten and first grade have pick up at Rockford Lot only. This lot is also available for other students to use as well.
- Drivers make three point turns and block the roadways.
- Staff is encouraged to park in the Rockford Lot.

Proposed Improvements to School Zone

Proposed improvements are presented in the figure on page 7, and include the following:

- Upgraded high-visibility crosswalks, with advance limit lines.
- Updated signage per the California Manual on Uniform Traffic Control Devices (CAMUTCD).

City Traffic Engineering Staff Improvement Options

This section lists optional improvements identified by City traffic engineering staff to City-maintained roads that are not immediately proposed for implementation but noted for future consideration. Additionally, improvement options for the on-site traffic layout are listed in this section.

Improvement Options to City-maintained Roads:

- Additional crossing guard at Greystone Drive marked crosswalk at the front of the school.
- Install Rectangular Rapid Flashing Beacons (RRFB) at highly used crosswalks.
- Provide increased traffic enforcement on roadways in this area.

Improvement Options to On-site Traffic Layout:

- Implement after-school programs to ease peak pick-up traffic.
- Implement a system for facilitating pick-up that designates specific grade levels to either the Greystone Drive lot or the Rockford Drive lot.
- In addition to staff providing supervision in the student waiting areas, station staff to approach cars in the pick-up lines and relay student names to staff who can locate and have students on stand-by to load into vehicles.
- Encourage parents who park on-street to walk and wait at the large grassy area on the corner of Greystone Drive and Rockford Drive.
- Encourage students and parents to exclusively use marked crosswalks.
- Update marked parking stalls in the parking lots to be angled parking.
- Stagger release times according to grade.





Stephanie Anello
Superintendent

Preparing Students for Success in College, Career, and Life.

January 23, 2024

To Whom it may Concern:

I am writing to express my earnest support of the City of Antioch's Safe Routes to School grant application. Last year, staff and consultants from the City of Antioch visited all 25 schools within the Antioch Unified School District. Their visits included discussions and input from each principal and/or other key staff at each site. While on site they observed traffic conditions, made recommendations for traffic improvements, and summarized their findings for each principal.

The current grant application from the City of Antioch includes recommended and much-needed improvements at John Muir Elementary, and Marsh Elementary schools. Current traffic conditions around these schools are problematic and pose a threat to the well-being of our students, staff, and the community at-large.

In closing, please know that I fully support the City of Antioch's Safe Routes to School grant application and am hopeful that this meaningful application will be funded. Please do not hesitate to contact me should you wish to discuss this further.

Very sincerely,

Stephanie Anello
Superintendent
(925) 779-7500 ext. 51000



John Muir Elementary

615 Greystone Drive
Antioch, CA 94509
(925) 779-7450

To whom it may concern:

John Muir Elementary School, which is over 30 years old, is in dire need of street and traffic improvements on both our Greystone Drive and Rockford Drive drop off and pick up areas. Our school, which at one time serviced families who only lived around our school boundaries, now services students throughout the City of Antioch due to programs and resources. Currently, John Muir is one of the larger elementary schools in Antioch and has close to 650 students. Many of our students are driven daily to school, which creates many of our traffic issues.

Due to the traffic issues at John Muir, there have been multiple concerns including: speeding, drivers not following traffic signs, double parking, parking in red zones, jaywalking, complaints from neighbors, and accidents. Lastly, school administration and staff must support students by acting as crossing guards. John Muir would greatly benefit from additional crossing guards, updated lighted crosswalks, and increased traffic signs and enforcement. With these improvements, along with our site's procedures it would greatly benefit our school and create a safer environment for students, families, and staff.

For necessary improvements to be completed at John Muir, the City of Antioch is applying for a grant to support our school's students, staff, and the surrounding community. John Muir is in full support of the City of Antioch and will work in collaboration with the City in order to continue to ensure the safety of its school community.

Sincerely,

Michael Flosi
John Muir Elementary
Principal



Marsh Elementary

2304 G Street • Antioch, CA 94509 Phone: (925) 779-7410 • Fax: (925) 779-7411

Mr. Blair Wilkins, Principal
Ms. Dayna Gaspard, Vice Principal

January 24, 2024

To whom it may concern,

Marsh Elementary is a school that is approximately 75 years old and is the oldest serving elementary school in Antioch. The school's current design was based on the outdated notion of the stay-at-home mom walking the student(s) to school. A lot has changed over the last 75 years; however, the design has remained the same.

This past year, the City of Antioch and Marsh Elementary partnered to discuss concerns regarding school drop off/pick up procedures in an attempt to alleviate traffic congestion along G St., which is one of Antioch's main roads of transportation (seven schools are connected within a couple blocks of G Street).

For work to be completed, the city of Antioch is applying for a grant to ensure the areas leading to Marsh Elementary receive the necessary improvements to enhance the safety around the school.

I am in support of the City of Antioch applying for the grant and will work in collaboration with the City to ensure that we are doing our absolute best to ensure our students arrive and leave school safely.

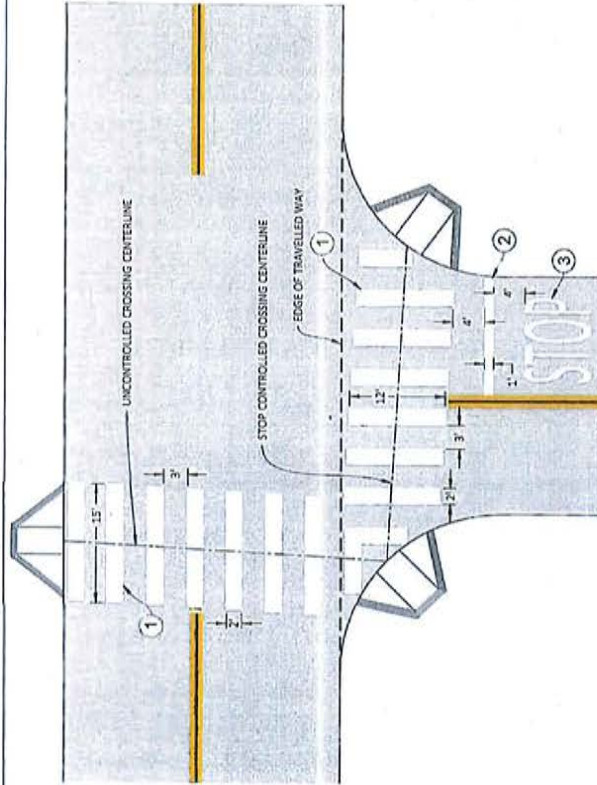
Thank you,

A handwritten signature in black ink, appearing to be "Blair Wilkins".

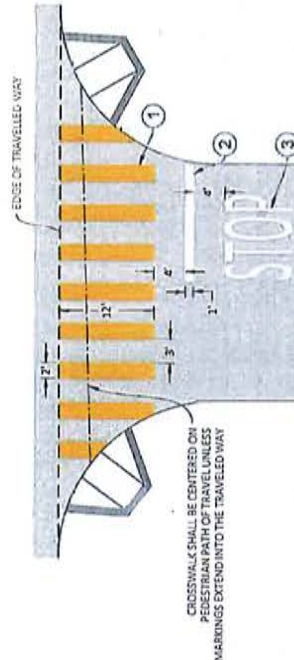
Mr. Blair Wilkins
Principal, Marsh Elementary

DETAIL CONSTRUCTION NOTES (THIS SHEET ONLY)

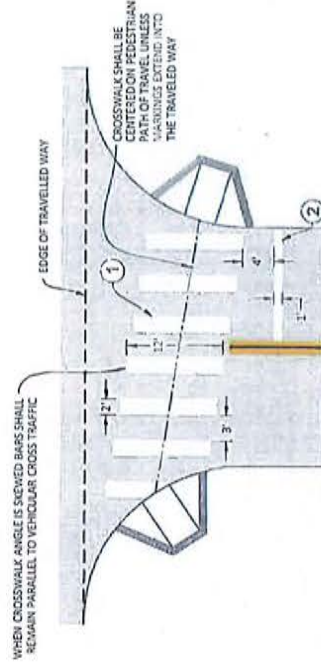
- ① FURNISH AND INSTALL THERMOPLASTIC, CONTINENTAL CROSSWALK (COLOR PER PLAN).
- ② REMOVE ANY CONFLICTING LIMIT LINES, FURNISH AND INSTALL NEW THERMOPLASTIC, WHITE, 12" WIDE LIMIT LINE.
- ③ REMOVE ANY CONFLICTING "STOP" LEGENDS, FURNISH AND INSTALL NEW THERMOPLASTIC, WHITE "STOP" LEGEND PER 2018 CALTRANS STANDARD PLAN A24D.



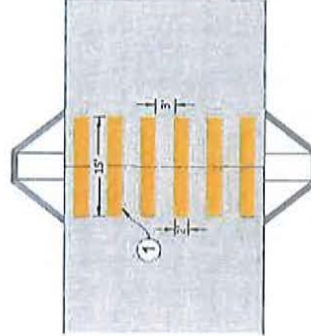
UNCONTROLLED CROSSWALK WITH STOP
CONTROLLED CROSSWALK MARKING DETAIL
NOT TO SCALE



STOP CONTROLLED CROSSWALK MARKING DETAIL
NOT TO SCALE



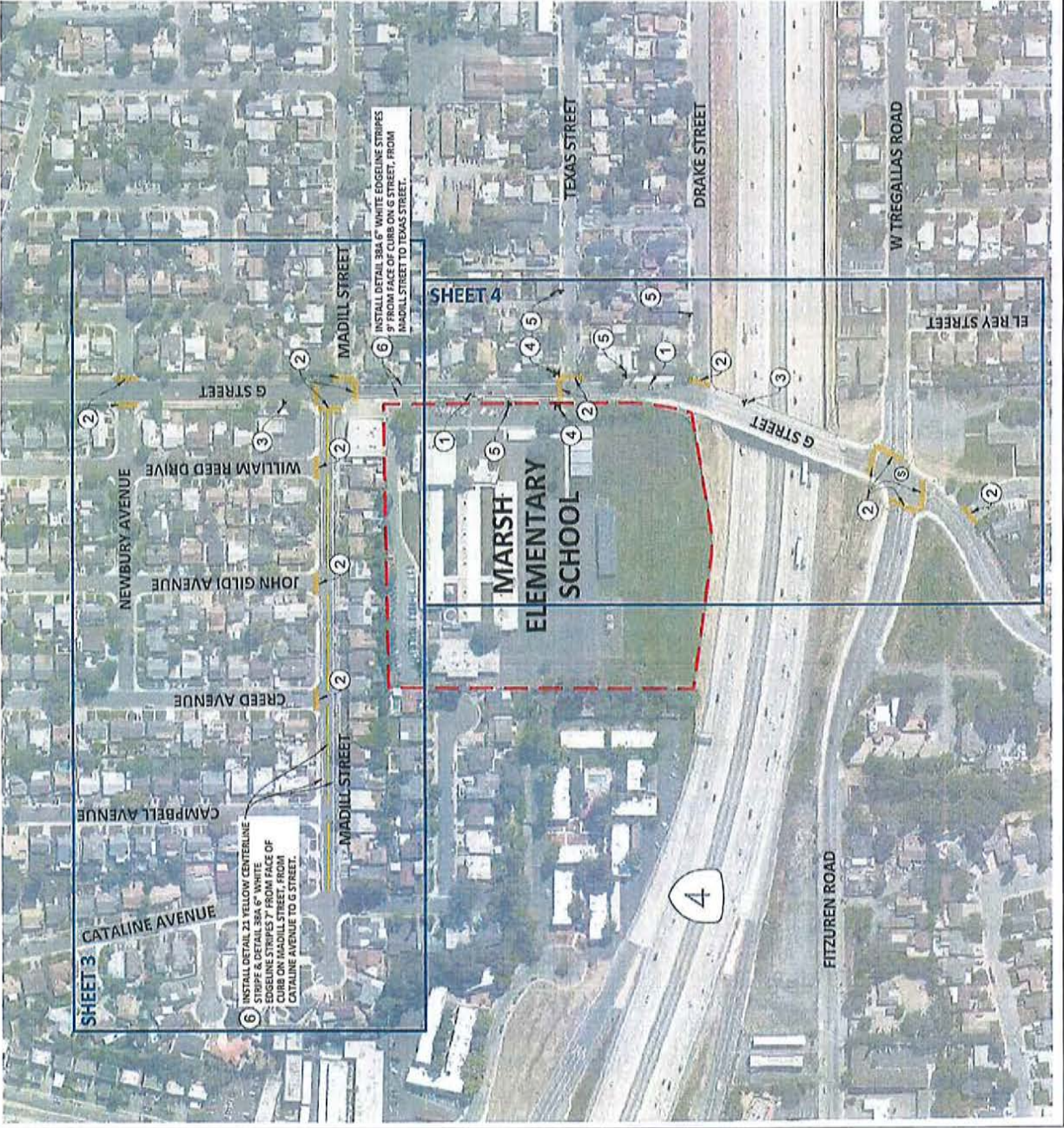
TRAFFIC SIGNAL CONTROLLED CROSSWALK
MARKING DETAIL
NOT TO SCALE



MIDBLOCK CROSSWALK MARKING DETAIL
NOT TO SCALE

CONTINENTAL CROSSWALK MARKING DETAILS

EXHIBIT ONLY -
NOT FOR CONSTRUCTION



CONSTRUCTION NOTES (SHEETS 2-4)

- ① RETAIN OR REFRESH YELLOW "SLOW SCHOOL XING" PAVEMENT MARKINGS.
- ② FURNISH AND INSTALL YELLOW CROSSWALK PER DETAILS ON SHEET 1.
- ③ FURNISH AND INSTALL SW24-1(CA) ON POST.
- ④ FURNISH AND INSTALL S1-1 & W16-7P(L/R) ON BOTH SIDES OF POST WITH RECTANGULAR RAPID FLASHING BEACONS (RRFB).
- ⑤ FURNISH AND INSTALL SW24-3(CA) ON POST.
- ⑥ FURNISH AND INSTALL STRIPING PER CALTRANS STANDARD DETAIL AS NOTED.

SIGN LEGEND



LEGEND



NOTE:
ANY CONFLICTING SIGNS OR MARKINGS SHALL BE REMOVED PRIOR TO INSTALLING NEW SIGNS OR MARKINGS. ANY REMOVED SIGNS SHALL BE SALVAGED AND RETURNED TO THE CITY.





SEE SHEET 3

LEGEND

- SCHOOL BOUNDARY
- PROPOSED SIGN ON POST
- EXISTING SIGN ON POST
- EXISTING PAVEMENT MARKING
- SIGNALIZED INTERSECTION

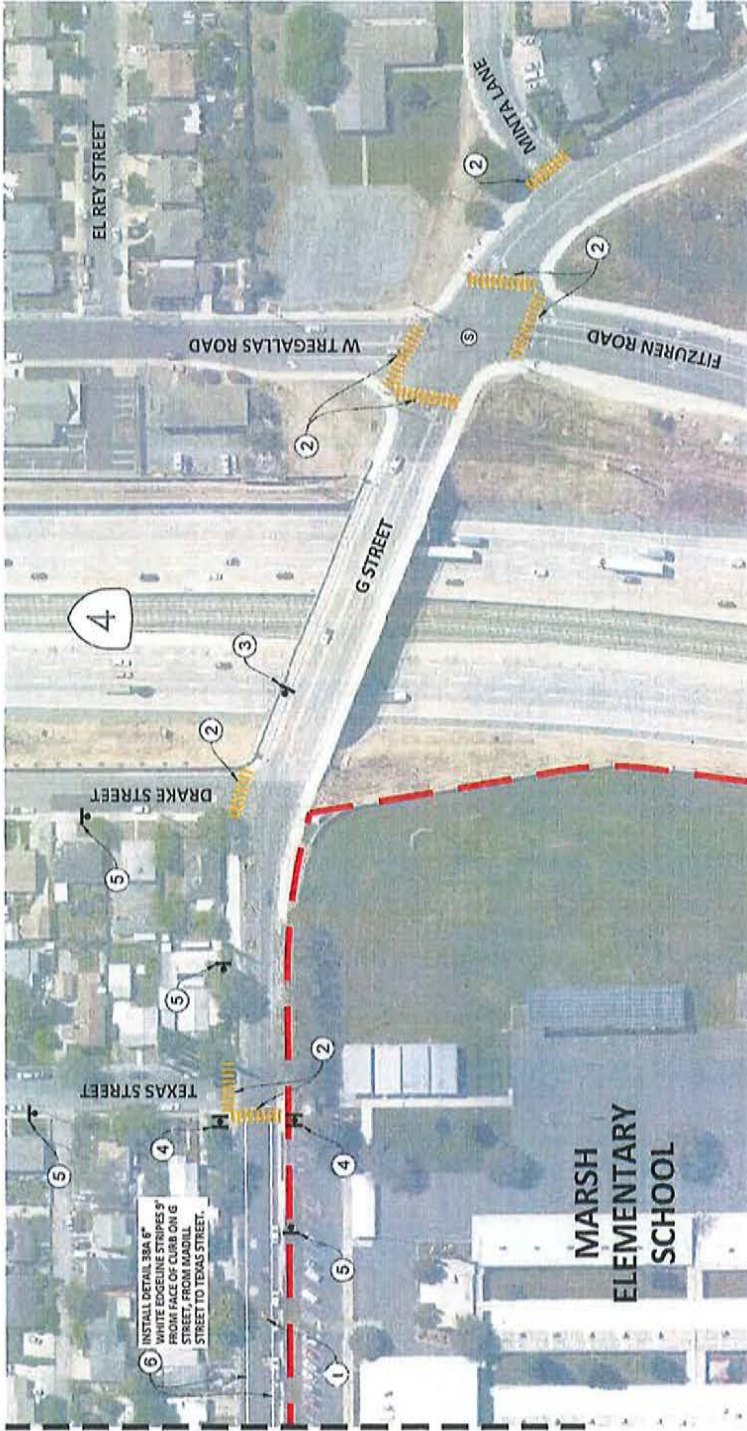
NOTE:
ANY CONFLICTING SIGNS OR MARKINGS SHALL BE REMOVED PRIOR TO INSTALLING NEW SIGNS OR MARKINGS. ANY REMOVED SIGNS SHALL BE SALVAGED AND RETURNED TO THE CITY.

CONSTRUCTION NOTES (SHEETS 2-4)

- 1 RETAIN OR REFRESH YELLOW "SLOW SCHOOL XING" PAVEMENT MARKINGS.
- 2 FURNISH AND INSTALL YELLOW CROSSWALK PER DETAILS ON SHEET 1.
- 3 FURNISH AND INSTALL SW24-1(CA) ON POST.
- 4 FURNISH AND INSTALL S1-1 & W16-7P(L)/(R) ON BOTH SIDES OF POST WITH RECTANGULAR RAPID FLASHING BEACONS (RRFB).
- 5 FURNISH AND INSTALL SW24-3(CA) ON POST.
- 6 FURNISH AND INSTALL STRIPING PER CALTRANS STANDARD DETAIL AS NOTED.

SIGN LEGEND

- 3 SCHOOL
SW24-1(CA)
- 4 AHEAD
S1-1 & W16-7P(L) S1-1 & W16-7P(R)
- 5 AHEAD
SW24-3(CA)



SEE SHEET 2

LEGEND

- SCHOOL BOUNDARY
- PROPOSED SIGN ON POST
- EXISTING SIGN ON POST
- EXISTING PAVEMENT MARKING
- SIGNALIZED INTERSECTION

NOTE:
ANY CONFLICTING SIGNS OR MARKINGS SHALL BE REMOVED PRIOR TO INSTALLING NEW SIGNS OR MARKINGS. ANY REMOVED SIGNS SHALL BE SALVAGED AND RETURNED TO THE CITY.

CONSTRUCTION NOTES (SHEETS 2-4)

- RETAIN OR REFRESH YELLOW "SLOW SCHOOL XING" PAVEMENT MARKINGS.
- FURNISH AND INSTALL YELLOW CROSSWALK PER DETAILS ON SHEET 1.
- FURNISH AND INSTALL SW24-1(CA) ON POST.
- FURNISH AND INSTALL S1-1 & W16-7P(L)/(R) ON BOTH SIDES OF POST WITH RECTANGULAR RAPID FLASHING BEACONS (RRFB).
- FURNISH AND INSTALL SW24-3(CA) ON POST.
- FURNISH AND INSTALL STRIPING PER CALTRANS STANDARD DETAIL AS NOTED.

SIGN LEGEND

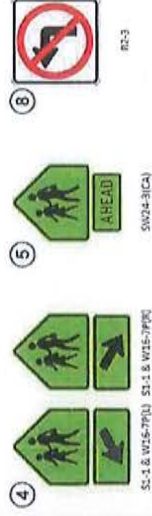
- SCHOOL
SW24-1(CA)
- AHEAD
SW24-3(CA)
- S1-1 & W16-7P(L) S1-4 & W16-7P(R)



CONSTRUCTION NOTES (SHEETS 5-8)

1. RETAIN OR REFRESH YELLOW "SLOW SCHOOL XING" PAVEMENT MARKINGS.
2. FURNISH AND INSTALL YELLOW CROSSWALK PER DETAILS ON SHEET 1.
3. FURNISH AND INSTALL WHITE CROSSWALK PER DETAILS ON SHEET 1.
4. FURNISH AND INSTALL S1-1 & W16-7P(L)/(R) ON BOTH SIDES OF POST WITH RECTANGULAR RAPID FLASHING BEACONS (RRFB).
5. FURNISH AND INSTALL SW24-3(CA) ON POST.
6. FURNISH AND INSTALL STRIPING PER CALTRANS STANDARD DETAIL AS NOTED.
7. REMOVE "SLOW SCHOOL XING" PAVEMENT MARKINGS.
8. FURNISH AND INSTALL R3-2 ON POST.

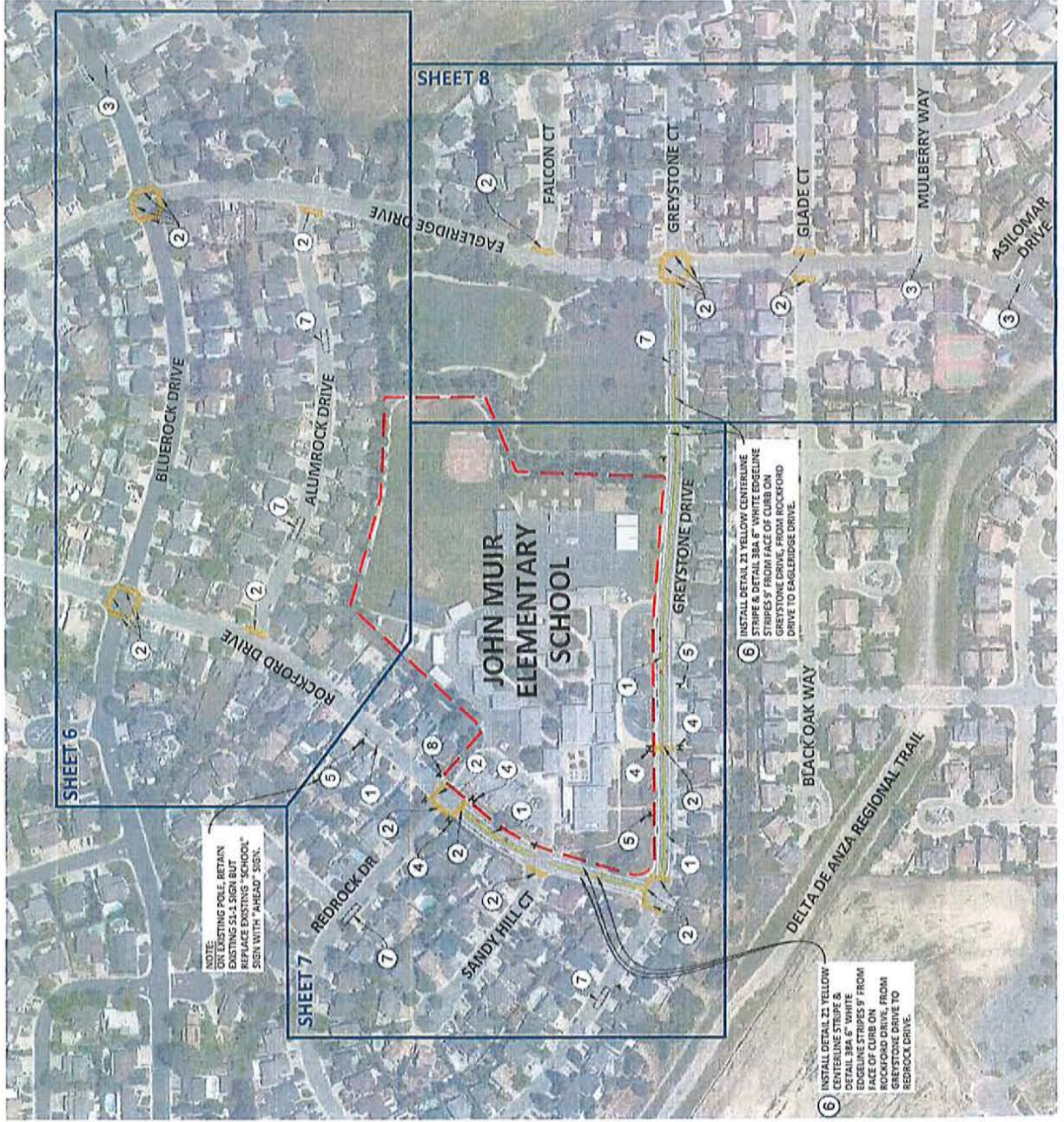
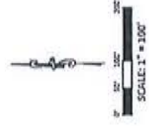
SIGN LEGEND



LEGEND

- SCHOOL BOUNDARY
- PROPOSED SIGN ON POST
- EXISTING SIGN ON POST
- EXISTING PAVEMENT MARKING
- SIGNALIZED INTERSECTION

NOTE: ANY CONFLICTING SIGNS OR MARKINGS SHALL BE REMOVED PRIOR TO INSTALLING NEW SIGNS OR MARKINGS. ANY REMOVED SIGNS SHALL BE SALVAGED AND RETURNED TO THE CITY.





LEGEND

- SCHOOL BOUNDARY
- PROPOSED SIGN ON POST
- EXISTING SIGN ON POST
- EXISTING PAVEMENT MARKING
- SIGNALIZED INTERSECTION

NOTE:
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SIGNS SHALL BE SALVAGED AND RETURNED TO THE CITY.

CONSTRUCTION NOTES (SHEETS 5-8)

- 1 RETAIN OR REFRESH YELLOW "SLOW SCHOOL XING" PAVEMENT MARKINGS.
- 2 FURNISH AND INSTALL YELLOW CROSSWALK PER DETAILS ON SHEET 1.
- 3 FURNISH AND INSTALL WHITE CROSSWALK PER DETAILS ON SHEET 1.
- 4 FURNISH AND INSTALL S1-1 & W16-7P(L)/(R) ON BOTH SIDES OF POST WITH RECTANGULAR RAPID FLASHING BEACONS (RRFB).
- 5 FURNISH AND INSTALL SW24-3(CA) ON POST.
- 6 FURNISH AND INSTALL STRIPING PER CALTRANS STANDARD DETAIL AS NOTED.
- 7 REMOVE "SLOW SCHOOL XING" PAVEMENT MARKINGS.
- 8 FURNISH AND INSTALL R3-2 ON POST.

SIGN LEGEND

- 4 S1-1 & W16-7P(L) S1-1 & W15-7P(R)
- 5 AHEAD SW24-3(CA)
- 8 R3-2

SCALE: 1" = 50'
N

SHEET 6 OF 8

SIGN LEGEND



SW24-3(CA) 52-1 & W16-7P(L) 52-1 & W16-7P(R)



R2-3

LEGEND

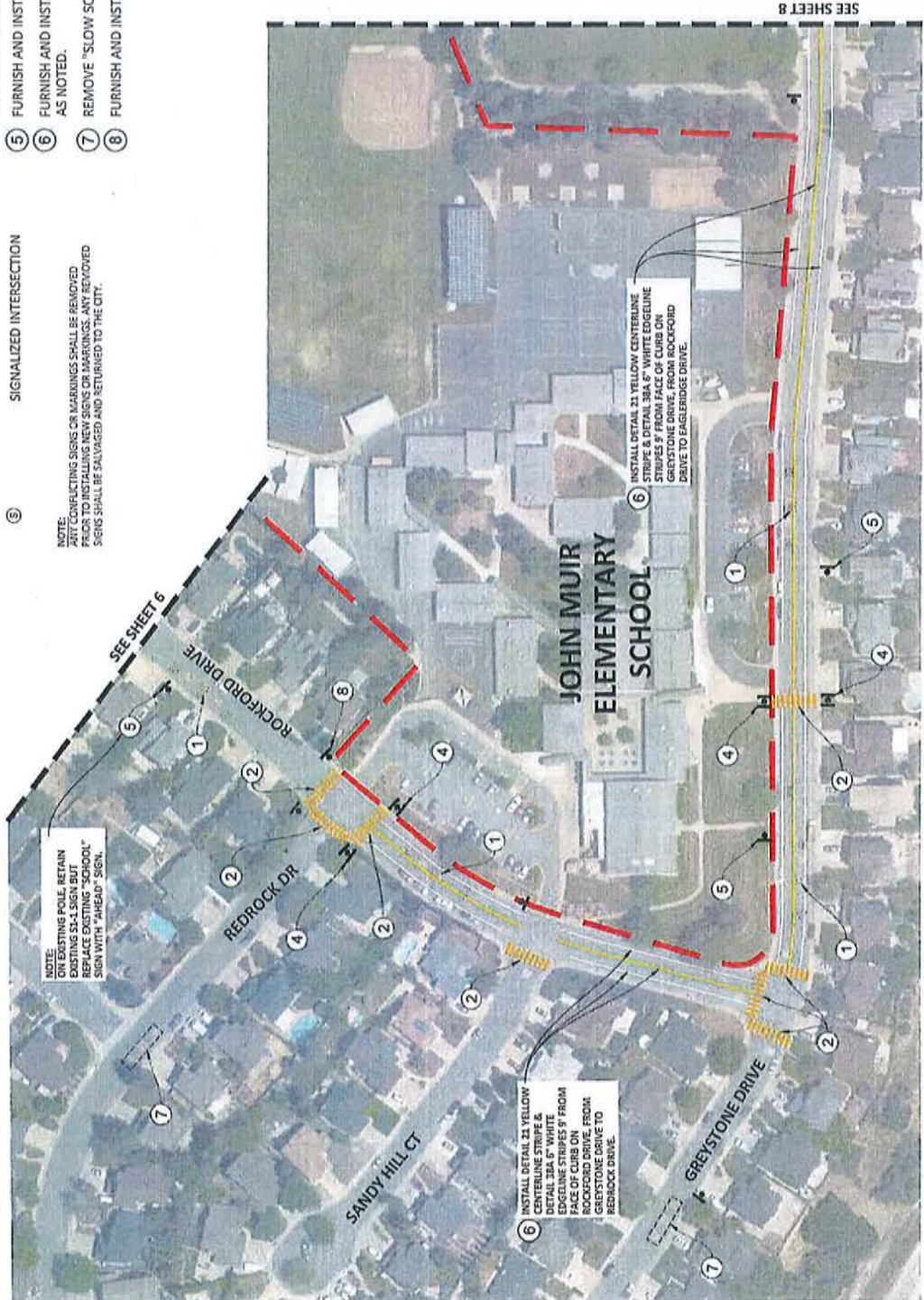


SCHOOL BOUNDARY
PROPOSED SIGN ON POST
EXISTING SIGN ON POST
EXISTING PAVEMENT MARKING
SIGNALIZED INTERSECTION

NOTE:
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CONSTRUCTION NOTES (SHEETS 5-8)

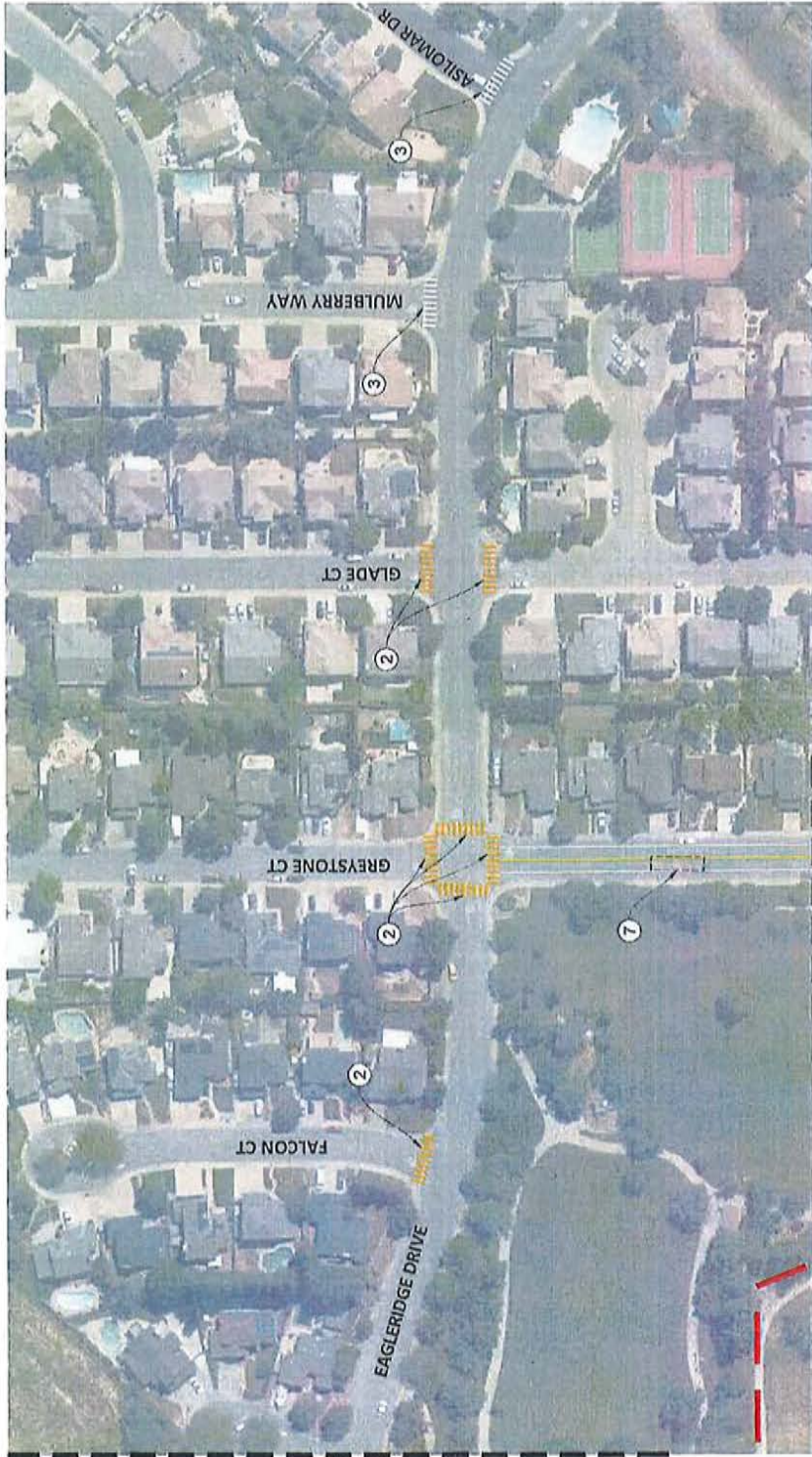
1. RETAIN OR REFRESH YELLOW "SLOW SCHOOL XING" PAVEMENT MARKINGS.
2. FURNISH AND INSTALL YELLOW CROSSWALK PER DETAILS ON SHEET 1.
3. FURNISH AND INSTALL WHITE CROSSWALK PER DETAILS ON SHEET 1.
4. FURNISH AND INSTALL S1-1 & W16-7P(L/R) ON BOTH SIDES OF POST WITH RECTANGULAR RAPID FLASHING BEACONS (RRFB).
5. FURNISH AND INSTALL SW24-3(CA) ON POST.
6. FURNISH AND INSTALL STRIPING PER CALTRANS STANDARD DETAIL AS NOTED.
7. REMOVE "SLOW SCHOOL XING" PAVEMENT MARKINGS.
8. FURNISH AND INSTALL R3-2 ON POST.



SEE SHEET 8



SHEET 7 OF 8



LEGEND

- SCHOOL BOUNDARY
- PROPOSED SIGN ON POST
- EXISTING SIGN ON POST
- EXISTING PAVEMENT MARKING
- SIGNALIZED INTERSECTION

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SIGNS SHALL BE SALVAGED AND RETURNED TO THE CITY.

CONSTRUCTION NOTES (SHEETS 5-8)

- 1 RETAIN OR REFRESH YELLOW "SLOW SCHOOL XING" PAVEMENT MARKINGS.
- 2 FURNISH AND INSTALL YELLOW CROSSWALK PER DETAILS ON SHEET 1.
- 3 FURNISH AND INSTALL WHITE CROSSWALK PER DETAILS ON SHEET 1.
- 4 FURNISH AND INSTALL S1-1 & W16-7P(L)/(R) ON BOTH SIDES OF POST WITH RECTANGULAR RAPID FLASHING BEACONS (RREB).
- 5 FURNISH AND INSTALL SW24-3(CA) ON POST.
- 6 FURNISH AND INSTALL STRIPING PER CALTRANS STANDARD DETAIL AS NOTED.
- 7 REMOVE "SLOW SCHOOL XING" PAVEMENT MARKINGS.
- 8 FURNISH AND INSTALL R3-2 ON POST.

SIGN LEGEND


- 4 S1-1 & W16-7P(L) S1-1 & W16-7P(R)
- 5 AHEAD SW24-3(CA)
- 8 R3-2

CITY OF
ANTIOCH
CALIFORNIA

**STAFF REPORT TO THE
PARKS AND RECREATION COMMISSION**

DATE: Special Meeting of October 24, 2024

PREPARED BY: Kevin Van Katwyk, Consulting Civil Engineer

APPROVED BY: Scott Buenting, Acting Public Works Director/City Engineer 

SUBJECT: Albers Property Subdivision 9515 Residential Project
Determination of Dedication of Land or Payment of Park-In-Lieu Fees

RECOMMENDED ACTION

It is recommended that the Parks and Recreation Commission forward to the Planning Commission a determination that the Albers Property Subdivision 9515 single family residential project is subject to a payment of \$441,000 of park land dedication park-in-lieu fees.

BACKGROUND

The applicant proposes a new residential subdivision known as Albers Property Subdivision 9645 single family attached residential project, consisting of 294-units of single family detached residential houses on a 96.5-acre parcel (APN: 057-042-006, 057-050-021) located south of Sand Creek Road and east of Deer Valley Road and close to the intersection of Deer Valley Road and Sand Creek Road.

The Subdivision Ordinance (Section 9-4.1002) requires the dedication of land for the development of parks or the payment of park-in-lieu fees, or both for all new subdivisions creating five or more lots or used for residential purposes. The Code requires that the Parks and Recreation Commission forward a determination of the needed land dedication or fees to the Planning Commission for consideration with the proposed subdivision map.

The Code includes a formula for determining the required land dedication and the corresponding park-in-lieu fees. The City of Antioch strives to provide 5.0 acres of land for each 1,000 persons. The number of persons per dwelling unit is determined by the code and is shown in the following table along with corresponding land dedication and park-in-lieu fee requirements.

Unit Category	Average Persons/Unit	Land Dedication/Unit	In-Lieu Fees/Unit
Single-Family, Detached	3.02	0.015 acres	\$1,500
Single-Family, Attached	2.2	0.011 acres	\$1,100
Duplexes	1.9	0.0095 acres	\$950
Multi-Family	1.9	0.0095 acres	\$950
Mobile Homes	1.9	0.0095 acres	\$950
Senior Housing	1.5	0.0075 acres	\$750

This project would require a dedication of 4.41 acres (140,699 square feet) of land. However, Section 9-4.1005(B) states that subdivisions creating 50 dwelling units or more must dedicate land at the option of the city or pay the park-in-lieu fees. The project dedication and payment requirements are described in the following table:

	Persons	Land Dedication	In-lieu Fees
Per Unit	3.0 persons	0.015 acres	\$ 1,500
Project Total	882 persons	4.41 Acres	\$441,000

In general when determining whether land should be dedicated, the Parks and Recreation Commission is directed to consider the General Plan; any applicable adopted Specific Plan; the topography, geography, access, and location of land in the subdivision available for dedication; the size and shape of the subdivision and the land available for dedication; the feasibility of dedication; the compatibility of dedication with the General Plan and/or Specific Plan; and the availability of previously acquired park property.

Based on the "Albers Property Subdivision 9515" Vesting Tentative Map dated September 23, 2022, shows that park parcel T and open space parcels V, W, X, and Y are approximately 45.8 acres (1,995,048 square feet) dedicated as a private park and open space, which is over the required acres of parks to be dedicated to the HOA. The 1.5-acre park is privately maintained and managed by the HOA along with all the open space. Per Section 9-4.10.10(D)(6), this private park does not qualify for fee credits as it is less than the required minimum of 2 contiguous acres. Therefore, Albers Ranch subdivision project shall be required to pay for the full amount of required park-in-lieu fees.

SUMMARY

Staff recommends that the Parks and Recreation Commission forward to the Planning Commission a determination that "Albers Property Subdivision 9515" single family detached residential project is subject to a payment of \$441,000 of park-in-lieu fees attached to project conditions of approval.

ATTACHMENTS

A. Vicinity Map

A map of the study area showing the location of the site. The map is enclosed in an oval border. Highway 4 runs horizontally across the top. Lone Tree Way runs diagonally from the top left towards the center. Hillcrest is a vertical road to the right of Lone Tree Way. U.P. Railroad runs diagonally from the top right towards the bottom right. Deer Valley Rd runs vertically in the center. Balfour Rd runs horizontally at the bottom. The 'SITE' is marked with a small rectangle on Deer Valley Rd, just above Balfour Rd. A north arrow is located on the left side of the map, pointing upwards.


[illegible]

CITY OF
ANTIOCH
CALIFORNIA

**STAFF REPORT TO THE
PARKS AND RECREATION COMMISSION**

DATE: Special Meeting of October 24, 2024

PREPARED BY: Kevin Van Katwyk, Consulting Civil Engineer

APPROVED BY: Scott Buenting, Acting Public Works Director/City Engineer 

SUBJECT: Slatten Ranch Subdivision 9645 Condominium Multi-family
Project Determination of Dedication of Land or Payment of
Park-In-Lieu Fees

RECOMMENDED ACTION

It is recommended that the Parks and Recreation Commission forward to the Planning Commission a determination that the Slatten Ranch Subdivision 9645 Continuum Multi-family project is subject to a payment of \$122,550 of park land dedication park-in-lieu fees.

BACKGROUND

The applicant proposes a new residential subdivision known as Slatten Ranch Subdivision 9645 Condominium Multi-Family project, consisting of 129-units of multi-family townhomes on a 6.41-acre parcel (APN: 056-120-098) located north of Lone Tree Way and east of Empire Avenue and at the intersection of Wicklow Way and Empire Avenue.

The Subdivision Ordinance (Section 9-4.1002) requires the dedication of land for the development of parks or the payment of park-in-lieu fees or both for all new subdivisions creating five or more lots or used for residential purposes. The Code requires that the Parks and Recreation Commission forward a determination of the needed land dedication or fees to the Planning Commission for consideration with the proposed subdivision map.

The Code includes a formula for determining the required land dedication and the corresponding park-in-lieu fees. The City of Antioch strives to provide 5.0 acres of land for each 1,000 persons. The number of persons per dwelling unit is determined by the code and is shown in the following table along with corresponding land dedication and park-in-lieu fee requirements.

Unit Category	Average Persons/Unit	Land Dedication/Unit	In-Lieu Fees/Unit
Single-Family, Detached	3.02	0.015 acres	\$1,500
Single-Family, Attached	2.2	0.011 acres	\$1,100
Duplexes	1.9	0.0095 acres	\$950
Multi-Family	1.9	0.0095 acres	\$950
Mobile Homes	1.9	0.0095 acres	\$950
Senior Housing	1.5	0.0075 acres	\$750

This project would require a dedication of 1.2255 acres (53,383 square feet) of land. However, Section 9-4.1005(B) states that subdivisions creating 50 dwelling units or more must dedicate land at the option of the city or pay the park-in-lieu fees. The project dedication and payment requirements are described in the following table:

	Persons	Land Dedication	In-lieu Fees
Per Unit	1.9 persons	0.0095 acres	\$ 950
Project Total	245 persons	1.2255 acres	\$122,550

In general when determining whether land should be dedicated, the Parks and Recreation Commission is directed to consider the General Plan; any applicable adopted Specific Plan; the topography, geography, access, and location of land in the subdivision available for dedication; the size and shape of the subdivision and the land available for dedication; the feasibility of dedication; the compatibility of dedication with the General Plan and/or Specific Plan; and the availability of previously acquired park property.

Based on the "The Slatten Ranch Subdivision 9645" Vesting Tentative Map dated January 11, 2024, shows that open space parcel K is approximately 0.34 acres (14,810 square feet) dedicated as a private open space, which not under the required acres of parks to be dedicated. The .34-acre park is privately maintained and managed by the HOA. Per Section 9-4.10.10(D)(6), this private park does qualify for fee credits as it is less than the required minimum of 2 contiguous acres. Therefore, The Slatten Ranch subdivision project shall be required to pay for the full amount of required park-in-lieu fees.

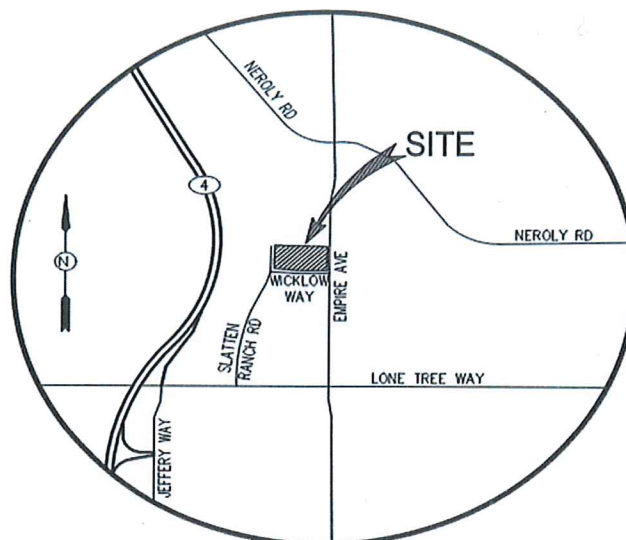
SUMMARY

Staff recommends that the Parks and Recreation Commission forward to the Planning Commission a determination that "The Slatten Ranch Subdivision 9645" Multi-Family project is subject to a payment of \$122,550 of park-in-lieu fees attached to project conditions of approval.

ATTACHMENTS

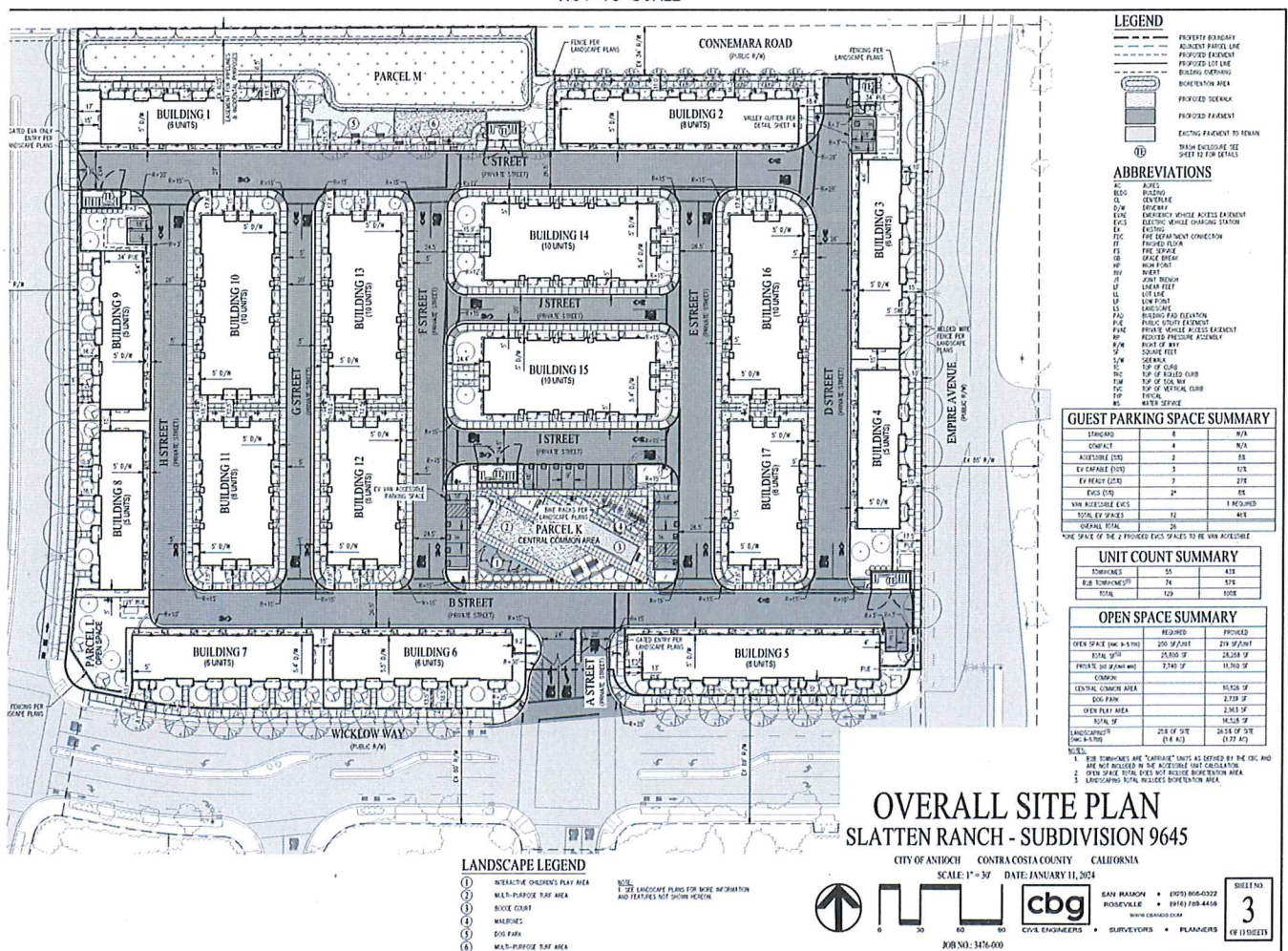
A. Vicinity Map

ATTACHMENT "A"



VICINITY MAP

NOT TO SCALE




CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE
PARKS AND RECREATION COMMISSION

DATE: Special Meeting of October 24, 2024

PREPARED BY: Kevin Van Katwyk, Consulting Civil Engineer

APPROVED BY: Scott Buenting, Acting Public Works Director/City Engineer 

SUBJECT: Wildflower Station Townhomes 2 Subdivision 9601
Determination of Dedication of Land or Payment of Park-In-Lieu Fees

RECOMMENDED ACTION

It is recommended that the Parks and Recreation Commission forward to the Planning Commission a determination that the Wildflower Station Townhomes 2 Subdivision 9601 project is subject to a payment of \$151,050 of park land dedication park-in-lieu fees.

BACKGROUND

The applicant proposes a new residential subdivision known as Wildflower Station Townhomes 2 project, consisting of 159-units of multi-family townhomes on a 10.35 acre parcel (APNs: 052-140-013, 052-140-014, 052-140-015, 052-140-016) located west of the existing Wildflower Station Townhomes 1 project and south of State Route Highway 4, at the intersection of Hillcrest Avenue and Deer Valley Road.

The Subdivision Ordinance (Section 9-4.1002) requires the dedication of land for the development of parks or the payment of park-in-lieu fees or both for all new subdivisions creating five or more lots or used for residential purposes. The Code requires that the Parks and Recreation Commission forward a determination of the needed land dedication or fees to the Planning Commission for consideration with the proposed subdivision map.

The Code includes a formula for determining the required land dedication and the corresponding park-in-lieu fees. The City of Antioch strives to provide 5.0 acres of land for each 1,000 persons. The number of persons per dwelling unit is determined by the code and is shown in the following table along with corresponding land dedication and park-in-lieu fee requirements.

Unit Category	Average Persons/Unit	Land Dedication/Unit	In-Lieu Fees/Unit
Single-Family, Detached	3.0	0.015 acres	\$1,500
Single-Family, Attached	2.2	0.011 acres	\$1,100
Duplexes	1.9	0.0095 acres	\$950
Multi-Family	1.9	0.0095 acres	\$950
Mobile Homes	1.9	0.0095 acres	\$950
Senior Housing	1.5	0.0075 acres	\$750

This project would require a dedication of 1.5105 acres (65,797 square feet) of land. However, Section 9-4.1005(B) states that subdivisions creating 50 dwelling units or more must dedicate land at the option of the City or pay the park-in-lieu fees. The project dedication and payment requirements are described in the following table:

	Persons	Land Dedication	In-lieu Fees
Per Unit	1.9 persons	0.0095 acres	\$ 950
Project Total	302.1 persons	1.5105 acres	\$151,050

In general when determining whether land should be dedicated, the Parks and Recreation Commission is directed to consider the General Plan; any applicable adopted Specific Plan; the topography, geography, access, and location of land in the subdivision available for dedication; the size and shape of the subdivision and the land available for dedication; the feasibility of dedication; the compatibility of dedication with the General Plan and/or Specific Plan; and the availability of previously acquired park property.

Based on the "Wildflower Townhomes 2" Vesting Tentative Map 9601 dated February 2, 2024, there is only approximately 0.43 acre (18,730.8 square feet) dedicated as a park, which falls short of the 1.5105 acres required. The 0.43-acre park shall be privately maintained and managed by the Home Owners Association (HOA) formed by this subdivision. Per Section 9-4.10.10(D)(6), this private park does not qualify for any fee credits as it is less than the required minimum of 2 contiguous acres. Therefore, the project shall be required to pay for the full amount of required park-in-lieu fees.

SUMMARY

Staff recommends that the Parks and Recreation Commission forward to the Planning Commission a determination that the Wildflower Townhome 2 project is subject to a payment of \$151,050 of park-in-lieu fees attached to project conditions of approval.

ATTACHMENTS


A. Vicinity Map

[illegible][illegible]

STAFF REPORT TO THE PARKS AND RECREATION COMMISSION

DATE: Special Meeting of October 24, 2024

TO: Members of the Parks and Recreation Commission

SUBMITTED BY: Brad Helfenberger, Parks and Recreation Director 

SUBJECT: Formation of an Ad-Hoc Committee for Purposes of Reviewing
2024-25 Civic Enhancement Grant Applications and Award
Recommendation

RECOMMENDED ACTION

It is recommended that the Parks and Recreation Commission appoint 2-3 members of the Commission to serve on the Civic Enhancement Grant Ad-Hoc Committee.

FISCAL IMPACT

This action has no direct fiscal impact. The budget allocation for the Civic Enhancement Grant Program is \$50,000 for Fiscal Year 2024-2025.

DISCUSSION

The Fiscal Year 23-25 Budget approved by City Council includes the continuation of the Civic Enhance Grants Program to support community events and improvement projects that originate with nonprofit organizations in Antioch. It is the City's goal to assist nonprofit organizations by creating and implementing a grant program to fund civic events and enhancement projects in an objective and efficient manner. The City Council directed the Parks and Recreation Commission to make final recommendations for grant approval to the City Council.

Applications for the grant program were due October 14. The Ad-Hoc Committee review of grant applications will take place in November with review and recommendation by the Commission at the December or January meeting. Final approval by City Council is anticipated soon after.

ATTACHMENTS

None