

## **AGENDA**

### **CITY OF ANTIOCH ZONING ADMINISTRATOR**

**THURSDAY, SEPTEMBER 26, 2019  
3:00 P.M.**

### **REGULAR MEETING**

**CITY HALL SECOND FLOOR CONFERENCE ROOM  
200 "H" STREET**

### **APPEAL**

All items that can be appealed under Section 9-5.2705 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 PM on **THURSDAY, OCTOBER 3, 2019**.

### **PUBLIC COMMENTS**

### **NEW PUBLIC HEARING**

1. **Z-09-02, PW 674, PD-05-01, UP-08-04 – Park Ridge Subdivision 8846** – The applicant, Davidon Homes requests approval of an amendment to Condition of Approval #91 of City Council Resolution 2010-21 removing the conditioned signalized intersection at Laurel Road and Treeline Way. The project is generally located west of the State Route 4 Bypass, east of Canada Valley Road and south of Laurel Road (APN 053-060-043).

### **ORAL COMMUNICATIONS**

### **WRITTEN COMMUNICATIONS**

### **ADJOURNMENT**

#### **Notice of Availability of Reports**


This agenda is a summary of the actions proposed to be taken by the Zoning Administrator. For almost every agenda item, materials have been prepared by the City staff for the Zoning Administrator's consideration. These materials include staff reports which explain in detail the item before the Zoning Administrator and the reason for the recommendation. The materials may also include resolutions or ordinances which are proposed to be adopted. Other materials, such as maps and diagrams, may also be included. All of these materials are available at the Community Development Department located on the


**2<sup>nd</sup> floor of City Hall, 200 “H” Street, Antioch, California, 94509, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday for inspection and copying (for a fee) or on our website at:**

**<https://www.antiochca.gov/fc/community-development/planning/Project-Pipeline.pdf>.**

**Questions on these materials may be directed to the staff member who prepared them, or to the Community Development Department, who will refer you to the appropriate person.**

**STAFF REPORT TO THE ZONING ADMINISTRATOR  
FOR CONSIDERATION AT THE MEETING OF SEPTEMBER 26, 2019**

**Prepared by:** Kevin Scudero, Associate Planner   
Ken Warren, Project Manager

**Reviewed by:** Alexis Morris, Planning Manager 

**Date:** September 20, 2019

**Subject:** Park Ridge Condition of Approval Amendment

**RECOMMENDATION**

It is recommended that the Zoning Administrator consider the proposed amendment to condition of approval number 91 (COA #91) of City Council Resolution 2010-21 removing the requirement for a signalized intersection at Laurel Road and Treeline Way and make a recommendation to the City Council.

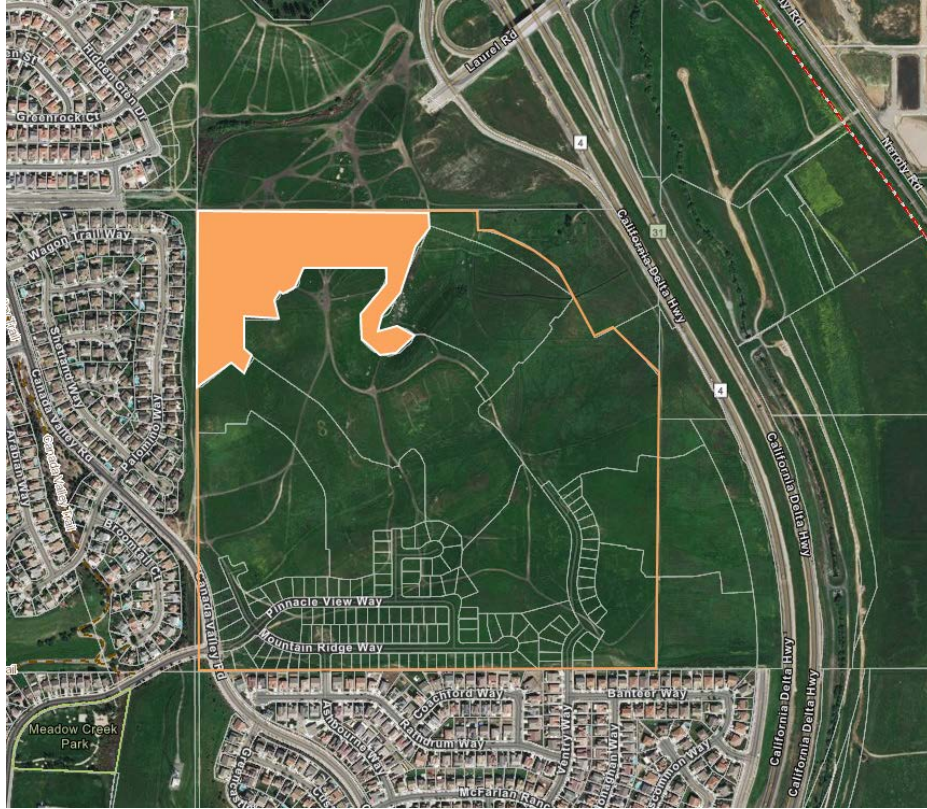
**REQUEST**

The applicant, Davidon Homes, requests approval of the following proposed amendment to COA #91 of City Council Resolution 2010-21 removing the requirement for a signalized intersection at Laurel Road and Treeline Way.

COA #91     *A median on Laurel Road at Treeline Way shall be designed and constructed to allow for left turn ingress into the project and right turn only egress onto Laurel Road. A signalized pedestrian crossing on Laurel Road, west of Treeline Way, and in general alignment with the proposed regional trail system, shall be constructed subject to the review and approval by the Antioch City Engineer.*

**BACKGROUND**

The Park Ridge site is bounded by single-family residential uses to the west and south, open space and an Oakley Water District elevated tank site to the north, and State Route 4 (SR 4) to the east (APN 053-060-043)



## East Lone Tree Specific Plan

In 1988, the Antioch City Council adopted a General Plan Update that designated a 785-acre area as Future Urban Area 2 (FUA 2), which included the proposed project site. The General Plan Update envisioned various urban uses in this area including business park, office, and light industrial; however, it did not set forth any development targets.

In 1992, the Infrastructure Plan Environmental Impact Report (EIR) identified a range of development potential for FUA 2 that consisted of 227 to 313 acres of commercial and employment land uses, and 1,300 to more than 2,600 dwelling units. FUA 2 was annexed into the City of Antioch in two phases, one in 1993, and one in 1995.

In 1996, the City of Antioch adopted the East Lone Tree Specific Plan and certified the associated project level Final EIR (FUA 2 EIR), officially known as Future Urbanization Area #2 Specific Plan EIR. The Specific Plan contemplated the development of 1,322 dwelling units, regional retail uses, a school, and parks.

## Park Ridge Subdivision

The Park Ridge Subdivision #8846 consists of the subdivision and development of 169.7 acres within the East Lone Tree Specific Plan area, located between the SR 4 Bypass and Canada Valley Road, south of the future extension of Laurel Road. The

subdivision includes 525 single-family residential homes, and related public facilities. The Park Ridge site adjoins existing or approved development to the west and south and adjoins the SR 4 Bypass to the east.

Development of the project, as proposed, includes a neighborhood park facility (8.22 acres), a major public open space preserve (25.5 acres) and the extension of Country Hills Road along the east boundary of the site adjoining the SR 4 Bypass, as called for in the Specific Plan.

An Addendum to the 1996 Final FUA 2 EIR was prepared and adopted for the Park Ridge Subdivision in 2009 (2009 Addendum) to address refinements to the land plan. The 2009 Addendum transportation analysis evaluated the need for a signalized intersection at the intersection of Laurel Road/Treeline Way/"D" Lane and found that the level of service (LOS) and delay did not meet the warrant for signalization. However, the Antioch City Council, in approving the project, included a condition of approval (COA #91) requiring the construction of a fully signalized intersection. Phase 1 of the Park Ridge project is currently under construction.

## **ANALYSIS**

### **Issue #1: Removal of Required Signal**

The unconstructed portion of Laurel Road is bordered by the Park Ridge project to the south and bordered by the Laurel Ranch project to the north, an approved 180-unit planned development. Park Ridge's land plan consists of one direct access point onto Laurel Road via Treeline Way. Laurel Ranch's proposed land plan consists of two direct access points onto Laurel Road via 'A' Street and 'D' Lane. Laurel Road's original design aligned Treeline Way Road and 'D' Lane, creating the need for a signalized intersection. As mentioned above, Park Ridge's COA #91 memorialized this requirement and called for Park Ridge to construct a signal at this intersection.

*Existing COA 91: The developer shall design and construct a signalized intersection at Laurel Road and Treeline Way.*

Further refinement of the Laurel Ranch Final Tentative Map caused Treeline Way and Lane 'D' to offset, making a signalized intersection infeasible. After further discussions with staff and based on preliminary traffic analysis, it was determined vehicular access into and out of both projects could be achieved without a signalized intersection. It is now proposed that site access associated with Park Ridge (Treeline Way) would consist of a right-in, right-out, and a left-in from a left-hand median turn pocket. Proposed site access associated with Laurel Ranch ('D' Lane) would consist of a right-in and a right-out only. Attachment A illustrates the revised Laurel Road configuration and proposed traffic movements.

Both the Park Ridge and Laurel Ranch subdivisions include construction of a connecting trail to the Delta De Anza Regional trail along their western boundaries. The

trail would cross Laurel Road as shown in Attachment C. To ensure that pedestrians using the Delta De Anza Trail can cross Laurel Road safely, a pedestrian crossing will be installed just to the west of Treeline Way and “D” Lane, in general alignment with the proposed regional trail.

*Proposed COA 91: A median on Laurel Road at Treeline Way shall be designed and constructed to allow for left turn ingress into the project and right turn only egress onto Laurel Road. A signalized pedestrian crossing on Laurel Road, west of Treeline Way, and in general alignment with the proposed regional trail system, shall be constructed subject to the review and approval by the Antioch City Engineer.*

## **Issue #2: CEQA Review**

CEQA allows the preparation of an addendum to a previously certified EIR if some changes or additions are made to the previous EIR and conditions are not present that would require the preparation of a subsequent EIR (PRC Section 21166, CEQA Guidelines Sections 15162, 15164). As explained throughout this staff report and summarized below, no such conditions are present.

A Second Addendum to the FUA 2 EIR prepared for the Specific Plan was prepared by FirstCarbon Solutions, dated June 3, 2016, to determine whether and to what extent the 1996 Final FUA 2 EIR remains sufficient to address the potential impacts of the proposed changes to the proposed project. The Second Addendum analyzed the following:

- Reconfiguration of the proposed Laurel Road/Treeline Way/“D” Lane intersection; and,
- Revision of COA #91 removing the signalized intersection at the above intersection; and,
- Whether additional documentation is required under the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000, et seq.).

A copy of the second addendum can be viewed at the following link: <https://www.antiochca.gov/community-development-department/planning-division/environmental-documents/>

## **Conclusion**

The proposed project consists of a minor alteration to the intersection design and does not require any major revisions to the 1996 Final FUA 2 EIR, and new, significant information or changes in circumstances surrounding the project have not occurred since the certification of the EIR. The reconfiguration of the intersection would not result in new impacts that were not previously disclosed; and as evaluated in the second addendum, the removal of the signalized intersection would not result in new



transportation impacts that were not previously disclosed. Therefore, the previous CEQA analysis completed for the Park Ridge Subdivision Project, which includes the proposed Laurel Road/Treeline Way/"D" Lane intersection, remains adequate. The applicable mitigation measures from the 1996 Final FUA 2 EIR will be imposed on the proposed project as described herein.

### **ATTACHMENTS**

- A. Resolution recommending that the City Council adopt the addendum to the final Future Urbanization Area #2 Specific Plan EIR (FUA 2 EIR)
- B. Resolution approving an amendment to Condition of Approval Number 91 of City Council Resolution 2010-21 for the Park Ridge Subdivision Project
- C. Revised Laurel Road Configuration Exhibit

# ATTACHMENT “A”



**CITY OF ANTIOCH ZONING ADMINISTRATOR  
RESOLUTION NO. 2019-\*\***

**RESOLUTION OF THE CITY OF ANTIOCH ZONING ADMINISTRATOR  
RECOMMENDING THAT THE CITY COUNCIL ADOPT THE ADDENDUM TO THE  
FINAL FUTURE URBANIZATION AREA #2 SPECIFIC PLAN EIR (FUA 2 EIR)  
PREPARED FOR THE EAST LONE TREE SPECIFIC PLAN AS ADEQUATE FOR  
ADDRESSING THE ENVIRONMENTAL IMPACTS OF THE PROPOSED  
AMENDMENT TO CONDITION OF APPROVAL NUMBER 91 OF CITY COUNCIL  
RESOLUTION 2010-21 FOR THE PARK RIDGE SUBDIVISION PROJECT**

**WHEREAS**, the City of Antioch received a request from Davidon Homes, for an amendment to condition of approval number 91 of City Council Resolution No. 2010-21 to remove the requirement for a signalized intersection at the future location of Laurel Road and Treeline Way; and,

**WHEREAS**, the City Council on May 28, 1996, pursuant to the California Environmental Quality Act, certified the Future Urbanization Area #2 Specific Plan EIR and adopted a Statement of Overriding Considerations for the significant and unavoidable impact related to regional air quality because the benefits derived from the project would outweigh the impact; and,

**WHEREAS**, pursuant to the California Environmental Quality Act and City implementing procedures, an Addendum to the Future Urbanization Area #2 Specific Plan EIR has been prepared for this project; and,

**WHEREAS**, measures specified in the Future Urbanization Area #2 Specific Plan EIR and Addendum will be implemented to mitigate any adverse environmental impacts from the project, with the exception of an impact to air quality which would be significant and unavoidable; and,

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

**WHEREAS**, the Zoning Administrator on September 26, 2019, duly held a public hearing, received, and considered evidence, both oral and documentary.

**NOW THEREFORE BE IT RESOLVED** the Zoning Administrator of the City of Antioch does hereby make the following findings for recommendation to the City Council of adoption of the Addendum to the Future Urbanization Area #2 Specific Plan EIR:

FINDING: Based on the entire record before it, the City finds that there have not been substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or substantial increase in the severity of previously identified significant effects.

EVIDENCE: The proposed amendment to Council Resolution No. 2010-21 is consistent with all elements of the adopted East Lone Tree Specific Plan and would therefore not result in new or expanded impacts beyond those identified in the previously certified Future Urbanization Area #2 Specific Plan EIR or Addenda.

FINDING: Based on the entire record before it, the City finds no substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

EVIDENCE: An updated Traffic Analysis was prepared as part of the Second Addendum (July 8, 2016) to evaluate the changes in the traffic conditions in the vicinity of the project area since 1996. As explained in Section XVI Transportation of the Second Addendum, the proposed project will not cause any new significant traffic impacts or increase the severity of the traffic impacts already evaluated in the 1996 Final EIR and the subsequent 2009 Addendum. The reconfiguration of the Laurel Road/Treeline Road/"D" Lane intersection was evaluated in the 2016 Addendum to the 1996 Final EIR for the Laurel Ranch Subdivision. The analysis demonstrates that this intersection would operate satisfactorily as a non-signalized intersection and does not meet the warrant for signalization. Additional analysis is also presented in Section XVI of the Second Addendum, to describe the potential effects of the reconfiguration of the intersection of "Lane D" and Laurel Road on the proposed crossing of the Delta De Anza Trail at Laurel Road. New impacts were not identified related to the operation of the trail at this location.

FINDING: Based on the entire record before it, the City finds no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Future Urbanization Area #2 Specific Plan EIR was certified, that shows any of the following:

- a) The project will have a new significant effect not previously discussed in the 1996 Final EIR.
- b) The project will cause any significant effect examined in the 1996 Final EIR to be substantially more severe.
- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

EVIDENCE:

- a) Substantial changes are not proposed in the project which will require major revisions to the 1996 Final EIR.

- b) The analysis provided in the Addendum shows that the previously identified significant effects of the Specific Plan would not be accentuated through implementation of the proposed change to Condition of Approval #91.
- c) The mitigation measures in the 1996 Final EIR and adopted in the CEQA Findings for the Project remain feasible. The following mitigation measures identified in the Second Addendum and required for the proposed project as identified in the 1996 Final EIR that are necessary to reduce the potentially significant impacts to a level of insignificance will be made a requirement of the project and are acceptable by the project proponent:

***Mitigation Measures B11, B12, B13: Intersections, roadways, sidewalks and bike lanes will be designed in subsequent plans to meet City standards.***

**FINDING:** Based on the entire record before it, the City finds that the amendment to Council Resolution No. 2010-21 for the Park Ridge project will result in none of the conditions described in CEQA Guidelines Section 15162; therefore, there is substantial evidence to support the City’s determination that an Addendum to the Future Urbanization Area #2 Specific Plan EIR is required in this case.

**EVIDENCE:** As noted above, there is substantial evidence to support the City’s findings that: a) no substantial changes are proposed in the amendment to Council Resolution No. 2010-21 for the Park Ridge project that will require major revisions of the Future Urbanization Area #2 Specific Plan EIR; b) there have been no substantial changes in circumstances relating to the project that require the preparation of a subsequent or supplemental EIR; and c) there is no new information available, which was not known and could not have been known with the exercise of reasonable diligence at the time the Future Urbanization Area #2 Specific Plan EIR was certified as complete, that requires the preparation of a subsequent or supplemental EIR. Accordingly, there is substantial evidence to support the City’s determination that an Addendum to the Future Urbanization Area #2 Specific Plan EIR is required in this case, pursuant to CEQA Guidelines Section 15164.

**NOW THEREFORE BE IT FURTHER RESOLVED** that the Addendum to the Future Urbanization Area #2 Specific Plan EIR is **HEREBY RECOMMENDED FOR ADOPTION** pursuant to the California Environmental Quality Act. All feasible mitigation measures for the project identified in the Environmental Impact Report and accompanying studies are hereby incorporated into this approval.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was adopted by the Zoning Administrator of the City of Antioch at a regular meeting thereof held on the 26th day of September, 2019:

\_\_\_\_\_  
FORREST EBBS  
Zoning Administrator

# ATTACHMENT “B”

**CITY OF ANTIOCH ZONING ADMINISTRATOR  
RESOLUTION NO. 2019-\*\***

**RESOLUTION OF THE CITY OF ANTIOCH ZONING ADMINISTRATOR  
APPROVING AN AMENDMENT TO CONDITION OF APPROVAL NUMBER 91 OF  
CITY COUNCIL RESOLUTION 2010-21 FOR THE PARK RIDGE SUBDIVISION  
PROJECT**

**WHEREAS**, the City of Antioch received a request from Davidon Homes, for an amendment to condition of approval number 91 of City Council Resolution No. 2010-21 to remove the requirement for a signalized intersection at Laurel Road and Treeline Way; and,

**WHEREAS**, the City Council on May 28, 1996, pursuant to the California Environmental Quality Act, certified the Final Future Urbanization Area #2 Specific Plan EIR and adopted a Statement of Overriding Considerations for the significant and unavoidable impact related to regional air quality because the benefits derived from the project would outweigh the impact; and,

**WHEREAS**, pursuant to the California Environmental Quality Act and City implementing procedures, an Addendum to the Future Urbanization Area #2 Specific Plan EIR has been prepared for this project; and,

**WHEREAS**, measures specified in the Final Environmental Impact Report and Addendum will be implemented to mitigate any adverse environmental impacts from the project, with the exception of an impact to air quality which would be significant and unavoidable; and,

**WHEREAS**, on March 9, 2010 the City Council approved Council Resolution 2010-21 for the Park Ridge Subdivision Project; and,

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

**WHEREAS**, the Zoning Administrator on September 26, 2019, duly held a public hearing, received, and considered evidence, both oral and documentary, and,

**WHEREAS**, the Zoning Administrator determines that the proposed changes to the condition of approval #91 are non-controversial, minor, do not involve substantial alterations or additions, and are consistent with the intent of the original approval.

**NOW THEREFORE BE IT RESOLVED** the Zoning Administrator of the City of Antioch does hereby recommend that the City Council of the City of Antioch **APPROVE** the amendment to condition of approval number 91 of City Council Resolution No. 2010-21 to remove the requirement for a signalized intersection at Laurel Road and Treeline Way, subject to the following conditions:

**A. GENERAL CONDITIONS**

1. Condition of Approval #91 of City Council Resolution 2010-21 is hereby amended to read:

COA #91     *A median on Laurel Road at Treeline Way shall be designed and constructed to allow for left turn ingress into the project and right turn only egress onto Laurel Road. A signalized pedestrian crossing on Laurel Road, west of Treeline Way, and in general alignment with the proposed regional trail system, shall be constructed subject to the review and approval by the Antioch City Engineer.*

2. All other conditions from City Council Resolution No. 2010-21, unless modified herein, are still applicable.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the Zoning Administrator of the City of Antioch at a regular meeting thereof held on the 26<sup>th</sup> day of September 2019.

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FORREST EBBS  
Zoning Administrator

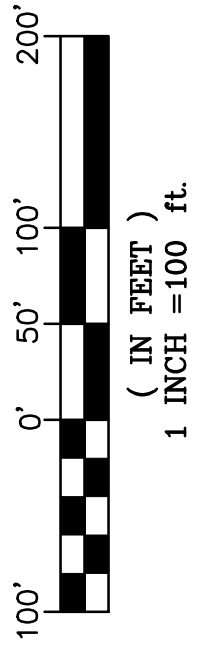
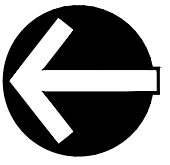
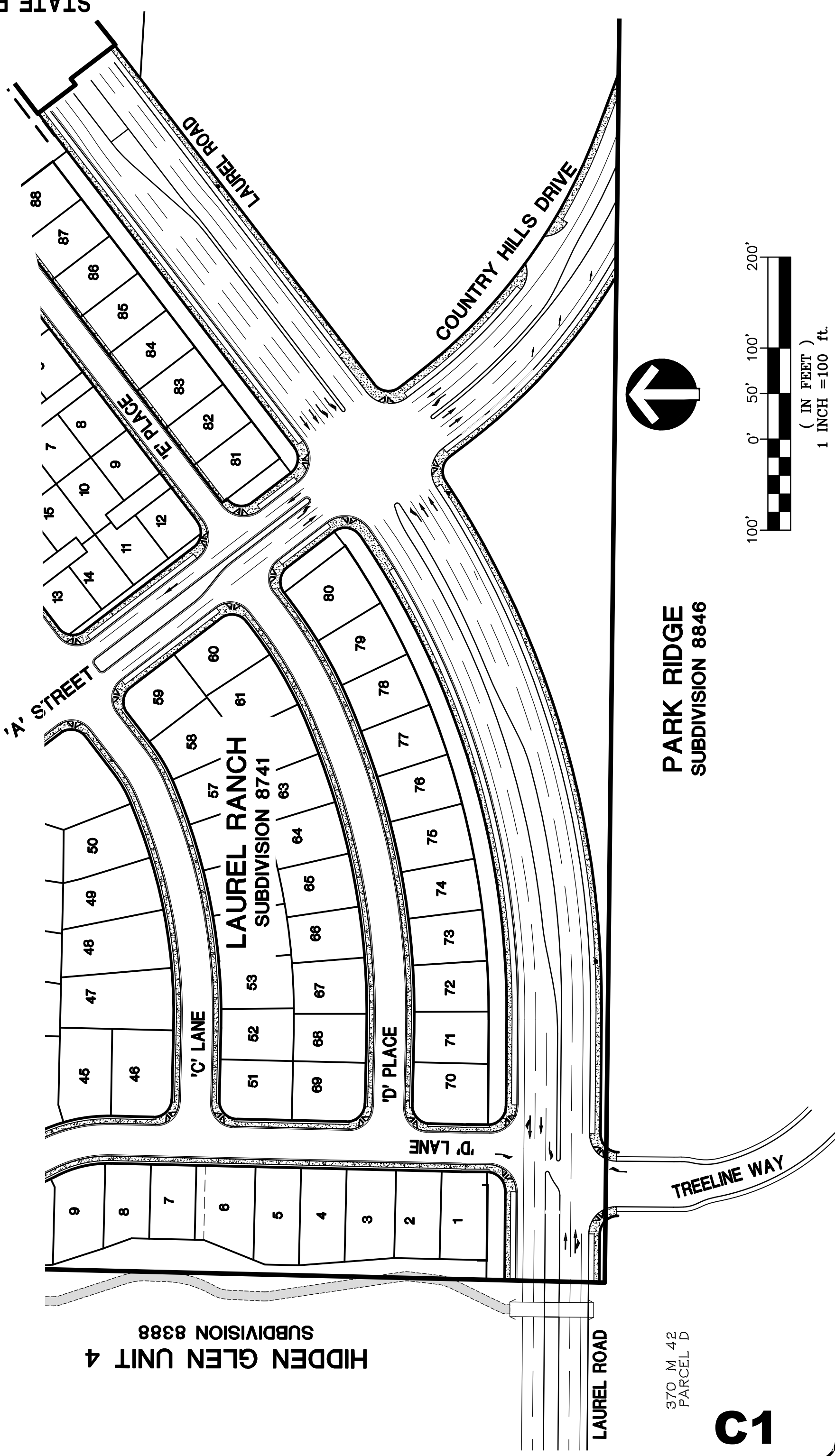
# ATTACHMENT “C”



# LAUREL ROAD RECONFIGURATION

MAY 17, 2016

STATE ROUTE 4



**PARK RIDGE  
SUBDIVISION 8846**

370 M. 42  
PARCEL D

# C1