

**ANNOTATED  
AGENDA  
CITY OF ANTIOCH PLANNING COMMISSION  
ANTIOCH COUNCIL CHAMBERS  
THIRD & "H" STREETS**

**WEDNESDAY, AUGUST 6, 2014**

**6:30 P.M.**

**NO PUBLIC HEARINGS WILL BEGIN AFTER 10:00 P.M.  
UNLESS THERE IS A VOTE OF THE PLANNING COMMISSION  
TO HEAR THE MATTER**

**APPEAL**

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 **THURSDAY, AUGUST 14, 2014.**

If you wish to speak, either during "public comments" or during an agenda item, fill out a Speaker Request Form and place in the Speaker Card Tray. This will enable us to call upon you to speak. Each speaker is limited to not more than 3 minutes. During public hearings, each side is entitled to one "main presenter" who may have not more than 10 minutes. These time limits may be modified depending on the number of speakers, number of items on the agenda or circumstances. No one may speak more than once on an agenda item or during "public comments". Groups who are here regarding an item may identify themselves by raising their hands at the appropriate time to show support for one of their speakers.

**ROLL CALL**                      **6:30 P.M.**

Commissioners	Hinojosa, Chair
	Motts, Vice Chair
	Baatrup
	Miller ( <b>absent</b> )
	Westerman
	Pinto

**PLEDGE OF ALLEGIANCE**

**PUBLIC COMMENTS**

**CONSENT CALENDAR**

All matters listed under Consent Calendar are considered routine and are recommended for approval by the staff. There will be one motion approving the items listed. There will be no

MINUTES

MINUTES

separate discussion of these items unless members of the Commission, staff or the public request specific items to be removed from the Consent Calendar for separate action.

- 1. **APPROVAL OF MINUTES:**
  - A. June 4, 2014 **APPROVED**
  - B. June 18, 2014 **APPROVED**

\* \* \* END OF CONSENT CALENDAR \* \* \*

**CONTINUED PUBLIC HEARING**

STAFF REPORT

- 2. **UP-13-12 – MISSION HOPE DAY PROGRAM** – Mission-Hope Day Program requests the approval of a use permit to operate an adult day care that provides services for developmentally disabled adults. The Planning Commission continued the project at the April 16, 2014 meeting. The project site is located at 10 South Lake Drive (**APN 065-235-019**).

**RESOLUTION NO. 2014-18**

**NEW PUBLIC HEARINGS**

STAFF REPORT

- 3. **UP-14-03 – ANTIOCH PRODUCE** – Haroon Sherzai requests approval of a use permit for the Antioch Produce Market to sell locally grown fruits and vegetables seven days a week from 8:00 a.m. to 8:00 p.m. The business will also offer a variety of juices, snacks, and other general items. No alcohol, cigarettes, or tobacco will be sold at the store. The project site is located at 1625 A Street, in an approximately 3,500-square foot retail unit in the Antioch Square Shopping Center on the northeast corner of A street and East 18th Street (**APN: 065-183-035**).

**RESOLUTION NO. 2014-19**

- 4. **PDP-14-04 – OAKLEY KNOLLS PRELIMINARY DEVELOPMENT PLAN** – Discovery Builders requests the review of a preliminary development plan, which is not an entitlement, for the development of 31 single family homes on approximately 5.56 acres. The project site is located on the north side of Oakley Road approximately 875 feet east of Willow Avenue (**APNs 051-430-001, -002, -003, -004, -005, -006, -007, -008, -009, -010, -011, -012, -013, -014, -015, and -016**).

**COMMENTS RECEIVED**

**ORAL COMMUNICATIONS**

STAFF REPORT

**WRITTEN COMMUNICATIONS**

**COMMITTEE REPORTS**

**ADJOURNMENT (8:53 p.m.)**

**Notice of Availability of Reports**

This agenda is a summary of the discussion items and actions proposed to be taken by the Planning Commission. For almost every agenda item, materials have been prepared by the City staff for the Planning Commission’s consideration. These materials include staff reports

which explain in detail the item before the Commission 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, 3<sup>rd</sup> and H Streets, Antioch, California, 94509, between the hours of 8:00 a.m. and 11:30 a.m. or by appointment only between 1:00 p.m. and 5:00 p.m. Monday through Thursday for inspection and copying (for a fee). Copies are also made available at the Antioch Public Library for inspection. 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.

### **Notice of Opportunity to Address the Planning Commission**

The public has the opportunity to address the Planning Commission on each agenda item. You may be requested to complete a yellow Speaker Request form. Comments regarding matters not on this Agenda may be addressed during the "Public Comment" section on the agenda.

### **Accessibility**

The meetings are accessible to those with disabilities. Auxiliary aids will be made available for persons with hearing or vision disabilities upon request in advance at (925) 779-7009 or TDD (925) 779-7081.

**CITY OF ANTIOCH  
PLANNING COMMISSION  
REGULAR MEETING**

**Regular Meeting  
6:30 p.m.**

**June 4, 2014  
City Council Chambers**

Chairman Hinojosa called the meeting to order at 6:30 p.m. on Wednesday, June 4, 2014 in the City Council Chambers. She stated that 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 Thursday, June 12, 2014.

**ROLL CALL**

Present: Commissioners Baatrup, Westerman,  
Vice Chairman Motts and Chair Hinojosa  
Absent: Commissioners Pinto and Miller  
Staff: City Attorney, Lynn Tracy Nerland  
Director Community Development, Tina Wehrmeister  
Economic Development Program Manager, Brian Nunnally  
Assistant Engineer, Harold Jirousky  
Minutes Clerk, Kitty Eiden

**PLEDGE OF ALLEGIANCE**

**PUBLIC COMMENTS**

None.

**CONSENT CALENDAR**

1. Approval of Minutes: April 16, 2014

*On motion by Commissioner Baatrup, seconded by Commissioner Westerman the Planning Commission members present unanimously approved the minutes of April 16, 2014.*

**PUBLIC HEARING**

2. **PW 371-RA-52 – Lot Merger at Deer Valley Business Park** – Country Hills Antioch Medical Center, LLC requests the approval of a lot merger of the current 13 parcels into 4 new parcels. The project site is located on the north side of Country Hills Drive between Lone Tree Way and Deer Valley Road (APNs 055-740-001 thru 013).

Assistant Engineer Jirousky presented the staff report dated May 22, 2014 recommending the Planning Commission approve the merger of 13 parcels created by parcel map 357-303-06 into 4 new parcels (PW 371-RA-52).

**OPENED PUBLIC HEARING**

Todd Berryhill, Country Hills Medical Antioch LLC., thanked the Planning Commission for reviewing the application. He explained the lot line adjustment was a housekeeping matter and it was needed so buildings do not bridge over lot lines.

Phillip DeSouza, Antioch resident, voiced his support for the project, provided the proposed use and previously approved conditions of approval for the site remained the same. He requested staff include him in any future discussions, if any changes regarding the type of facility, were to come forward.

Director of Community Development Wehrmeister clarified the action was a parcel organization and does not negate or change the conditions of approval of the original use permit approved.

Mr. Berryhill added that they were not asking for changes to the conditions of approval or entitlements for the property.

In response to Commissioner Baatrup, Mr. Berryhill explained their intent was to build consolidated buildings that would conform to the approved square footage and conditions of approval.

**CLOSED PUBLIC HEARING**

Commissioner Westerman stated the request appeared to be an administrative action and he would support the lot line adjustment.

Commissioner Motts agreed and noted any concerns should be mitigated by the project being subject to all the original requirements.

**RESOLUTION NO. 2014-\*\***

***On motion by Commissioner Baatrup and seconded by Vice Chair Motts, the Planning Commission approved the merger of thirteen (13) parcels created by parcel map 357-303-06 into four (4) new parcels.***

**AYES:** *Hinojosa, Motts, Baatrup and Westerman*  
**NOES:** *None*  
**ABSTAIN:** *None*  
**ABSENT:** *Pinto and Miller*

**NEW ITEM**

**3. Bedford Center - Determination of General Plan consistency for the sale of 1811 "C" St. to Rehabilitation Services of Northern California.**

Economic Development Program Manager Nunnally presented the staff report dated May 29, 2014, recommending the Planning Commission adopt the resolution finding the conveyance of 1811 "C" Street consistent with the City's General Plan.

In response to Commissioner Westerman, Economic Development Program Manager Nunnally explained currently the other half of the building was in use by an Alcoholic Anonymous meeting group facilitated through Delta 2000.

Director of Community Development Wehrmeister added that she believed the intent was that the Bedford Center would utilize the entirety of the building if the purchase and sale were completed.

In response to Chair Hinojosa, Director of Community Development Wehrmeister clarified the use would expand within the building and the General Plan consistency determination was required by California Government Code for the sale and disposition of government owned property not because there are concerns about consistency from staff or purchaser. She noted a previous use permit was not located; therefore, the current use was non-conforming. She clarified the other half of the building was used for social services programs; therefore, this proposal was not considered a change or expansion of the use.

In response to Commissioner Motts, Director of Community Development Wehrmeister explained participants in the program were dropped off and with the other program no longer operating in the building, there was not a significant increase in the parking demand.

**OPENED PUBLIC HEARING**

**CLOSED PUBLIC HEARING**

In response to Commissioner Baatrup, Economic Development Program Manager Nunnally explained the Bedford Center provided adult day health care services, serving mainly Alzheimer's and dementia patients which was typically onset at a later time in life. He noted the purpose of their expansion was to be able to separate the higher functioning from lower functioning patients.

Chair Hinojosa voiced her support for the resolution as recommended in the staff report.

On motion by Commissioner Baatrup, seconded by Commissioner Westerman, the Planning Commission members present unanimously adopted the resolution finding the conveyance of 1811 "C" Street consistent with the City's General Plan.

**RESOLUTION NO. 2014-\*\***

***On motion by Commissioner Baatrup and seconded by Commissioner Westerman, the Planning Commission adopted the resolution finding the conveyance of 1811 "C" Street consistent with the City's General Plan.***

**AYES:** *Hinojosa, Motts, Baatrup and Westerman*  
**NOES:** *None*  
**ABSTAIN:** *None*  
**ABSENT:** *Pinto and Miller*

**ORAL COMMUNICATIONS**

Director of Community Development Wehrmeister announced the City was granted an approx. \$425,000 Planning Grant by the Strategic Growth Council to prepare a Specific Plan for the downtown priority development area. Additionally, she noted an RFP has been issued to update the General Plan land use element as well as the zoning code to reflect changes in the market. She announced the Housing Element Implementation Ordinances would be going to Council on June 10, 2014. She stated the next Planning Commission meeting was scheduled for June 18, 2014 and there were several preliminary residential development plans on the agenda. She reminded the Commission that the July 2, 2014 Planning Commission meeting was cancelled. She reported staff had received several larger applications; an amendment to the entitlements for the Aviano application and the Ginochio property, as well as fitness center for Lone Tree Landing Shopping Center. She stated the City was recruiting for an Associate Planner and the open Planning Commission position.

Commissioner Motts reported there had been confusion in the community regarding public outreach and the perception was that the only input they would have was at the Community café meetings.

Director of Community Development Wehrmeister stated staff would attempt to make the message clearer. She noted the community café meetings provided public input for the Strategic Management Plan and would not be considered public input for the downtown Specific Plan.

Chair Hinojosa stated it was great to hear the City had received the Planning Grant and was hiring additional staff for the Planning Department.

**WRITTEN COMMUNICATIONS**

None.

### **COMMITTEE REPORTS**

Commissioner Motts reported on his attendance at the TRANSPLAN meeting held on May 8, 2014.

### **ADJOURNMENT**

Chairman Hinojosa adjourned the Planning Commission at 6:56 p.m. to the next regularly scheduled meeting to be held on June 18, 2014.

Respectfully Submitted,

Kitty Eiden



**CITY OF ANTIOCH  
PLANNING COMMISSION MINUTES**

**Regular Meeting  
6:30 p.m.**

**June 18, 2014  
City Council Chambers**

**CALL TO ORDER**

Chair Hinojosa called the meeting to order at 6:30 p.m. on Wednesday, June 18, 2014, in the City Council Chambers. She stated that 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 decision. The final appeal date of decisions made at this meeting is 5:00 p.m. on Thursday, June 26, 2014.

**ROLL CALL**

Present: Commissioners Pinto and Baatrup  
Chair Hinojosa and Vice Chair Motts  
Absent: Commissioners Miller and Westerman  
Staff: Community Development Director, Tina Wehrmeister  
Assistant City Engineer, Lynne Filson  
City Attorney, Lynn Tracy Nerland  
Minutes Clerk, Cheryl Hammers

**PLEDGE OF ALLEGIANCE**

**PUBLIC COMMENTS**

None.

**CONSENT CALENDAR**

1. Approval of Minutes: None

**END OF CONSENT CALENDAR**

**NEW PUBLIC HEARINGS**

2. **PDP-12-01 – Quail Cove Preliminary Development Plan** – West Coast Home Builders requests the review of a preliminary development plan, which is not an entitlement, for the development of 31 single family homes on approximately 5.59 acres. The project site is located on the west side of Heidorn Ranch Road, at the eastern terminus of Prewett Ranch Road (**APNs 056-130-012**).

CDD Wehrmeister provided a summary of the staff report dated June 12, 2014.

In response to Chair Hinojosa's questions about lot coverage, the potential to have patios, covers, and ancillary structures given the small lots and zoning for this project having the potential to have zero lot lines, CDD Wehrmeister responded that the project will have a typical lot grading plan, that she doesn't see specific plotting, but yes, zero lot lines can be proposed.

### **OPENED PUBLIC HEARING**

Applicant, Louis Parsons, said that when laying out this project they looked at the preliminary project to the north and the density proposed there. That the density of lot size has similar lot coverage and that although they haven't designed the project yet, they will have at least one type of product being single story with higher lot coverage. He said that single stories need to go 50 to 55% lot coverage while 2 stories can get to 40 to 45% lot coverage. He said that the difficulty with the site is the connection to the project to the west and that they understand the conditions of paying their fair share of improvements. He said that one of the challenges is coming up with C3 and water quality and that they can look at adjusting parcels and working with engineering for C3. That this project is 31 units while the other project to the north is over 100 units if it gets approved, and he appreciates feedback moving forward.

In response to Vice Chair Motts, applicant stated that typically 25% of their projects are single family homes, that they are running an analysis, that they don't think setbacks are problematic with two story homes, but that they might propose that rear yards for two stories be deeper than single stories.

In response to Commissioner Pinto, applicant stated that he was not aware of future plans for the project site to the right and CDD Wehrmeister stated that the property immediately to the north is Heidorn Ranch which came before the Planning Commission and that the site to the east is privately owned and is not the subject of a current application. Regarding proposed landscaping, applicant stated that the City has design guidelines which they would comply with, that given the concern of aesthetics of the basin the area would be enclosed with perimeter landscaping maintained by the HOA, and that front yard landscaping would be proposed with design review.

Commissioner Pinto expressed concerns with water shortage and suggested that the City should be proactive and that maybe grass should be stopped in the future.

Applicant said that there were new requirements adopted by the State, that turf has been drastically reduced, and species planted are drought tolerant. He said that they have implemented some artificial turf on some of their projects which has been well received.

CDD Wehrmeister added that the State did adopt a water efficient landscaping bill and that all jurisdictions must comply with that.

Chair Hinojosa commented that considering front yard landscaping under the HOA with drought tolerant plants is a good idea.

Commissioner Baatrup said that he dislikes artificial turf in front, that he agrees with drought tolerant plants and asked for comments on the ideas behind the future sewer and other utilities draining to the west. Applicant responded that the Heidorn Village project had drawings that showed design and that while it is ideal to drain out to Heidorn they are looking at the cost and will need to figure out how it will be funded.

Commissioner Baatrup then asked applicant to comment on communicating the concept given their projects to the west has a much larger product to which applicant said that this project is market driven and that they are proposing densities like this because of where the market is and the fact that it is becoming increasingly difficult to sell larger houses on larger lots.

Elizabeth Wallace, homeowner in the development to the west of this location, said that while she doesn't oppose the project, she is concerned with traffic on Prewett Ranch Drive given that kids play in the street and is concerned that this project will increase traffic and speed.

Lori Schrader, resident of Prewett Ranch Drive, said that she is the development but her concern is also safety with the speed of autos on Prewett Ranch which will increase if they open into the cove; that she is worried about kids and the amount of traffic and speed that will increase.

Richard Johnson said that he has lived there for 30 years, that the developer is trying to crowd in so many homes there that it is infringing on his 5 acres. He said that this will be a very heavily traveled road which dead ends alongside his bedroom window. That while he believes in moving forward, this project should not infringe on someone else and that if they were to loosen up the lots it would seem a better quality of life for them. He said that he does not plan on developing his property although they have been approached twice in the last two weeks and that if they widen Heidorn Ranch Road it will take part of the front of his property.

Gloria Johnson said that there is a big squirrel problem out there which would tear up artificial turf, that Heidorn Ranch Road floods every year, and she is concerned about water drainage as well as roadway widths.

### **CLOSED PUBLIC HEARING**

In response to Commissioner Baatrup, ACE Filson said that while she doesn't have the traffic study in front of her, Prewett Ranch has been proposed for many years to go through and that she would propose traffic calming in this area to help with speed and volume on the road. She said that in this location Prewett Ranch changes with intersections, that some turn lanes can be fit in, that this area is consistently inconsistent following the same pattern as other areas, and that she will work with the developer to get creative to make the residential streets safe.

Chair Hinojosa said that this is a good idea, maybe speed bumps to slow traffic down.

In response to Vice Chair Motts, ACE Filson said that the improvements required for this area should take care of flooding problems, that this won't solve all the problems of the world but there are new C3 requirements requiring basins to hold water on site and that as each developer comes in they will be required to make improvements to the drainage situation.

Commissioner Pinto asked staff about the possibility to consider the entry point from Prewett Ranch Drive into the development being closer to the existing homes rather than to the east side as proposed. CDD Wehrmeister responded that after feedback from this meeting, the developers will be tasked with compiling comments and looking at the site again and that there is potential to see a variety of changes in the final submittal. She commented that given Mr. and Mrs. Johnson are owners of their property, the City cannot allow a developer to propose improvements on their property without their written permission.

### **REOPENED PUBLIC HEARING**

Commissioner Pinto asked about the width of space between two story homes.

Applicant said that they are proposing five feet width on each side of two story homes with an aggregate ten feet minimum between homes.

Vice Chair Motts stated there may be some way to mitigate the issues the Johnsons are concerned about.

Chair Hinojosa stated that she did have concerns about having the drainage lines running through lots and suggested the possibility of moving the detention basin on site or creating a recreational facility in the basin as an option.

Commissioner Pinto asked Mr. Johnson about the mentioned removal of lots 31, 8 and 9 and asked for clarification as to what would be the benefit of that change.

Mr. Johnson responded that the road should not infringe on his property and suggested that opening up and widening lots out instead of ten feet between homes. He said that in winter time thirty feet of his front yard will be flooded.

### **RECLOSED PUBLIC HEARING**

Chair Hinojosa said that she doesn't have any grave concerns with this project, that she thinks they need to be open toward this trend of small lot development and that she thinks it is important to think about single story homes next to two story homes. That placement of the basin should be considered as well as a recreational area maybe a tot lot. She said that she has no issue with removing RV parking but would like to see a more distinct entry with varying facade treatments.

Commissioner Pinto said that he would like to make sure that staff does check into the wetland issue that was raised and that he supports this project.

Vice Chair Motts concurred with the Chair and Commissioner Pinto. He said that it was a good idea for dual usage of the basin no matter where it is located. He said that staff's recommendation covers most of his concerns and that this is a pretty good project.

Commissioner Baatrup reiterated his comments made earlier about traffic and mitigating landscaping when the project comes back. He said that he is not real excited about high density projects, and that while he cannot form an opinion against this project given there is some need for a smaller product, he is not in favor of revisiting prior approvals to significantly change what was approved. He said that the market will improve and he would hate to see a bunch of small product.

3. **PDP-14-01 – Sorrento Village Preliminary Development Plan – Albert D. Seeno Construction Company requests the review of a preliminary development plan, which is not an entitlement, for the development of 93 single family homes on approximately 20.24 acres. The project site is located at the intersection of James Donlon Boulevard and Pintail Drive on the north side of James Donlon Boulevard (APNs 076-021-010, -011, and -013).**

CDD Wehrmeister provided a summary of the staff report dated June 12, 2014.

In response to Vice Chair Motts, CDD Wehrmeister said that whether this property should remain commercial specifically is something that would warrant further study. She said the extension of James Donlon could increase drive by trips.

Commissioner Baatrup asked staff about the reuse of the landfill to anything other than open space to which CDD Wehrmeister responded that there has not been any discussion regarding use of that site and that given that it is an unincorporated island there is no zoning or General Plan designation other than former sanitary landfill site.

Chair Hinojosa asked staff about setbacks with backyards so small, what type of flexibility with lot coverage and said that she doesn't want housing projects where they are not able to build covers, patios, etc because they are maxed out on coverage. CDD Wehrmeister said that small lots could be limiting.

In response to Chair Hinojosa, CDD Wehrmeister said that staff has looked at the slopes to the north and are concerned about having areas difficult to maintain for property owners, that sometimes those areas get ignored and it may be better to have the HOA maintain those areas.

Chair Hinojosa stated that she would like to understand the history of the zoning on these parcels to which CDD Wehrmeister said that more background can be provided when the final project comes back to the Commission.

Commissioner Pinto said that it appears that the proposed interior street that leads to James Donlon, Sorrento Drive, is over 2,000 feet long with driveways where cars back out and the potential for people driving fast is high. He said that perhaps a secondary street be created in this long stretch as a cross street.

CDD Wehrmeister said that there is also potential safety concerns on James Donlon with additional intersections and there could be opportunity for traffic calming measures to be incorporated into the project.

ACE Filson said that on James Donlon, there are median breaks where applicant proposed the intersections. She said there probably wouldn't be much traffic using that street and that traffic calming may be a better solution.

### **OPENED PUBLIC HEARING**

Applicant, Louis Parsons, said that dual use basins pose some difficulty during wet season as they are detention vs. retention basins. He said that they did look at all of staff's comments and are pretty much in agreement with all of them. He wanted to point out, looking at alternative land uses, they have projects where there are isolated office commercial sites looking at doing conversions. From their standpoint, they don't see how they can get a commercial user in there and that is why they are looking at residential land use. He said that there is a very real possibility that back slope area of some lots would be neglected but that it is not that severe of a slope and it would be prudent for the HOA to maintain. They would be amenable to traffic calming measures. He said that while he understands the concerns with smaller lot projects, they are building this now in many jurisdictions and it seems that this is marketable for them and a change from larger lots with larger houses. They do recognize that this is a difficult site.

In response to Chair Hinojosa, applicant said the only concern he has is when you do a single story on a smaller lot, they may request higher lot coverage for single stories to get a viable single story product. He said that they can put in an open space element maintained by the HOA.

In response to Commissioner Pinto, applicant said that they pre-wire houses to be solar, and while they don't want to force it on people, he would guess that you will see it more and more. Commissioner Pinto said they may want to consider a percentage of them having solar to which Vice Chair Motts agreed.

Commissioner Baatrup said that he is not satisfied with lots in the 3,000 range; that he thinks this is too much house on too small of lots. He said that he is having a hard time getting on board with this project next to the landfill and that he sees problems given this project is lower than other developments in the area. He said that he has concerns with risks to people and animals. That if we are going to put in small lots targeting older or single individuals, it should have more single story homes. He said that landscaping needs to be towards an environmentally friendly development.

### **CLOSED PUBLIC HEARING**

Vice Chair Motts said that he is concerned about the project being next to an old dump site and that everything hinges on contamination testing and the results but thinks there are some other things to think about such as prevailing winds and outgasing.

CDD Wehrmeister said that she agrees with the applicant's comments regarding viability of a commercial parcel, that the shape of the lot is such that it is not going to be popular for national retailers and that it would need to market as a niche project site but this is not a typical commercial site configuration.

Vice Chair Motts stated that this would not be marketed to large retail but neighborhood oriented retail.

Commissioner Pinto asked staff if the City was aggressively pursuing interest in research centers for this site to which CDD Wehrmeister said that the Economic Development Department is always looking at potentials.

Chair Hinojosa said that she has the same comments concerning small lots and this parcel having commercial zoning and being adjacent to a landfill because of her own professional experience. She said how do you justify putting homes which will be attractive to seniors, young families, and those that may not economically have other ownership housing choices next to the landfill which becomes a very hard sell for her. That she is also thinking about the general concept of shift to different housing products. She said she wants to make sure that we have this issue thoroughly researched and look into the history of the site. That if this project moves forward, there needs to be deed restrictions or CCRs that residents are aware of. She said that the applicant deserves due process.

Commissioner Baatrup said that he would support understanding what the previous decision making process was for the current general plan designation and that they need to be very careful before contemplating changing that designation.

4. **PDP-14-02 – Rialto Place Preliminary Development Plan – SPPI – Somersville** requests the review of a preliminary development plan, which is not an entitlement, for the development of 93 single family homes and a self storage complex on approximately 21.29 acres. The project site is located on Somersville Road approximately 1,200 feet north of the intersection of Somersville Road and James Donlon Boulevard (**APNs 076-010-030, -031, -032, and -034**).

CDD Wehrmeister provided a summary of the staff report dated June 12, 2014.

In response to Chair Hinojosa, CDD Wehrmeister said that Attachment A reflects the current parcel configuration.

Chair Hinojosa said that the list to be assumed by the HOA is much greater than previous projects and includes maintaining the Markley Creek parcel Also what type of encroachments are allowed within the setback.

CDD Wehrmeister said that staff will note comments and address as part of the final development plan.

Chair Hinojosa clarified with staff that townhomes would be acceptable. She asked staff to clarify the Somersville improvements and whether they included sidewalks or bike trails. ACE Filson said that there are bike lanes and sidewalks along the west side of the roadway.

### **OPENED PUBLIC HEARING**

Applicant, Louis Parsons, said that they are totally onboard with modifying their General Plan amendment request for the ministorage parcel from heavy industrial to light industrial. That Somersville Road is being widened now. That this new C3 requirement is something that has been imposed on cities and developers, that they do understand why the City is reluctant to maintain C3 basins, and that it makes sense for HOAs to maintain. He said that he understands the creek was remediated and there is a monitoring plan in place and that long term maintenance of that is not going to require a lot of maintenance but that he is not prepared to answer that tonight. He did want to communicate that as far as the connection to the south, it is going to be expensive to cross the creek to provide some development there; that it is not off the table and will look at with staff. The density here is consistent with density on other projects with very similar density right across the street on the west side of Somersville.

Chair Hinojosa asked about the long term monitoring plan for Markley Creek and that burden pushed off on the HOA to which applicant said not necessarily, that he doesn't want to misspeak and that he is not prepared to answer that question.

### **CLOSED PUBLIC HEARING**

Commissioner Baatrup dittoed previous comments as far as lot size and landscaping. He said that he doesn't think this is the right place for residential until or unless we can get certainty that people will not see any form of harm from that landfill; planners before them designated not residential and we need to respect that.

Commissioner Pinto recommended that the sentence in the staff report, page 2 "Staff is recommending the applicant perform studies and consult with regulatory agencies to ensure the subject property is safe for a residential use" be modified removing "recommending" and put in "directing".

Vice Chair Motts dittoed all concerns of Commissioners Baatrup and Pinto. He said that he is less concerned on airborne environmental given winds, he is less concerned with commercial but that he does think this being a larger piece of property he is concerned with the small lot size.

Chair Hinojosa said that it may be a better option to use an overlay district for the ministorage area. She said that she likes to see open space features, that she would consider town homes in this area, that she has concerns being next to a landfill but if all issues are sorted out she could support something more dense such as town homes. She said that she likes the suggestion about pedestrian connection to the De Anza Trail and on Somersville Road.



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Vice Chair Motts clarified that although he supports higher density, it is not appropriate everywhere and that the trail connection is a great idea.

Commissioner Baatrup suggested a modification from what Commissioner Pinto had said that in the studies rather than have the developer perform them, his preference is to say either the City perform them to be funded by the developer so the City is selecting the consultant who is conducting studies or collaborating to bring in an unbiased perspective to give the City representation of concerns.

Chair Hinojosa agreed and wondered if this would happen as part of the CEQA review or separately to which CDD Wehrmeister said that is certainly something that must be done and would work with CEQA consultants.

Commissioner Pinto said that his comments would be that the developer, with help of staff, consider an option that would include both townhomes as well as single family homes rather than everything single family homes. He said that having a park located at one end of the project forces residents on the other side to drive so why not relocate the park in the middle of the project for everyone to access.

Vice Chair Motts asked staff about him reading somewhere in Bart's plan that Somersville was mentioned as a future substation. CDD Wehrmeister and Chair Hinojosa both said they had not heard anything about that.

### **ORAL COMMUNICATIONS**

CDD Wehrmeister said that recruitment for the Associate Planner position closed. She said that the recruitment for the Planning Commissioner also closed and there was one applicant.

Chair Hinojosa suggested a land use subcommittee meeting once a month to talk about project pipeline to facilitate regular communication and dialogue.

### **WRITTEN COMMUNICATIONS**

None.

### **COMMITTEE REPORTS**

Vice Chair Motts reported on his attendance at Transplan on June 12.

### **ADJOURNMENT**

Chair Hinojosa adjourned the Planning Commission at 8:55 p.m.

Respectfully Submitted,  
Cheryl Hammers

**STAFF REPORT TO THE PLANNING COMMISSION  
FOR CONSIDERATION AT THE MEETING OF AUGUST 6, 2014**

**Prepared by:** Mindy Gentry, Senior Planner *MG*  
**Date:** July 31, 2014  
**Subject:** **UP-13-12 – Use Permit for Adult Day Program**

**RECOMMENDATION**

It is recommended that the Planning Commission approve a use permit for an adult day program that provides services for developmentally disabled adults (UP-13-12), subject to the conditions contained in the attached resolution.

**REQUEST**

Juanita Ninifa Ganiez, on behalf of Mission-Hope Day Program, requests the approval of a use permit for an adult day program that provides services for developmentally disabled adults. The use will include living skills training, recreational activities, and outings into the community. The project is located at 10 South Lake Drive (**APN: 065-235-019**) (Attachment “A”).

**BACKGROUND**

The project was continued by the Planning Commission at the April 16, 2014 hearing due to concerns raised by the surrounding residential community regarding traffic and the proposed use being too intensive adjacent to a residential neighborhood (Attachments “B” and “C”). Following the Planning Commission hearing, staff held a meeting with neighborhood representatives and the applicant to discuss the issues raised at the Planning Commission hearing. The outcome of the meeting between the two groups was amicable but divergent; however, the applicant did agree to conduct a traffic study.

The traffic study concluded that the project will generate fewer than 40 peak hour trips and would not have a significant impact on East Eighteenth Street, the Alhambra Drive intersection, or the study area traffic operations. Parking was also not expected to be a problem for the project. The study did recommend the project applicant should encourage employee carpools and to restripe the 90 degree angle parking stalls to 60 degrees to provide a wider drive aisle and improved maneuverability for facility vans. Staff has added a condition of approval that the parking lot be restriped to 60 degree parking spaces or as approved by the City Engineer.

## **ATTACHMENTS**

- A: Aerial Photo
- B: Staff Report from the April 16, 2014 Planning Commission Hearing
- C: Minutes from the April 16, 2014 Planning Commission Hearing
- D: Traffic Study

**CITY OF ANTIOCH PLANNING COMMISSION  
RESOLUTION NO. 2014-\*\***

**RESOLUTION OF THE CITY OF ANTIOCH PLANNING COMMISSION  
APPROVING A USE PERMIT FOR AN ADULT DAY PROGRAM**

**WHEREAS**, the City of Antioch received a request from Juanita Ninifa Ganiez, on behalf of Mission-Hope Day Program for a use permit for an adult day program that provides services for developmentally disabled adults. The use will include living skills training, recreational activities, and outings into the community. The project is located at 10 South Lake Drive **(APN: 065-235-019)**.

**WHEREAS**, this project is exempt from the provisions of CEQA pursuant to CEQA Guideline section 15301 – Existing Facilities; and

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

**WHEREAS**, the Planning Commission on August 6, 2014, duly held a public hearing, received, and considered evidence, both oral and documentary, and

**WHEREAS**, the Planning Commission does determine:

1. The granting of such use permit will not be detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity.

The use will not be detrimental to the public health or welfare or injurious to the property or improvements because the use will occupy an existing building large enough to accommodate the use.

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

The site is zoned Convenience Commercial (C-1) and per the Municipal Code, adult day programs are allowed with a use permit. The use and the site meet the standards of the Antioch Municipal Code.

3. That the site for the proposed use is adequate in size and shape to accommodate such use, and all yards, fences, parking, loading, landscaping, and other features required, to other uses in the neighborhood.

The site is adequate in size and shape to accommodate an adult day program. The site has adequate yards, fences, parking and landscaping to accommodate the proposed use.

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

The site is located on South Lake Drive, which is adequate in width and pavement type to carry the traffic generated by the use.

5. That the granting of such use permit will not adversely affect the comprehensive General Plan.

The use is considered an adult day program which will not adversely affect the comprehensive General Plan.

**NOW THEREFORE BE IT RESOLVED** the Planning Commission of the City of Antioch does hereby **APPROVE** the use permit (UP-13-12) for an adult day program, subject to the following conditions and the findings for the conditions, which are attached to this resolution as Exhibit A:

**A. GENERAL CONDITIONS**

1. The project shall comply with the Antioch Municipal Code.
2. Conditions required by the Planning Commission, which call for a modification or any change to the site plan submitted, be corrected to show those conditions and all standards and requirements of the City of Antioch prior to any submittal for a building permit. No building permit will be issued unless the site plan meets the requirements stipulated by the Planning Commission and the standards of the City.
3. City staff shall inspect the site for compliance with the conditions of approval prior to final building inspection.
4. This approval expires two years from the date of approval (Expires August 6, 2016), unless a building permit has been issued and construction has diligently commenced thereon and has 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.
5. The applicant shall defend, indemnify and hold harmless the City in any action brought by a third party to challenge the land use entitlement. In addition, if there is any referendum or other election action to contest or overturn these approvals, the applicant shall either withdraw the application or pay all City costs for such an election.

6. No permits or approvals, whether discretionary or mandatory, shall be considered if the applicant is not current on fees, reimbursement payments and any other payments that are due.
7. The applicant shall obtain an encroachment permit for all work to be done within the public right-of-way.
8. This approval supersedes previous approvals that have been granted for this site.
9. All required easements or rights-of-way for off tract improvements shall be obtained by the applicant at no cost to the City of Antioch. Advance permission shall be obtained from any property or easement holders for any work done within such property or easements.

**B. CONSTRUCTION CONDITIONS**

1. The use of construction equipment shall be restricted to weekdays between the hours 8:00 A.M. and 5:00 P.M., or as approved in writing by the City Manager.
2. The project shall be in compliance with and supply all the necessary documentation for AMC6-3.2: Construction and Demolition Debris Recycling.
3. Building permits shall be secured for all proposed construction associated with this facility, including any interior improvements not expressly evident on the plans submitted.

**C. FIRE REQUIREMENTS**

1. All requirements of the Contra Costa County Fire Protection District shall be met:
  - a. The developer shall submit three (3) complete sets of plans and specifications of the subject project, including plans for any of the following required submittals, to the Fire District for review and approval prior to construction to ensure compliance with minimum requirements related to fire and life safety. The required resubmittals include tenant improvement plans, fire sprinklers, and fire alarm. (105.4.1) CFC, (901.2) CFC, (107) CBC.
  - b. Plan review and inspection fees shall be submitted at the time of plan review submittal. Checks may be made payable to "CCCFFPD" (Contra Costa Fire Protection District).

**D. FEES**

1. The applicant shall pay all fees as required by the City Council.

**E. PROPERTY MAINTENANCE**

1. A parking lot sweeping program shall be implemented that, at a minimum, provides for sweeping immediately prior to, and once during, the storm season.
2. The project shall comply with Property Maintenance Ordinance Section 5-1.204. No final landscape and irrigation plan shall be considered to be complete without an approved maintenance agreement reflective of standards contained in Section 5-1.204 (G).
3. The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.
4. No signs shall be installed on this site without prior City approval.

**F. USE REQUIREMENTS**

1. The use permit applies to the service of 45 developmentally disabled adults. A supplemental use permit shall be required to serve more than 45 clients.
2. The parking lot shall be restriped to 60 degree angled spaces or as approved by the City Engineer.
3. The applicant shall encourage its employees to carpool.

\* \* \* \* \*

**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 6<sup>th</sup> day of August 2014.

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

\_\_\_\_\_  
TINA WEHRMEISTER, SECRETARY TO THE  
PLANNING COMMISSION

**EXHIBIT A**

**MISSION HOPE ADULT DAY PROGRAM (UP-13-12)**

**FINDINGS IN SUPPORT OF CONDITIONS OF APPROVAL**

**A. GENERAL CONDITIONS**

1. The City of Antioch has established a Municipal Code to protect the public health, safety, and welfare of the citizens within the City. This condition of approval is necessary for the developer to mitigate any project impacts that may threaten the health, safety, or welfare of its citizens.
- 2-3. In order for the project to be constructed to the City's approved standards, the plans need to adequately reflect the changes made by the Planning Commission and City staff needs to inspect the site for compliance with the conditions of approval prior to final inspection approval. These conditions protects the public safety, health, and general welfare of the residents of the project and surrounding residential and other uses by providing an adequate reflection of the approved project prior to the issuance of building permits and a follow up site inspection to ensure the Project was built as conditioned.
4. The regulatory environment of land development and base line conditions change frequently; therefore, this condition is necessary to ensure any project going forward is subject to the most current regulations in order to promote the public health, safety, and welfare in the City of Antioch.
5. The project is being pursued by a developer and the City's responsibility is to promote orderly development within the City. This condition is necessary to protect the City from the financial and time expenses for defending challenges to land use entitlements or environmental reviews that are financially benefitting the applicant, particularly given the City's own financial challenges.
- 6-7. The project takes City time and staff to process development applications through the land use entitlement process. The development of property is at the benefit of the applicant; therefore, the conditions are necessary to ensure the applicant pays the expenses to process the application rather than having that burden placed on the taxpayers for another's benefit and satisfies all necessary requirements to make use of public lands that serve the project site.
8. It is necessary to ensure administrative consistency and avoid confusion between plan versions by identifying the most recent entitlements that govern site development and use.



9. The project requires the use of public lands in order to provide access and extend infrastructure to the project site. These conditions are necessary to allow the project sponsors to make use of public lands to benefit the project.

**B. CONSTRUCTION CONDITIONS**

- 1-3. Construction activities will produce impacts related to noise, dust, vibrations, and traffic that must be addressed and mitigated. In addition, the City is under a State-wide mandate to divert its waste by 50% and thus the City has adopted an ordinance to reduce construction and demolition debris from going to the landfill. The City also has adopted the State of California Building Code; therefore, a building permit must be pulled for work performed inside the building even if it is not expressly on the plans. These conditions of approval are necessary to address these impacts from the project to ensure the public health, safety, and welfare of the Antioch community are protected and that development in the City occurs in an orderly fashion consistent with the City's General Plan and Municipal Code and to not create temporary or permanent nuisances.

**C. FIRE REQUIREMENTS**

1. The Contra Costa Fire Protection District provides fire services for the City of Antioch and follows the California Fire Code. The conditions of approval are necessary on the Project to protect the public health and provide for the safety and welfare of life and property from fire and explosion hazards or dangerous conditions in new buildings and existing buildings; structures and premises; and to provide safety and assistance to fire fighters and emergency responders during emergency operations.

**D. FEES**

1. The City of Antioch provide existing infrastructure such as streets, utilities, traffic signals, schools, public right-of-way, parks, flood mitigation improvements, parks, and police services. The fees required by the condition of approval serve two functions: 1) the funds will provide mitigation for the project's fair share impact and the project's responsibility of costs for the existing infrastructure due to the increase in population and 2) to mitigate the costs of additional infrastructure and maintenance necessary due to the impact of the project. The conditions of approval are necessary to mitigate impacts to public infrastructure from deterioration as well as provide additional infrastructure to serve the additional population.

**E. PROPERTY MAINTENANCE**

- 1-4. These conditions are necessary to ensure that the project site is kept in good working order to ensure adequate trash collection, to avoid localized flooding, reduce fire risks, and ensure the continued health, safety and welfare of the project environs.

**F. USE REQUIREMENTS**

- 1-3. The use contemplated under this use permit only analyzed serving 45 people; additional people could result in impacts not contemplated by this use permit. Restriping the parking lot will result in better maneuverability for the facilities' vans and carpooling will minimize the need for parking on the street in the neighborhood.

# ATTACHMENT "A"

Aerial Photo



# ATTACHMENT "B"

## STAFF REPORT TO THE PLANNING COMMISSION FOR CONSIDERATION AT THE MEETING OF APRIL 16, 2014

**Prepared by:** Mindy Gentry, Senior Planner *MS*  
**Date:** April 10, 2014  
**Subject:** UP-13-12 – Use Permit for Adult Day Program

### RECOMMENDATION

It is recommended that the Planning Commission approve a use permit for an adult day program that provides services for developmentally disabled adults (UP-13-12), subject to the conditions contained in the attached resolution.

### REQUEST

Juanita Ninifa Ganiez, on behalf of Mission-Hope Day Program, requests the approval of a use permit for an adult day program that provides services for developmentally disabled adults. The use will include living skills training, recreational activities, and outings into the community. The project is located at 10 South Lake Drive (**APN: 065-235-019**).

### BACKGROUND

The building was approved in 1972 as a professional office building and has contained a variety of office and retail uses.

### ENVIRONMENTAL

The project is Categorically Exempt from the provisions of CEQA, pursuant to section 15301 – Existing Facilities. This section of CEQA exempts projects that involve negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

### ANALYSIS

#### **Issue #1: Project Overview**

The applicant proposes using the subject site for an adult day program that provides living skills training, recreational activities, and outings into the community for the developmentally disabled. The applicant's project description is included as Attachment "B". Mission-Hope Adult Day Program has other facilities in Hayward, Dublin, Fremont, and Brentwood as well as a facility within the City of Antioch on Verne Roberts Circle

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that has been operating for more than 11 years. The program would be relocating from its location on Verne Roberts Circle to the South Lake Drive location.

The program will provide services to approximately 45 developmentally disabled adults from Monday to Friday from 7:30 AM to 3:30 PM. The facility employs a staff of 20. The recreational activities include handicrafts, artwork, dancing, and aerobic exercise. The facility also provides outings to parks, museums, bowling alleys, malls, movies, restaurants, and grocery stores to name a few.

The site consists of a single story building approximately 4,800 s.f. of which the applicant would occupy the entire building. The floor plan has been broken into different rooms for offices, meetings, art, a library, exercise, relaxation and entertainment. No exterior modifications are being proposed.

**Issue #2: General Plan, Zoning Consistency, and Land Use**

The General Plan designation of the property is Neighborhood Community Commercial. The site is zoned Convenience Commercial (C-1) and day care requires a use permit in this zoning designation. The surrounding land use designations are as noted below:

**North:** Lake Alhambra, single family homes, and apartments (R-6 and R-20)  
**South:** Various commercial uses and East Eighteenth Street (C-2)  
**East:** Single family homes and apartments (R-20 and C-1)  
**West:** An office building and single family homes (R-6 and C-2)

**Issue #3: Parking**

The subject property has a total of 25 parking spaces. There are 20 employees and 8 vans. The vans range in size from 8 to 15 passengers. The parking requirements outlined in the municipal code for day care are 1 space for each employee and 1 per 8 children. While the fit is not exact in regards to the parking requirements in that the clients are adults and not children, staff feels that this parking requirement would still be representative for the parking required for this use.

The vans are dispatched each morning to pick up their clients from their homes or from residential care facilities in the area. Some clients are brought to the facility and others will have outings in the community.

**ATTACHMENTS**

A: Aerial Photo  
B: Applicant's Summary

**CITY OF ANTIOCH PLANNING COMMISSION  
RESOLUTION NO. 2014-\*\***

**RESOLUTION OF THE CITY OF ANTIOCH PLANNING COMMISSION  
APPROVING A USE PERMIT FOR AN ADULT DAY PROGRAM**

**WHEREAS**, the City of Antioch received a request from Juanita Ninifa Ganiez, on behalf of Mission-Hope Day Program for a use permit for an adult day program that provides services for developmentally disabled adults. The use will include living skills training, recreational activities, and outings into the community. The project is located at 10 South Lake Drive (**APN: 065-235-019**).

**WHEREAS**, this project is exempt from the provisions of CEQA pursuant to CEQA Guideline section 15301 – Existing Facilities; and

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

**WHEREAS**, the Planning Commission on April 16, 2014, duly held a public hearing, received, and considered evidence, both oral and documentary, and

**WHEREAS**, the Planning Commission does determine:

1. The granting of such use permit will not be detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity.

The use will not be detrimental to the public health or welfare or injurious to the property or improvements because the use will occupy an existing building large enough to accommodate the use.

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

The site is zoned Convenience Commercial (C-1) and per the Municipal Code, adult day programs are allowed with a use permit. The use and the site meet the standards of the Antioch Municipal Code.

3. That the site for the proposed use is adequate in size and shape to accommodate such use, and all yards, fences, parking, loading, landscaping, and other features required, to other uses in the neighborhood.

The site is adequate in size and shape to accommodate an adult day program. The site has adequate yards, fences, parking and landscaping to accommodate the proposed use.

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

The site is located on South Lake Drive, which is adequate in width and pavement type to carry the traffic generated by the use.

5. That the granting of such use permit will not adversely affect the comprehensive General Plan.

The use is considered an adult day program which will not adversely affect the comprehensive General Plan.

**NOW THEREFORE BE IT RESOLVED** the Planning Commission of the City of Antioch does hereby **APPROVE** the use permit (UP-13-12) for an adult day program, subject to the following conditions and the findings for the conditions, which are attached to this resolution as Exhibit A:

**A. GENERAL CONDITIONS**

1. The project shall comply with the Antioch Municipal Code.
2. Conditions required by the Planning Commission, which call for a modification or any change to the site plan submitted, be corrected to show those conditions and all standards and requirements of the City of Antioch prior to any submittal for a building permit. No building permit will be issued unless the site plan meets the requirements stipulated by the Planning Commission and the standards of the City.
3. City staff shall inspect the site for compliance with the conditions of approval prior to final building inspection.
4. This approval expires two years from the date of approval (Expires April 16, 2016), unless a building permit has been issued and construction has diligently commenced thereon and has 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.
5. The applicant shall defend, indemnify and hold harmless the City in any action brought by a third party to challenge the land use entitlement. In addition, if there is any referendum or other election action to contest or overturn these approvals, the applicant shall either withdraw the application or pay all City costs for such an election.

6. No permits or approvals, whether discretionary or mandatory, shall be considered if the applicant is not current on fees, reimbursement payments and any other payments that are due.
7. The applicant shall obtain an encroachment permit for all work to be done within the public right-of-way.
8. This approval supersedes previous approvals that have been granted for this site.
9. All required easements or rights-of-way for off tract improvements shall be obtained by the applicant at no cost to the City of Antioch. Advance permission shall be obtained from any property or easement holders for any work done within such property or easements.

**B. CONSTRUCTION CONDITIONS**

1. The use of construction equipment shall be restricted to weekdays between the hours 8:00 A.M. and 5:00 P.M., or as approved in writing by the City Manager.
2. The project shall be in compliance with and supply all the necessary documentation for AMC6-3.2: Construction and Demolition Debris Recycling.
3. Building permits shall be secured for all proposed construction associated with this facility, including any interior improvements not expressly evident on the plans submitted.

**C. FIRE REQUIREMENTS**

1. All requirements of the Contra Costa County Fire Protection District shall be met:
  - a. The developer shall submit three (3) complete sets of plans and specifications of the subject project, including plans for any of the following required submittals, to the Fire District for review and approval prior to construction to ensure compliance with minimum requirements related to fire and life safety. The required resubmittals include tenant improvement plans, fire sprinklers, and fire alarm. (105.4.1) CFC, (901.2) CFC, (107) CBC.
  - b. Plan review and inspection fees shall be submitted at the time of plan review submittal. Checks may be made payable to "CCCFPD" (Contra Costa Fire Protection District).



**D. FEES**

1. The applicant shall pay all fees as required by the City Council.

**E. PROPERTY MAINTENANCE**

1. A parking lot sweeping program shall be implemented that, at a minimum, provides for sweeping immediately prior to, and once during, the storm season.
2. The project shall comply with Property Maintenance Ordinance Section 5-1.204. No final landscape and irrigation plan shall be considered to be complete without an approved maintenance agreement reflective of standards contained in Section 5-1.204 (G).
3. The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.
4. No signs shall be installed on this site without prior City approval.

**F. USE REQUIREMENTS**

1. The use permit applies to the service of 45 developmentally disabled adults. A supplemental use permit shall be required to serve more than 45 clients.

\* \* \* \* \*

**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 16<sup>th</sup> day of April 2014.

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

\_\_\_\_\_  
TINA WEHRMEISTER, SECRETARY TO THE  
PLANNING COMMISSION

**EXHIBIT A**

**MISSION HOPE ADULT DAY PROGRAM (UP-13-12)**

**FINDINGS IN SUPPORT OF CONDITIONS OF APPROVAL**

**A. GENERAL CONDITIONS**

1. The City of Antioch has established a Municipal Code to protect the public health, safety, and welfare of the citizens within the City. This condition of approval is necessary for the developer to mitigate any project impacts that may threaten the health, safety, or welfare of its citizens.
- 2-3. In order for the project to be constructed to the City's approved standards, the plans need to adequately reflect the changes made by the Planning Commission and City staff needs to inspect the site for compliance with the conditions of approval prior to final inspection approval. These conditions protects the public safety, health, and general welfare of the residents of the Project and surrounding residential and other uses by providing an adequate reflection of the approved project prior to the issuance of building permits and a follow up site inspection to ensure the Project was built as conditioned.
4. The regulatory environment of land development and base line conditions change frequently; therefore this condition is necessary to ensure any project going forward is subject to the most current regulations in order to promote the public health, safety, and welfare in the City of Antioch.
5. The Project is being pursued by a developer and the City's responsibility is to promote orderly development within the City. This condition is necessary to protect the City from the financial and time expenses for defending challenges to land use entitlements or environmental reviews that are financially benefitting the applicant, particularly given the City's own financial challenges.
- 6-7. The Project takes City time and staff to process development applications through the land use entitlement process. The development of property is at the benefit of the applicant; therefore the conditions are necessary to ensure the applicant pays the expenses to process the application rather than having that burden placed on the taxpayers for another's benefit and satisfies all necessary requirements to make use of public lands that serve the project site.
8. It is necessary to ensure administrative consistency and avoid confusion between plan versions by identifying the most recent entitlements that govern site development and use.

9. The project requires the use of public lands in order to provide access and extend infrastructure to the project site. These conditions are necessary to allow the project sponsors to make use of public lands to benefit the project.

**B. CONSTRUCTION CONDITIONS**

- 1-3. Construction activities will produce impacts related to noise, dust, vibrations, and traffic that must be addressed and mitigated. In addition, the City is under a State-wide mandate to divert its waste by 50% and thus the City has adopted an ordinance to reduce construction and demolition debris from going to the landfill. The City also has adopted the State of California Building Code; therefore a building permit must be pulled for work performed inside the building even if it is not expressly on the plans. These conditions of approval are necessary to address these impacts from the Project to ensure the public health, safety, and welfare of the Antioch community are protected and that development in the City occurs in an orderly fashion consistent with the City's General Plan and Municipal Code and to not create temporary or permanent nuisances.

**C. FIRE REQUIREMENTS**

1. The Contra Costa Fire Protection District provides fire services for the City of Antioch and follows the California Fire Code. The conditions of approval are necessary on the Project to protect the public health and provide for the safety and welfare of life and property from fire and explosion hazards or dangerous conditions in new buildings and existing buildings; structures and premises; and to provide safety and assistance to fire fighters and emergency responders during emergency operations.

**D. FEES**

- 1-5. The City of Antioch provide existing infrastructure such as streets, utilities, traffic signals, schools, public right-of-way, parks, flood mitigation improvements, parks, and police services. The fees required by the condition of approval serve two functions: 1) the funds will provide mitigation for the project's fair share impact and the Project's responsibility of costs for the existing infrastructure due to the increase in population and 2) to mitigate the costs of additional infrastructure and maintenance necessary due to the impact of the Project. The conditions of approval are necessary to mitigate impacts to public infrastructure from deterioration as well as provide additional infrastructure to serve the additional population.

**E. PROPERTY MAINTENANCE**

- 1-4. These conditions are necessary to ensure that the project site is kept in good working order to ensure adequate trash collection, to avoid localized flooding, reduce fire risks, and ensure the continued health, safety and welfare of the project environs.

**F. USE REQUIREMENTS**

1. The use contemplated under this use permit only analyzed serving 45 people; additional people could result in impacts not contemplated by this use permit.

# ATTACHMENT "A"

Aerial Photo



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At

DEC 19 2013

**WHAT MISSION-HOPE DAY PROGRAM IS ALL ABOUT**CITY OF ANTIOCH  
COMMUNITY DEVELOPMENT

Mission-Hope Adult Day Program Antioch is a facility licensed BY Community Care Licensing and have been currently in operation for more than 11 years across from Costco on Verne Roberts Circle, Antioch, to provide services to 45 developmentally disabled adults, from Monday to Friday, with a daily schedule of 7:30 a.m. to 3:30 p.m., employing 20 personnel, for a 1:3 staff ratio.

Mission-Hope's main office at 7080 Donlon Way, Ste. 209, Dublin, CA 94568, operates our other Mission-Hope Day Programs in Hayward, Dublin, Brentwood and Fremont.

The Regional Center of the East Bay is the non-profit agency that vendors and refer clients/consumers to us and they also continuously and systematically oversees our operation to ensure safety and quality of the services we provide, together with two other agencies, the Area Board 5 and Adult Protective Services. But because of our good reputation, and the much needed services to the most vulnerable members of our society that we provide, we continue to get the support of the Regional Center and the Community Care Licensing and the rest of the advocates for the developmentally disabled, in the community.

The whole building structure will be fully utilized for Activities of Daily Living Skills training and a lot of recreational activities, like doing handicrafts, artworks like painting, drawing, dancing, aerobics exercises. But most of our clients will utilize other community resources like parks, museums, bowling alleys, malls, movie houses, restaurants, banks, grocery stores, laundrymats, recycling centers, fitness clubs, bus, BART, etc. for their daily community integration trainings.

There are 25 parking spaces in the back and on the right side of the building and 3 spots on the street in front which are all enough for our 8 vans that are from small

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to medium vans that can hold 8 passengers including driver up to the biggest that can hold 15 passengers and the driver.

Our employees all have fingerprint clearances and have extensive training on providing the services needed by our consumers. We are open when most people in the neighborhood are at their own workplace or in school. Some of our employees ride together in one car as most of them, like some families whose 3 family members are all employees of Mission-Hope. Others are dropped off when they carpool with their friends or family, and few employees ride bikes, walk, or take the bus to work. All of our company vans will leave after 7:30 a.m. to pick-up our clients from their family homes or from residential care facilities around the area, then some will come back, others will go about doing their community integration activities. After 3:30 p.m. the only vehicles parked on the parking lot will be our company vans.

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# ATTACHMENT "C"

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**AYES:** *Hinojosa, Motts, Pinto, Baatrup and Westerman*  
**NOES:** *None*  
**ABSTAIN:** *None*  
**ABSENT:** *Miller*

## **NEW PUBLIC HEARINGS**

3. **UP-13-12 – Mission Hope Day Program** – Mission-Hope Day Program requests the approval of a use permit to operate an adult day care that provides services for developmentally disabled adults. The project site is located at 10 South Lake Drive (**APN 065-235-019**).

CDD Wehrmeister provided a summary of the staff report dated April 10, 2014.

In response to Commissioner Baatrup, CDD Wehrmeister stated that some business licenses are still active but the most recent business may have closed in this last year.

In response to Commissioner Pinto, CDD Wehrmeister said that the project meets parking requirements and that the applicant can speak to whether the vans are mobile or parked.

In response to Commissioner Pinto, CDD Wehrmeister said that there are no plans to modify the existing landscaping but that the Municipal Code has provisions to require adequate maintenance.

Vice Chair Motts clarified with staff that there are specific conditions contained in the staff report.

Chair Hinojosa asked staff about calls for service at the Verne Roberts location, whether the majority of the activities occur at the facility, and if bike parking is required. CDD Wehrmeister said that while she did not check with the police department, there have been no complaints received by Community Development, that it is her understanding that activities will occur in the building as well as clients shuttled to different activities, and that given this is an older building it is reasonable to add a condition to add bicycle parking.

## **OPENED PUBLIC HEARING**

Applicant, Juanita Nanifa Ganiez, said that they have been in business for many years, that they provide independent living skills training for individuals in our community, that they provide employment in the community, that they try to co-exist in any community they are in to be an asset, and that they have respect for traffic and the neighborhood.

Vice Chair Motts questioned applicant about the timing of people coming in. Applicant said that staff is available from 7:30 a.m. to 3:30 p.m., that there are staggered schedules, that drivers work eight hours while other staff works six hours and that some of the activities are offsite to movies, concerts, etc. She said that their Brentwood and

C1



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Hayward locations are in a semi-residential and commercial location while their Dublin location is a more commercial area.

Commissioner Pinto asked applicant the reason for moving and the funding for these services. Applicant said that they are taking advantage of low rates and prices of property right now and that they are funded by the State.

Chair Hinojosa asked applicant to elaborate on the circulation route for buses and the hours of operation. Ms. Ganiez said that they will be using Highway 4, taking the back road to Pittsburg, and using Alhambra to 18<sup>th</sup> Street. She said that everyone leaves at 3:30 p.m.

Commissioner Westerman clarified with the applicant that some clients use other transit but most utilize the vans.

Chair Hinojosa read a letter into the record from Jason Brown:

"The Lake Alhambra Property Owners Association, which consists of 246 individual association members, would like a fair and equal opportunity to voice its opposition to the adult day care facility planned to replace the existing small businesses in the commercial office building located at 10 S. Lake Drive. Although the site is located in the midst of the Lake Alhambra Property Owners Association and directly across the street from the Association's primary common area and feature amenity – the boat launch and picnic area, neither the Association's Manager nor any member of the Association's Board of Directors received notice of the planned conversion or the hearing to be held this evening. Thus, the Association respectfully requests that their Board of Directors be allowed an opportunity to meet and discuss the matter so that the Association may provide a thoughtful and detailed statement as to their opposition to this proposed conversion."

Chair Hinojosa read a comment into the record from Jane Shearrer:

"This is residential area. To add more traffic and people would be detrimental to our way of life. Also a danger to the children that walk and ride their bikes on our streets. I am against, against, against. We have an association that sees to most of our activities. Why wasn't they presented to them before this meeting?"

Martha Parsons said that she is very upset, that to grant a use permit will not preserve the comfort or wellbeing of Lake Alhambra, that increased traffic will make the streets unsafe with the vans on the streets and that those who walk will be in harm's way. She said that there are narrow streets, that their biggest van is equivalent to a Tri Delta Transit dial a ride bus, that the previous uses have been low impact businesses, and that she is asking that the Planning Commission deny the project.

Richard Guadagni agreed with Martha, said that these people are going to be walking around their lake, that there are narrow streets and that they have enough in their area.

Applicant said that there is a misconception in the neighborhood, that they have a 1 to 3 ratio and that these are the most vulnerable members of the community.

Commissioner Pinto asked applicant how many trips do vans make a day, do all eight vans leave at the same time, are the bus drivers class B or C at the current location, how often in the middle of the day do you have to take someone back home, and in the last twelve months how many moving citations have been received.

Applicant stated that one bus is going out and one bus is coming back, that they leave one by one, that most drivers are Class C but the two big vans are Class B, and that she is not aware of any moving citations.

Vice Chair Motts asked applicant if they had the opportunity to talk to the residents. Applicant said that she did not know of the Homeowners Association but that they did provide envelopes to staff for noticing purposes.

### **CLOSED PUBLIC HEARING**

In response to Chair Hinojosa regarding noticing, CDD Wehrmeister said that the notice was published in the newspaper and notice was sent to residents in a 300' radius around the parcel.

In response to Commissioner Pinto, CDD Wehrmeister stated that the building is very recently vacant, that she is not aware of any complaints, that the uses included offices, tax preparation, a surveyors office and a beauty salon and that the site is zoned C-1 with quite a variety of uses that could go in there.

Commissioner Baatrup asked staff if a condition could be added to require access to the site via Alhambra Drive. CDD Wehrmeister responded in the affirmative.

Vice Chair Motts said that he has concerns that the public feels that there wasn't the opportunity to talk about issues beforehand, that he doesn't think there is an issue with safety for people in the area, that it seems like a large change in the use and wondered if a continuation is possible for the chance for residents to speak with the applicant. He said that he would like to get the other Commissioners feelings on that.

Commissioner Westerman said that this project does present some dilemmas, that this particular building has no separation from the residential area, that he is not sure that this is the best fit for this particular building and could support a proposal to delay this and allow others to speak.

In response to Commissioner Baatrup and Chair Hinojosa's questions regarding current zoning, CDD Wehrmeister stated that this type of daycare center requires a use permit but that there are a variety of commercial uses that could go in without a use permit requirement, including appliance repair, bank, barber shop, book store, various retail stores, laundry, pharmacy, photography, general restaurant and take out restaurant. She said that when this building was built and put into the C1 District it should have conformed to the parking at that time.

Commissioner Pinto questioned staff about a location on the map and the possibility of creating a separate entrance and exit. CDD Wehrmeister stated that area was private

property. Chair Hinojosa responded that based on the photographs, the parking lot for this building is only used by tenants of this building and there is no way for different access.

Commissioner Pinto said that some of the previous businesses generated traffic, that they do not know of any complaints, and that none of the clients of this project will be driving with vans coming in and out. He said that it appears that the true hours of operation for vans leaving and coming back are well into non-commute traffic hours and no later than 3:30 p.m., that it appears there would be less traffic on Alhambra, and that with a condition imposed to force the new operator to have their vans use Alhambra Drive to East 18<sup>th</sup> Street there should not be an issue with traffic.

Chair Hinojosa clarified that a condition could regulate operating hours of business.

Vice Chair Motts said that given the concerns raised, there is credence to further discussion with the applicant, and that he is still in favor of a continuation to pursue issues.

CDD Wehrmeister recommending continuing to a date certain with the next meeting date being May 7th.

Commissioner Pinto clarified with staff that noticing was provided ten days prior to the meeting.

Vice Chair Motts asked staff if further communication would be arranged by staff or on their own to which CDD Wehrmeister said that they can do on their own, that staff can offer a conference room and attend, and then write a report and report back.

Chair Hinojosa said that she is sympathetic to the concerns of residents, that it sounds like there was not enough outreach and that while she is open to the idea of continuing the item she is not sure what kind of resolution would be made with a meeting.

***On motion by Commissioner Motts and seconded by Commissioner Westerman, the Planning Commission continued this item to May 7, 2014, to include reopening the public hearing.***

**AYES:** *Hinojosa, Motts, Pinto, Baatrup and Westerman*  
**NOES:** *None*  
**ABSTAIN:** *None*  
**ABSENT:** *Miller*

**RECESS TAKEN**

- 4. The City of Antioch** is proposing Zoning Ordinance and General Plan amendments to implement the 2007 – 2014 Housing Element Program. The Planning Commission will consider a recommendation to rezoning several parcels, new Multi-Family Residential Development Standards, updates to Parking and Density Bonus ordinances, and several other amendments related

# ATTACHMENT "D"

## **PHA** Transportation Consultants

2711 Stuart Street Berkeley CA 94705

Phone (510) 848-9233

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June 30, 2014

Ms. Mindy Gentry, City Antioch Planning Department  
Lynne Filson, City of Antioch Public Works Department

Dear Mindy and Lynne:

In response to your request, PHA Transportation Consultants has conducted a focused traffic study to evaluate the potential traffic impact of the proposed relocation of Mission Hope Adult Care facility from its current location at 1826 Verne Roberts Circle to 10 South Lake Drive.

Our analysis indicated that the project generates fewer than 40 vehicle trips during peak periods and would not have a significant impact on study area traffic operations. The project provides 25 parking spaces on the site, which may appear tight for all of its 20 staff members and 9 facility vans since the facility vans take up more spaces than a regular size passenger car. However, based on our site visit and observation, the project site frontage measures about 115 feet long and should be able to provide parking for 5 passenger cars. South Lake Drive is a residential street measuring about 28 feet wide and on-street parking is permitted on the south side of the street in the vicinity of the project. As such, parking is not expected to be a problem for the project.

The access driveway at the new South Lake Drive site would be able to handle the access of the proposed 8-10 passenger facility vans. Our site observation at another Mission Hope facility in Brentwood, which has similar "saw cut" type driveways with no curb returns, have no problem accommodating the facility's vans and 15 passenger buses. A more detailed discussion of our analysis is as follows:

### **Project Description**

The proposed Mission Hope Adult Care facility is an adult day care program currently operating at 1826 Verne Roberts Circle in Antioch. It provides daily living skills and training services for developmentally disabled adults. Program activities include various recreational and instructional activities such as dancing, artwork, handicrafts, aerobic exercise, visitation of parks, banks, restaurants, and grocery stores, etc. as part of its community integration training. According to the project sponsor, the current facility on Verne Roberts Circle has

20 staff members and is licensed to care for 45 adult students. The facility at the new site will have the same number of students and staff members and will operate between 7:30 a.m. and 3:30 p.m., the same as its current facility on Verne Roberts Circle.

The building at the proposed location on South Lake Drive is currently vacant but was previously a professional office building with about 5,000 square feet of space, approximately the same size as the facility on Verne Roberts Circle. The proposed location has two 18-20 feet wide driveways, one inbound and one outbound. The site has 25 parking spaces, including two handicapped spaces. Figure 1 shows an aerial of the project site and its environs.

### **Study Area Description**

South Lake Drive in the vicinity of the project site is a residential street with a mixture of single family homes and multi-family apartments. The street measures about 28 feet wide providing two-way vehicle travel and a westbound bike lane. On-street parking is permitted on the south side of the street. Access to and from the proposed project site is provided via South Lake Drive in conjunction with Alhambra Drive and East 18<sup>th</sup> Street.

South Lake Drive is a two-lane local street providing east-west access. Alhambra Drive is a short two-lane collector street with a raised landscaped median connecting South Lake Drive and East 18<sup>th</sup> Street. Land use along the street is mostly commercial and the posted speed limit on Alhambra Drive is 25 mph. East 18<sup>th</sup> Street is a major arterial providing east-west access, connecting Antioch High School and L Street in the west and SR 160 in the east. In the vicinity of Alhambra Drive, East 18<sup>th</sup> has two travel lanes in each direction plus a center lane accommodating dual left-turn access to adjacent businesses and side streets. Land use in the vicinity of the project site is mostly retail commercial. The speed limit posted is 35 mph. On-street parking is not permitted. The intersection of East 18<sup>th</sup> Street and Alhambra Drive is the key access point to the project site and is the study intersection. Traffic at the slightly off-set intersection is controlled by stop signs on side streets at Alhambra Drive and Biglow Drive.

### **Site Traffic Generation Analysis**

To evaluate project traffic generation, PHA conducted traffic surveys at another Mission Hope facility in Brentwood during the peak periods of 7-9 a.m. and 3-5 p.m. These hours are designed to capture peak hour site traffic at the facility. Mission Hope currently operates five other facilities in the Bay Area, in Antioch (Verne Roberts Circle), Brentwood, Dublin, Hayward, and Fremont. While all Mission Hope facilities have similar number of students, staff members and operate at similar hours, the Brentwood facility is most comparable based on the number of students and staff members. Further, the Brentwood site layout, along with its exclusive use of the access driveways, would yield more comparable and

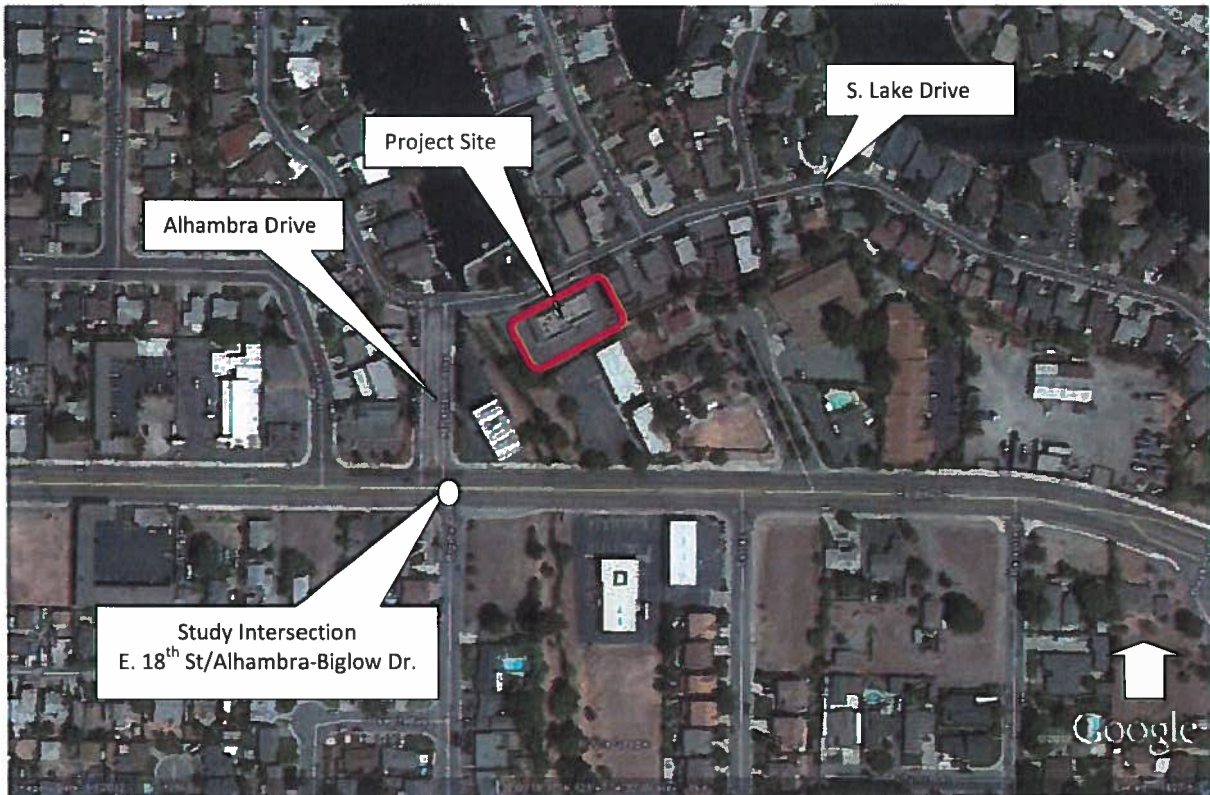


Figure 1 Site Location Map

reliable results. Table 1 shows the sizes, parking, and driveway access of other Mission Hope facilities in the Bay Area.

<b>Table 1 Bay Area Mission Hope Facility Features</b>			
Mission Hope Site Traffic Analysis, South Lake Drive, Antioch			
<b>Sites</b>	<b>Staff</b>	<b>Vans</b>	<b>Site access/parking</b>
Antioch	20	8	Shared driveway and parking
Dublin	25	12	Shared driveway and parking
Hayward	25	10	Remote parking
Fremont	23	10	Shared driveway and parking
Brentwood	20	7	Exclusive use driveway and parking
S. Lake Dr. (proposed )	20	9 <sup>a</sup>	Exclusive use driveway and parking
Source: Mission Hope project sponsor			
<sup>a</sup> vans with 8-10 seats.			

It should be noted that the number of students at these facilities would only have an indirect impact on site traffic generation (more students requires more staff due to licensing requirements). As observed at the Brentwood facility, students are picked up from their residences by facility vans in the morning and then dropped off back at their homes in the afternoon after classes. Site traffic is generated primarily by staff members and facility vans.

Results of site traffic surveys indicated that the staff generally arrives shortly before or after 7:30 a.m. Some parked on the street, some carpooled, and some parked in the parking lot. Shortly afterward, several staff members then drive the facility vans to pick up students and return to the facility within a window of 30 and 60 minutes. In the afternoon, shortly after 3 p.m. some staff members would drive the facility vans from the site to drop students back to their homes and residences. All facility vans were back at the site before 4:30 p.m. after dropping off students. Other staff members generally leave shortly after 3:30 p.m. There is little to no traffic to and from the site after 4:30 p.m. Table 2 summarizes the Brentwood site survey results.

<b>Table 2 Brentwood Site Traffic Generation Survey</b>						
Mission Hope Traffic Analysis – South Lake Drive, Antioch						
	AM Trips (7-9 a.m.)			PM Trips (3-5 p.m.)		
	Enter	Exit	Total	Enter	Exit	Total
Peak hour count <sup>a</sup>	14	8	22	10	17	27
Peak period count <sup>b</sup>	21	14	35	10	18	28
Maximum <sup>c</sup>	28	8	36	8	28	36
<sup>a</sup> Peak hour count: 4 consecutive 15- minute periods with the highest count during two hours. <sup>b</sup> Peak period count: total of two hour count. <sup>c</sup> Maximum: estimated based on the number of staff and vans used for pickups and drop-off. PHA Transportation Consultants.						

### Traffic Impact Analysis

PHA evaluated traffic operation LOS (Level-of Service) at the study intersection of East 18<sup>th</sup> Street and Alhambra Drive first based on traffic counts collected on June 12, 2014 to establish a baseline. Subsequently, PHA evaluated the study intersection LOS again with the added traffic from the proposed Mission Hope facility to assess the potential traffic impact of the proposed facility. Since the traffic counts were collected the week after schools were out of session, Antioch city staff adjusted the traffic counts upward to reflect the presence of school traffic. Traffic counts were adjusted based on other traffic data collected by the City while schools were in session.

In evaluating the project condition, PHA added the “maximum” peak period site traffic to the existing traffic volumes. The “maximum” peak hour traffic was estimated based on the number of facility vans that must be used to transport students and the number of staff members, assuming that they all drive alone to and from work. This is a more conservative estimate than the peak hour count generally used in traffic studies. Trips estimated based on employees and facility van operations would include those employees that parked on adjacent streets and walked to the site. These trips would not have been accounted for during traffic surveys.



The traffic Level-of Service (LOS) analysis results indicated that the study intersection LOS for all movements would remain unchanged with or without Mission Hope traffic. Traffic movements from East 18<sup>th</sup> Street would operate at LOS A while movements from Alhambra and Biglow Drives would operate at LOS B and C. The City of Antioch considers LOS D as the lowest acceptable condition for signalized intersections, and LOS D for minor street movements for non-signalized intersections. As such, it can be concluded that the project would have little impact on area traffic circulation. Table 3 shows traffic LOS analysis results.

Table 3 Traffic Operation (LOS) Summary Mission Hope Traffic Analysis, South Lake Drive, Antioch								
Study Intersection	Current Conditions				Project Conditions			
	A.M. Peak		P.M. Peak		A.M. Peak		P.M. Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
E. 18 <sup>th</sup> St./Alhambra-Biglow Dr.								
-Thru/right movements from E. 18th St	0.0	A	0.0	A	0.0	A	0.0	A
-Left-turn from EB E. 18 <sup>th</sup> St.	8.9	A	8.3	A	9.0	A	8.3	A
-Left-turn from WB E. 18 <sup>th</sup> St.	8.1	A	8.1	A	8.1	A	8.3	A
-All movements from Alhambra Dr.	12.9	B	12.4	B	13.6	B	13.1	B
-All movements from Biglow Dr.	11.5	B	15.7	B	11.9	B	16.5	B
PHA Transportation Consultants								

Since the study intersection is not signalized, PHA evaluated the peak hour traffic signal warrant to determine if signalization is needed for the study intersection. Results indicated that the intersection would not meet the minimum peak hour traffic volume requirements for installing a traffic light.

PHA also collected daily traffic volume counts on South Lake Drive near the project site frontage between Thursday and the following Tuesday (6/12-6/17). The result of the daily volume count indicated that South Lake Drive currently carries less than 900 vehicles a day. Based on a conservative estimate, the project site is expected to add no more than 90 vehicle trips a day (both inbound and outbound) to South Lake Drive, representing an increase of 10% or less. This is assuming all staff members would drive alone to and from work and all 9 vans would pickup and drop-off students plus one outing a day with the student. Streets such as South Lake Drive generally have environmental capacities to accommodate more than 2,500 vehicles a day.



## Parking and Driveway Access

As discussed earlier, the proposed site has 25 parking spaces, including 2 handicapped spaces. Assuming a worst case scenario that all 20 staff members would drive alone to and from work, the site would have 5 spaces left for the 9 facility vans. Considering the facility vans are of 8-10 seat capacity and may take up more than a standard size parking stall, the parking lot on the site may not be able to accommodate all of its parking needs. However, based on our site visits and reviews, the project frontage measures about 115 feet long and would be able to provide parking for five to six vehicles. Additionally, on-street parking is permitted on the south side of South Lake Drive, and would accommodate more parking if it becomes necessary. Further, PHA traffic surveys at the Brentwood site indicated several employees carpooled to work or were drop-off at the site. As such, parking for the project is adequate. PHA recommends the project sponsor to encourage employee carpools to reduce parking needs on the street.

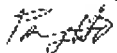
According to the project sponsor, the facility will use up to 9 small passenger vans with a seating capacity for 8 to 10 passengers to transport students. No larger vehicles, vans or buses will be used at the facility. Based on our observation during the traffic survey at the Brentwood site, vans and small buses have no problem entering or exiting the site. The Brentwood site has "saw cut" driveways (the same as those at South Lake Drive site) measuring about 22 feet wide. The proposed site at South Lake Drive measures between 18 and 20 feet wide. Figure 2 shows the Brentwood Mission Hope site with facility vans parked in the front parking lot in the early morning before 7:30 a.m.

## Conclusion

In summary, our evaluation indicated the proposed Mission Hope project would not create a significant traffic impact on the East 18<sup>th</sup> Street and Alhambra Drive intersection or in the study area. The project site would provide adequate on-site circulation with one inbound and one outbound driveway. Parking on the site may be short of several of spaces based on a worst case estimate but can be easily mitigated with the available on-street parking or employee carpools. Based on our observation at the Brentwood facility, the access driveways at the proposed site at South Lake Drive should be able to accommodate facility van access. We recommend that the project sponsor encourage employee carpools and to restripe the 90 degree angle parking stalls to a 60 degree to provide a wider drive aisle and improved maneuverability for facility vans.

We appreciate the opportunity to provide the about review. Please call or email me if you have any questions.

Sincerely,



Pang Ho, AICP

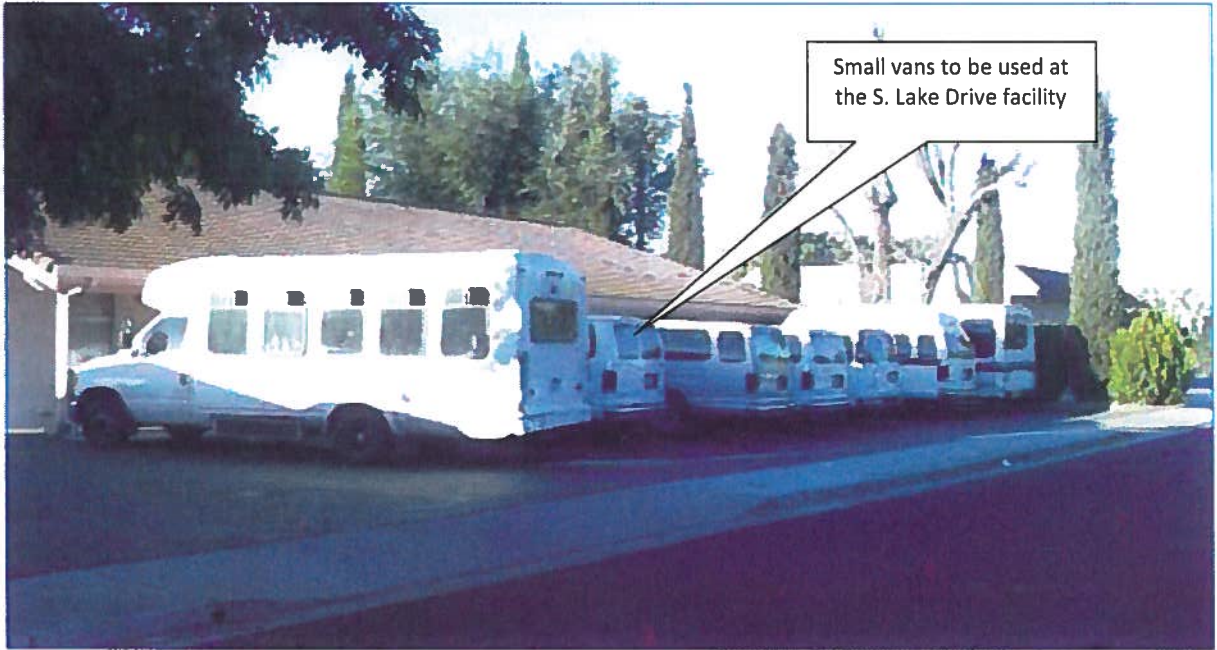


Figure 2 Facility vans used at the Brentwood site.

# Attachments

LOS Calculation Sheets,  
Site Traffic Generation Surveys  
Traffic Counts

HCM Unsignalized Intersection Capacity Analysis  
1: E. 18th St & Alhambra

Existing AM  
6/19/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↗
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	336	4	19	595	1	4	0	13	3	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	7	365	4	21	647	1	4	0	14	3	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
vC, conflicting volume	648			370			757	1070	185	898	1071	324
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			98	100	98	99	100	98
cM capacity (veh/h)	934			1186			286	214	826	226	214	672

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	7	243	126	21	431	217	18	15
Volume Left	7	0	0	21	0	0	4	3
Volume Right	0	0	4	0	0	1	14	12
cSH	934	1700	1700	1186	1700	1700	572	472
Volume to Capacity	0.01	0.14	0.07	0.02	0.25	0.13	0.03	0.03
Queue Length (ft)	1	0	0	1	0	0	3	2
Control Delay (s)	8.9	0.0	0.0	8.1	0.0	0.0	11.5	12.9
Lane LOS	A			A			B	B
Approach Delay (s)	0.2			0.2			11.5	12.9
Approach LOS							B	B

Intersection Summary		
Average Delay		0.6
Intersection Capacity Utilization	27.9%	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
1: E. 18th St & Alhambra

Existing PM  
6/19/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↖
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	28	592	11	15	386	7	10	0	19	4	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	30	643	12	16	420	8	11	0	21	4	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
vC, conflicting volume	427			655			967	1170	328	859	1172	214
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			95	100	97	98	100	98
cM capacity (veh/h)	1129			928			198	183	668	234	183	791

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	30	429	226	16	280	147	32	18
Volume Left	30	0	0	16	0	0	11	4
Volume Right	0	0	12	0	0	8	21	14
cSH	1129	1700	1700	928	1700	1700	367	507
Volume to Capacity	0.03	0.25	0.13	0.02	0.16	0.09	0.09	0.04
Queue Length (ft)	2	0	0	1	0	0	7	3
Control Delay (s)	8.3	0.0	0.0	8.9	0.0	0.0	15.7	12.4
Lane LOS	A			A			C	B
Approach Delay (s)	0.4			0.3			15.7	12.4
Approach LOS							C	B

**Intersection Summary**

Average Delay	1.0
Intersection Capacity Utilization	28.2%
ICU Level of Service	A



HCM Unsignalized Intersection Capacity Analysis  
 1: E. 18th St & Alhambra

Existing AM+Project  
 6/19/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑		↙	↑↑			↑			↑	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	336	4	19	595	8	4	0	13	5	0	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	29	365	4	21	647	9	4	0	14	5	0	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
vC, conflicting volume	655			370			809	1123	185	948	1121	328
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			98	100	98	97	100	97
cM capacity (veh/h)	928			1186			254	194	826	204	195	668

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	29	243	126	21	431	224	18	24
Volume Left	29	0	0	21	0	0	4	5
Volume Right	0	0	4	0	0	9	14	18
cSH	928	1700	1700	1186	1700	1700	540	440
Volume to Capacity	0.03	0.14	0.07	0.02	0.25	0.13	0.03	0.05
Queue Length (ft)	2	0	0	1	0	0	3	4
Control Delay (s)	9.0	0.0	0.0	8.1	0.0	0.0	11.9	13.6
Lane LOS	A			A			B	B
Approach Delay (s)	0.7			0.2			11.9	13.6
Approach LOS							B	B

Intersection Summary		
Average Delay		0.9
Intersection Capacity Utilization	28.2%	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
 1: E. 18th St & Alhambra

Existing PM+Project  
 6/19/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	34	592	11	15	386	9	10	0	19	11	0	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	37	643	12	16	420	10	11	0	21	12	0	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
vC, conflicting volume	429			655			1003	1185	328	873	1186	215
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			94	100	97	95	100	95
cM capacity (veh/h)	1127			928			180	178	668	228	178	790

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	37	429	226	16	280	150	32	49
Volume Left	37	0	0	16	0	0	11	12
Volume Right	0	0	12	0	0	10	21	37
cSH	1127	1700	1700	928	1700	1700	345	493
Volume to Capacity	0.03	0.25	0.13	0.02	0.16	0.09	0.09	0.10
Queue Length (ft)	3	0	0	1	0	0	7	8
Control Delay (s)	8.3	0.0	0.0	8.9	0.0	0.0	16.5	13.1
Lane LOS	A			A			C	B
Approach Delay (s)	0.4			0.3			16.5	13.1
Approach LOS							C	B

**Intersection Summary**

Average Delay	1.3
Intersection Capacity Utilization	28.2%
ICU Level of Service	A

PHA Transportation Consultants  
510.848.9233

E18 ST/ALHAMBRA DRIVE- Antioch 6/12/2014

Side Street Stop Control

Direction Street Name	FROM NORTH Alhambra			FROM EAST E. 18th St.			FROM SOUTH Biglow			FROM WEST E. 18th Street			Hour Total	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT		
7:00-7:15	7	0	0	1	163	3	1	0	0	2	54	1	232	232
7:15-7:30	3	0	2	0	146	1	2	0	0	0	57	2	213	445
7:30-7:45	3	0	1	0	184	1	0	0	3	1	81	1	275	720
7:45-8:00	2	0	0	0	161	2	4	0	0	1	56	1	227	947
8:00-8:15	3	0	2	1	114	4	3	0	1	0	96	2	226	941
8:15-8:30	3	0	0	0	136	12	6	0	0	2	103	2	264	992
8:30-8:45	3	0	0	1	136	10	12	0	4	3	65	5	239	956
8:45-9:00	2	0	2	3	120	1	4	0	5	1	89	2	229	958
2-hour Vol.	26	0	7	6	1160	34	32	0	13	10	601	16		992
Peak Hour Vol.	11	0	3	1	595	19	13	0	4	4	336	6	992	

4:00-4:15	3	0	2	6	105	4	1	1	7	3	132	0	264	264
4:15-4:30	7	0	2	1	103	8	8	0	4	6	154	9	302	566
4:30-4:45	0	0	0	2	95	2	7	0	3	3	118	9	239	805
4:45-5:00	4	0	1	2	88	4	2	0	2	2	147	4	256	1061
5:00-5:15	2	0	1	2	100	1	2	0	1	0	173	6	288	1085
5:15-5:30	2	0	4	1	97	5	3	0	4	5	167	8	296	1079
5:30-5:45	7	0	1	1	74	3	3	0	3	1	137	4	234	1074
5:45-6:00	1	0	0	4	69	3	0	0	1	3	138	8	227	1045
2-hour Vol.	26	0	11	19	731	30	26	1	25	23	1166	48		1085
Peak Hour Vol.	13	0	4	7	386	15	19	0	10	11	592	28	1085	

Adjusted numbers to estimate school traffic.

D13



**PHA Transportation Consultants**  
510.848.9233

Drwy @ Brentwood Mission Hope-Brentwood 6/12/2014

Direction Street Name	FROM NORTH Entrance			FROM SOUTH Exit			Hour Total	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT		
7:00-7:15		1			0		1	1
7:15-7:30		6			0		6	7
7:30-7:45		4			2		6	13
7:45-8:00		3			6		9	22
8:00-8:15		1			0		1	22
8:15-8:30		3			2		5	21
8:30-8:45		3			3		6	21
8:45-9:00		2			1		3	15
2-hour Vol.	0	23	0	0	14	0		22
Peak Hour Vc	0	14	0	0	8	0	22	

3:00-3:15		5			4		9	9
3:15-3:30		1			1		2	11
3:30-3:45		3			6		9	20
3:45-4:00		1			6		7	27
4:00-4:15		0			1		1	19
4:15-4:30		0			0		0	17
4:30-4:45		0			0		0	8
4:45-5:00		0			0		0	1
2-hour Vol.	0	10	0	0	18	0		27
Peak Hour Vc	0	10	0	0	17	0	19	

Peak Hour Vol

# PHA Transportation Consultants

510-848-9233

Description 1: Antioch  
 Description 2: Westlake Dr East of Alhambra Dr  
 Description 3: 14-10-410

Site: 1  
 Date: 6/12/2014  
 Thursday

### 24 Hour Volume

Begin	EB	WB	Combined	Begin	EB	WB	Combined
10:00 AM	3	21	18	10:00 PM	4	28	10
10:15 AM	7	3	6	10:15 PM	7	1	8
10:30 AM	7	4	11	10:30 PM	12	6	18
10:45 AM	4	8	12	10:45 PM	5	3	8
11:00 AM	2	27	4	11:00 PM	3	5	8
11:15 AM	11	7	18	11:15 PM	2	1	3
11:30 AM	4	5	9	11:30 PM	1	3	4
11:45 AM	10	6	16	11:45 PM	2	0	2
12:00 PM	8	31	13	12:00 AM	0	1	1
12:15 PM	4	5	9	12:15 AM	1	1	2
12:30 PM	12	12	24	12:30 AM	6	0	6
12:45 PM	7	4	11	12:45 AM	0	0	0
1:00 PM	7	36	10	1:00 AM	2	3	5
1:15 PM	8	3	11	1:15 AM	2	2	4
1:30 PM	9	8	17	1:30 AM	2	1	3
1:45 PM	12	3	15	1:45 AM	4	0	4
2:00 PM	7	38	14	2:00 AM	0	1	1
2:15 PM	11	7	14	2:15 AM	1	0	1
2:30 PM	11	7	18	2:30 AM	3	0	3
2:45 PM	9	7	16	2:45 AM	1	0	1
3:00 PM	11	34	17	3:00 AM	0	2	2
3:15 PM	4	3	7	3:15 AM	0	1	1
3:30 PM	10	2	12	3:30 AM	1	0	1
3:45 PM	9	5	14	3:45 AM	1	0	1
4:00 PM	15	4	19	4:00 AM	1	4	5
4:15 PM	15	4	19	4:15 AM	0	0	0
4:30 PM	11	5	16	4:30 AM	1	2	3
4:45 PM	8	7	15	4:45 AM	2	1	3
5:00 PM	6	26	9	5:00 AM	0	3	3
5:15 PM	7	6	13	5:15 AM	0	5	5
5:30 PM	8	8	16	5:30 AM	0	1	1
5:45 PM	5	4	9	5:45 AM	3	4	7
6:00 PM	7	41	13	6:00 AM	2	4	6
6:15 PM	6	4	10	6:15 AM	1	3	4
6:30 PM	17	5	22	6:30 AM	4	3	7
6:45 PM	11	7	18	6:45 AM	4	8	12
7:00 PM	18	38	23	7:00 AM	0	0	0
7:15 PM	2	2	4	7:15 AM	3	3	6
7:30 PM	11	5	16	7:30 AM	0	8	8
7:45 PM	7	7	10	7:45 AM	0	4	4
8:00 PM	11	32	13	8:00 AM	5	1	6
8:15 PM	8	5	13	8:15 AM	3	2	5
8:30 PM	5	5	10	8:30 AM	6	5	11
8:45 PM	8	3	11	8:45 AM	5	4	9
9:00 PM	6	21	11	9:00 AM	3	6	9
9:15 PM	7	4	11	9:15 AM	5	5	10
9:30 PM	3	4	7	9:30 AM	8	10	18
9:45 PM	5	1	6	9:45 AM	2	2	4

Combined  
858

	<b>12:00 AM - 12:00 PM</b>	<b>12:00 PM - 12:00 AM</b>
EB	EB	EB
131	382	209
49.1 %	64.6 %	35.4 %
11:00 AM	6:15 PM	12:00 PM
27	52	26
0.61	0.72	0.54
Factor	Factor	Factor
Count	Count	Count
131	267	591
136	11:00 AM	6:15 PM
50.9 %	49	73
8:45 AM	0.68	0.79
25	0.63	0.54
0.63	345 (40.2%)	858
Factor	WB	WB
0.61	513 (59.8%)	209
0.63	267	591
0.63	11:00 AM	6:15 PM
0.63	49	73
0.63	0.68	0.79
0.63	0.63	0.54
0.63	345 (40.2%)	858
0.63	WB	WB
0.63	513 (59.8%)	209
0.63	267	591
0.63	11:00 AM	6:15 PM
0.63	49	73
0.63	0.68	0.79
0.63	0.63	0.54
0.63	345 (40.2%)	858

DIS

# PHA Transportation Consultants

510-848-9233

Description 1: Antioch  
 Description 2: Westlake Dr East of Alhambra Dr  
 Description 3: 14-10-410

Site: 1  
 Date: 6/13/2014  
 Friday

### 24 Hour Volume

Begin	EB		WB		Combined		Begin	EB		WB		Combined	
	Count	%	Count	%	Count	%		Count	%	Count	%	Count	%
10:00 AM	0	15	6	15	6	30	10:00 PM	6	24	4	8	10	32
10:15 AM	8	4	4	4	12	12	10:15 PM	5	3	3	8	8	8
10:30 AM	1	4	4	5	5	5	10:30 PM	12	0	0	12	12	12
10:45 AM	6	1	1	7	7	7	10:45 PM	1	1	1	2	2	2
11:00 AM	2	14	3	19	5	33	11:00 PM	10	29	1	5	11	34
11:15 AM	3	3	5	8	8	8	11:15 PM	12	1	1	13	13	13
11:30 AM	6	7	7	13	13	13	11:30 PM	3	1	1	4	4	4
11:45 AM	3	4	4	7	7	7	11:45 PM	4	2	2	6	6	6
12:00 PM	11	31	4	17	15	48	12:00 AM	4	4	5	5	9	9
12:15 PM	7	7	5	12	12	12	12:15 AM	0	0	0	0	0	0
12:30 PM	5	5	5	10	10	10	12:30 AM	0	0	0	0	0	0
12:45 PM	8	3	11	11	11	11	12:45 AM	0	0	0	0	0	0
1:00 PM	5	26	6	20	11	46	1:00 AM	0	0	0	0	0	0
1:15 PM	10	7	7	17	17	17	1:15 AM	0	0	0	0	0	0
1:30 PM	5	4	4	9	9	9	1:30 AM	0	0	0	0	0	0
1:45 PM	6	3	3	9	9	9	1:45 AM	0	0	0	0	0	0
2:00 PM	6	40	5	16	11	56	2:00 AM	0	0	0	0	0	0
2:15 PM	15	2	2	17	17	17	2:15 AM	0	0	0	0	0	0
2:30 PM	9	5	5	14	14	14	2:30 AM	0	0	0	0	0	0
2:45 PM	10	4	4	14	14	14	2:45 AM	0	0	0	0	0	0
3:00 PM	5	29	4	21	9	50	3:00 AM	0	0	0	0	0	0
3:15 PM	8	7	7	15	15	15	3:15 AM	0	0	0	0	0	0
3:30 PM	6	6	6	12	12	12	3:30 AM	0	0	0	0	0	0
3:45 PM	10	4	4	14	14	14	3:45 AM	0	0	0	0	0	0
4:00 PM	10	37	6	24	16	61	4:00 AM	0	0	0	0	0	0
4:15 PM	8	4	4	12	12	12	4:15 AM	0	0	0	0	0	0
4:30 PM	8	4	4	12	12	12	4:30 AM	0	0	0	0	0	0
4:45 PM	11	10	10	21	21	21	4:45 AM	0	0	0	0	0	0
5:00 PM	9	41	8	27	17	68	5:00 AM	0	0	0	0	0	0
5:15 PM	17	7	7	24	24	24	5:15 AM	0	0	0	0	0	0
5:30 PM	8	5	5	13	13	13	5:30 AM	0	0	0	0	0	0
5:45 PM	7	7	7	14	14	14	5:45 AM	0	0	0	0	0	0
6:00 PM	9	32	5	17	14	49	6:00 AM	0	0	0	0	0	0
6:15 PM	9	1	1	10	10	10	6:15 AM	0	0	0	0	0	0
6:30 PM	6	7	7	13	13	13	6:30 AM	0	0	0	0	0	0
6:45 PM	8	4	4	12	12	12	6:45 AM	0	0	0	0	0	0
7:00 PM	6	31	10	19	16	50	7:00 AM	0	0	0	0	0	0
7:15 PM	12	3	3	15	15	15	7:15 AM	0	0	0	0	0	0
7:30 PM	8	4	4	12	12	12	7:30 AM	0	0	0	0	0	0
7:45 PM	5	2	2	7	7	7	7:45 AM	0	0	0	0	0	0
8:00 PM	8	29	1	13	9	42	8:00 AM	0	0	0	0	0	0
8:15 PM	9	3	3	12	12	12	8:15 AM	0	0	0	0	0	0
8:30 PM	5	6	6	11	11	11	8:30 AM	0	0	0	0	0	0
8:45 PM	7	3	3	10	10	10	8:45 AM	0	0	0	0	0	0
9:00 PM	9	26	3	13	12	39	9:00 AM	0	0	0	0	0	0
9:15 PM	8	2	2	10	10	10	9:15 AM	0	0	0	0	0	0
9:30 PM	4	5	5	9	9	9	9:30 AM	0	0	0	0	0	0
9:45 PM	5	3	3	8	8	8	9:45 AM	0	0	0	0	0	0

Combined  
647

**24 Hour Volume**

EB 408 (63.1%)

WB 239 (36.9%)

Count  
 45.8%  
 10:15 AM  
 17  
 0.53

**12:00 AM - 12:00 PM**  
WB 39  
 54.2%  
 11:15 PM  
 21  
 0.75

Combined  
72  
 11:15 PM  
 37  
 0.71

**12:00 PM - 12:00 AM**  
WB 200  
 34.8%  
 4:45 PM  
 30  
 0.75

EB 375  
 65.2%  
 4:30 PM  
 45  
 0.66  
Combined  
 575  
 4:45 PM  
 75  
 0.78

D16

# PHA Transportation Consultants

510-848-9233

Description 1: Antioch  
 Description 2: Westlake Dr East of Alhambra Dr  
 Description 3: 14-10-410

Site: 1  
 Date: 6/14/2014  
 Saturday

## 24 Hour Volume

Begin	EB		WB		Combined	Begin	EB		WB		Combined
	Count	%	Count	%			Count	%	Count	%	
10:00 AM	0	0	0	0	0	10:00 AM	7	14	4	5	11
10:15 AM	0	0	0	0	0	10:15 PM	6		0		6
10:30 AM	3	3	3	6	6	10:30 PM	1		0		1
10:45 AM	6	8	8	14	14	10:45 PM	0		0		0
11:00 AM	6	31	9	30	61	11:00 PM	4	12	1	6	5
11:15 AM	7		6		13	11:15 PM	5		1		6
11:30 AM	7		7		14	11:30 PM	1		2		3
11:45 AM	11		8		19	11:45 PM	2		2		4
12:00 PM	8	30	10	32	62	12:00 AM	4	11	2	7	6
12:15 PM	8		4		12	12:15 AM	2		1		3
12:30 PM	8		7		15	12:30 AM	3		3		6
12:45 PM	6		11		17	12:45 AM	2		1		3
1:00 PM	2	20	3	27	47	1:00 AM	3	7	1	10	4
1:15 PM	9		8		17	1:15 AM	2		3		5
1:30 PM	6		11		17	1:30 AM	2		5		7
1:45 PM	3		5		8	1:45 AM	0		1		1
2:00 PM	4	26	1	13	39	2:00 AM	3	8	0	1	3
2:15 PM	2		2		4	2:15 AM	2		0		2
2:30 PM	8		4		12	2:30 AM	3		0		3
2:45 PM	12		6		18	2:45 AM	0		1		1
3:00 PM	6	32	8	13	45	3:00 AM	1	2	0	2	4
3:15 PM	5		4		9	3:15 AM	0		0		0
3:30 PM	8		1		9	3:30 AM	0		1		1
3:45 PM	13		0		13	3:45 AM	1		1		2
4:00 PM	5	23	7	24	47	4:00 AM	1	3	0	0	3
4:15 PM	1		8		9	4:15 AM	0		0		0
4:30 PM	7		5		12	4:30 AM	0		0		0
4:45 PM	10		4		14	4:45 AM	2		0		2
5:00 PM	10	26	5	17	43	5:00 AM	1	5	0	2	7
5:15 PM	7		6		13	5:15 AM	0		1		1
5:30 PM	7		4		11	5:30 AM	4		1		5
5:45 PM	2		2		4	5:45 AM	0		0		0
6:00 PM	5	27	0	15	42	6:00 AM	0	2	3	8	10
6:15 PM	6		4		10	6:15 AM	0		2		2
6:30 PM	12		4		16	6:30 AM	0		1		1
6:45 PM	4		7		11	6:45 AM	2		2		4
7:00 PM	4	28	2	14	42	7:00 AM	1	7	3	10	17
7:15 PM	12		5		17	7:15 AM	1		2		3
7:30 PM	8		6		14	7:30 AM	4		3		7
7:45 PM	4		1		5	7:45 AM	1		2		3
8:00 PM	3	21	3	20	41	8:00 AM	2	13	1	10	23
8:15 PM	7		3		10	8:15 AM	2		1		3
8:30 PM	4		9		13	8:30 AM	6		7		13
8:45 PM	7		5		12	8:45 AM	3		1		4
9:00 PM	1	25	3	12	37	9:00 AM	1	22	5	19	6
9:15 PM	7		2		9	9:15 AM	9		4		13
9:30 PM	9		4		13	9:30 AM	6		4		10
9:45 PM	8		3		11	9:45 AM	6		6		12
<b>24 Hour Volume</b>					<b>EB</b>	<b>WB</b>					<b>Combined</b>
					404 (56.7%)						308 (43.3%)
					<b>EB</b>	<b>WB</b>					<b>Combined</b>
					120						230
<b>Count</b>					52.2 %	<b>Count</b>					47.8 %
<b>Peak Hour</b>					11:00 AM	<b>Peak Hour</b>					11:00 AM
Volume					31	Volume					61
Factor					0.70	Factor					0.80
					<b>EB</b>	<b>WB</b>					<b>Combined</b>
					12:00 AM - 12:00 PM						12:00 PM - 12:00 AM
					404						482
					47.8 %						41.1 %
					10:45 AM						12:45 PM
					30						33
					0.83						0.75
					0.70						0.86

D17

# PHA Transportation Consultants

510-848-9233

Description 1: Antioch  
 Description 2: Westlake Dr East of Alhambra Dr  
 Description 3: 14-10-410

Site: 1  
 Date: 6/15/2014  
 Sunday

## 24 Hour Volume

Begin	EB	WB	Combined	Begin	EB	WB	Combined
10:00 AM	2	16	18	10:00 PM	4	19	23
10:15 AM	4	7	11	10:15 PM	4	3	7
10:30 AM	5	3	8	10:30 PM	9	2	11
10:45 AM	5	4	9	10:45 PM	2	2	4
11:00 AM	5	24	29	11:00 PM	2	5	7
11:15 AM	8	6	14	11:15 PM	3	1	4
11:30 AM	4	6	10	11:30 PM	2	0	2
11:45 AM	7	8	15	11:45 PM	6	2	8
12:00 PM	5	21	26	12:00 AM	1	0	1
12:15 PM	5	8	13	12:15 AM	1	1	2
12:30 PM	6	5	11	12:30 AM	5	1	6
12:45 PM	5	5	10	12:45 AM	1	0	1
1:00 PM	8	32	40	1:00 AM	1	2	3
1:15 PM	6	7	13	1:15 AM	0	0	0
1:30 PM	8	5	13	1:30 AM	0	0	0
1:45 PM	10	4	14	1:45 AM	0	0	0
2:00 PM	12	5	17	2:00 AM	0	1	1
2:15 PM	8	4	12	2:15 AM	0	1	1
2:30 PM	2	2	4	2:30 AM	1	0	1
2:45 PM	10	5	15	2:45 AM	1	0	1
3:00 PM	9	32	41	3:00 AM	0	3	3
3:15 PM	8	5	13	3:15 AM	0	2	2
3:30 PM	5	12	17	3:30 AM	1	1	2
3:45 PM	10	3	13	3:45 AM	0	0	0
4:00 PM	6	28	34	4:00 AM	0	2	2
4:15 PM	6	6	12	4:15 AM	0	0	0
4:30 PM	12	3	15	4:30 AM	4	1	5
4:45 PM	4	8	12	4:45 AM	0	1	1
5:00 PM	7	4	11	5:00 AM	0	7	7
5:15 PM	6	7	13	5:15 AM	2	4	6
5:30 PM	7	8	15	5:30 AM	0	4	4
5:45 PM	6	4	10	5:45 AM	0	1	1
6:00 PM	3	32	35	6:00 AM	5	10	15
6:15 PM	9	2	11	6:15 AM	3	2	5
6:30 PM	4	2	6	6:30 AM	1	8	9
6:45 PM	16	5	21	6:45 AM	1	2	3
7:00 PM	4	20	24	7:00 AM	0	4	4
7:15 PM	4	3	7	7:15 AM	1	3	4
7:30 PM	4	5	9	7:30 AM	1	4	5
7:45 PM	8	5	13	7:45 AM	2	4	6
8:00 PM	4	23	27	8:00 AM	4	16	20
8:15 PM	7	5	12	8:15 AM	8	4	12
8:30 PM	8	4	12	8:30 AM	2	5	7
8:45 PM	4	3	7	8:45 AM	2	2	4
9:00 PM	6	18	24	9:00 AM	6	15	21
9:15 PM	1	7	8	9:15 AM	3	1	4
9:30 PM	3	3	6	9:30 AM	3	4	7
9:45 PM	8	2	10	9:45 AM	3	3	6
<b>24 Hour Volume</b>				<b>24 Hour Volume</b>			
<b>EB</b>				<b>WB</b>			
103				399 (53.7%)			
43.3%				344 (46.3%)			
11:00 AM				12:00 AM - 12:00 PM			
24				135			
0.75				56.7%			
0.88				11:00 AM			
0.87				28			
0.87				0.88			
<b>Combined</b>				<b>Combined</b>			
238				505			
11:00 AM				12:00 PM - 12:00 AM			
52				209			
0.87				41.4%			
0.87				12:00 PM			
0.87				29			
0.87				0.66			

D18

# PHA Transportation Consultants

510-848-9233

Description 1: Antioch  
 Description 2: Westlake Dr East of Alhambra Dr  
 Description 3: 14-10-410

Site: 1  
 Date: 6/16/2014  
 Monday

## 24 Hour Volume

Begin	EB	WB	Combined	Begin	EB	WB	Combined
10:00 AM	6	17	23	10:00 AM	5	19	24
10:15 AM	0	2	2	10:15 PM	8	0	8
10:30 AM	4	5	9	10:30 PM	2	2	4
10:45 AM	7	6	13	10:45 PM	2	0	2
11:00 AM	2	24	26	11:00 PM	5	17	22
11:15 AM	9	7	16	11:15 PM	2	1	3
11:30 AM	7	3	10	11:30 PM	8	6	14
11:45 AM	6	5	11	11:45 PM	2	1	3
12:00 PM	2	22	24	12:00 AM	2	7	9
12:15 PM	6	8	14	12:15 AM	2	2	4
12:30 PM	5	4	9	12:30 AM	2	0	2
12:45 PM	9	8	17	12:45 AM	1	0	1
1:00 PM	9	26	35	1:00 AM	2	4	6
1:15 PM	5	2	7	1:15 AM	2	1	3
1:30 PM	10	8	18	1:30 AM	0	1	1
1:45 PM	2	6	8	1:45 AM	0	0	0
2:00 PM	8	39	47	2:00 AM	0	2	2
2:15 PM	15	5	20	2:15 AM	0	0	0
2:30 PM	9	6	15	2:30 AM	1	1	2
2:45 PM	7	7	14	2:45 AM	0	2	2
3:00 PM	11	38	49	3:00 AM	2	3	5
3:15 PM	8	5	13	3:15 AM	0	1	1
3:30 PM	7	12	19	3:30 AM	0	1	1
3:45 PM	12	4	16	3:45 AM	1	0	1
4:00 PM	7	36	43	4:00 AM	0	4	4
4:15 PM	12	2	14	4:15 AM	0	1	1
4:30 PM	9	2	11	4:30 AM	0	2	2
4:45 PM	8	7	15	4:45 AM	0	1	1
5:00 PM	6	44	50	5:00 AM	1	2	3
5:15 PM	11	5	16	5:15 AM	0	4	4
5:30 PM	16	5	21	5:30 AM	0	2	2
5:45 PM	11	6	17	5:45 AM	1	3	4
6:00 PM	8	38	46	6:00 AM	1	4	5
6:15 PM	11	7	18	6:15 AM	2	1	3
6:30 PM	11	4	15	6:30 AM	1	6	7
6:45 PM	8	4	12	6:45 AM	0	3	3
7:00 PM	5	37	42	7:00 AM	4	10	14
7:15 PM	11	6	17	7:15 AM	4	4	8
7:30 PM	10	9	19	7:30 AM	2	6	8
7:45 PM	11	2	13	7:45 AM	2	4	6
8:00 PM	7	39	46	8:00 AM	5	17	22
8:15 PM	10	6	16	8:15 AM	2	4	6
8:30 PM	9	4	13	8:30 AM	8	2	10
8:45 PM	13	4	17	8:45 AM	2	6	8
9:00 PM	3	21	24	9:00 AM	2	10	12
9:15 PM	7	6	13	9:15 AM	0	6	6
9:30 PM	3	5	8	9:30 AM	4	5	9
9:45 PM	8	5	13	9:45 AM	4	6	10
<b>24 Hour Volume</b>	<b>EB</b>	<b>WB</b>	<b>Combined</b>	<b>EB</b>	<b>WB</b>	<b>Combined</b>	<b>EB</b>
	475 (57.9%)	475 (57.9%)	346 (42.1%)	376	218	594	376

**12:00 AM - 12:00 PM**  
 EB 376  
 WB 218  
 Combined 594

**12:00 PM - 12:00 AM**  
 EB 46  
 WB 28  
 Combined 74

Count  
 Peak Hour Volume  
 Factor

43.6 %  
 10:45 AM  
 25  
 0.69

56.4 %  
 7:15 AM  
 21  
 0.75

63.3 %  
 5:15 PM  
 46  
 0.72

36.7 %  
 3:15 PM  
 28  
 0.58

019

**STAFF REPORT TO THE PLANNING COMMISSION  
FOR CONSIDERATION AT THE MEETING OF AUGUST 6, 2014**

**Prepared by:** Kanika Kith, Contract Planner

**Reviewed by:** Mindy Gentry, Senior Planner *MS*

**Date:** July 31, 2014

**Subject:** UP-14-03 – Use Permit for Antioch Produce Market

**RECOMMENDATION**

It is recommended that the Planning Commission approve a use permit for the Antioch Produce Market (UP-14-03), subject to conditions as shown in the attached resolution.

**REQUEST**

Haroon Sherzai requests approval of a use permit for the Antioch Produce Market to sell locally grown fruits and vegetables seven days a week from 8:00 a.m. to 8:00 p.m. in a currently vacant space at 1625 A Street. The business will also offer a variety of juices, snacks, and other general items. No alcohol, cigarettes, or tobacco will be sold at the store.

The proposed market would be located in an approximately 3,500-square-foot retail unit in the Antioch Square Shopping Center on the northeast corner of A Street and East 18th Street (APN: 065-183-035) (Attachment "A").

**BACKGROUND**

The existing building is approximately 44,440 square feet and was originally approved in 1964 as a commercial building that allows a wide variety of retail uses.

The proposed produce market will occupy a 3,500-square-foot unit of the existing 44,400-square-foot commercial building that was most recently used as a beauty supply store.

**ENVIRONMENTAL**

The project is Categorical Exempt from the provisions of CEQA, pursuant to Section 15301, Existing Facilities. This section of CEQA exempts projects that involve negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

**ANALYSIS**

**Issue #1: Project Overview**

The applicant proposes that the Antioch Produce Market offer fresh fruits and vegetables from local farmers, including juices, snacks, and other general convenience items to local residents. The store will be open seven days a week from 8:00 a.m. to 8:00 p.m.

A use permit is required per section 9-5.3803 of the Antioch Municipal Code, which defines the proposed used as a “convenience store,” which is “an establishment with a sales area of 5,000 square feet or less which sells primarily food, household, and personal convenience items.” Although a convenience store can include the sale of alcohol, cigarettes, or tobacco, these are not proposed to be sold at the market. The proposed convenience store would be in an existing commercial building which is consistent with the development of the site as a shopping center. The applicant's project description is included as Attachment “B”.

The Antioch Produce Market will be located in an approximately 3,500-square-foot unit in the largest (approximately 44,440 square feet) of three buildings in the Antioch Square Shopping Center. No exterior modifications are proposed. An aerial image of the shopping center is included as Attachment “A”. Photographs of the storefront and parking area are included as Attachment “C”.

**Issue #2: General Plan, Zoning Consistency, and Land Use**

The General Plan designation of the property is Commercial Office within the A Street Interchange Focus Area. The site is zoned Neighborhood/Community Commercial (C-2), and a convenience store requires a use permit in this zoning designation. The surrounding land use designations are as noted below.

- North:** East Sixteenth Street, apartments, and single-family homes (C-1 and R-6)
- South:** East Eighteenth Street, commercial and residential uses (C-2 and R-6)
- East:** Various commercial and residential uses (C-2 and R-6)
- West:** A Street, various commercial, and residential uses (C-2 and C-0)

The proposed Antioch Produce Market is consistent with the General Plan land use designation and the zoning district of the site as a neighborhood commercial area. The Zoning Code identifies the site as an area that is intended “to provide for the sale of convenience goods, food, drugs, sundries and personal necessities” to local residents. Therefore, the proposed use is consistent with the General Plan and zoning regulations.



**Issue #3: Parking**

The parking requirement outlined in the Municipal Code for retail is 5 spaces per 1,000 square feet of gross floor area. The proposed Antioch Produce Market is approximately 3,500 square feet and is required to have 18 parking spaces. Parking at the Antioch Square Shopping Center has reciprocal parking and access agreements throughout the entire parking field, which will provide adequate parking for the entire center. In addition, the Antioch Produce Market has the same parking requirements as the beauty supply store that previously occupied the 3,500-square-foot unit.

**Issue #4: Alcohol, Cigarette, and Tobacco Sales**

Based on the definition of a convenience store as outlined in the Municipal Code, the Antioch Produce Market is a convenience store. The applicant is not proposing to sell alcohol or cigarettes at the store and a condition prohibiting the sales of alcohol, cigarettes, and tobacco is included in the attached conditions of approval.

In the future, if the applicant wishes to sell any type of alcohol, cigarettes, or tobacco, the applicant would be required to apply for an amendment to the use permit. Any amendment would be subject to review and approval by the Planning Commission.

**ATTACHMENTS**

- A: Aerial Imagery
- B: Applicant's Summary
- C: Site Photographs

**CITY OF ANTIOCH PLANNING COMMISSION  
RESOLUTION NO. 2014-\*\***

**RESOLUTION OF THE CITY OF ANTIOCH PLANNING COMMISSION  
APPROVING A USE PERMIT FOR THE ANTIOCH PRODUCE MARKET**

**WHEREAS**, the City of Antioch received a request from Haroon Sherzai for a use permit for a convenience store, Antioch Produce Market, to sell locally grown fruits and vegetables seven days a week from 8:00 a.m. to 8:00 p.m. The business will also offer a variety of juices, snacks, and other general items. No alcohol, cigarettes, or tobacco will be sold at the store. The Antioch Produce Market is located at 1625 A Street, an approximately 3,500-square-foot retail unit in the Antioch Square Shopping Center on the northeast corner of A Street and East 18th Street (APN: 065-183-035).

**WHEREAS**, this project is exempt from the provisions of CEQA pursuant to CEQA Guideline Section 15301, Existing Facilities; and

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

**WHEREAS**, the Planning Commission on August 6, 2014, duly held a public hearing, received and considered evidence, both oral and documentary; and

**WHEREAS**, the Planning Commission does determine:

1. The granting of such use permit will not be detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity.

The use will not be detrimental to the public health or welfare or injurious to the property or improvements because the use will occupy an existing retail space within a large shopping center which can accommodate the use.

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

The site is zoned Neighborhood/Community Commercial (C-2) and per the Municipal Code, a convenience store is allowed with a use permit. The use and the site meet the standards of the Antioch Municipal Code.

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

The site is adequate in size and shape to accommodate a convenience store. The site has adequate parking to accommodate the proposed use.

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

The convenience store is located in an existing retail center—Antioch Square Shopping Center—on the northeast corner of A Street and East Eighteenth Street. Both A Street and East Eighteenth Street are arterial streets, which are adequate in width and pavement type to carry the traffic generated by the use.

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

The use is considered a retail business that will not adversely affect the comprehensive General Plan and is consistent with the land use designation of the site.

**NOW, THEREFORE, BE IT RESOLVED**, the Planning Commission of the City of Antioch does hereby **APPROVE** the Use Permit (UP-14-03) for the Antioch Produce Market, subject to the following conditions and the findings for the conditions, which are attached to this resolution as Exhibit A:

**A. GENERAL CONDITIONS**

1. The project shall comply with the Antioch Municipal Code.
2. Conditions required by the Planning Commission, which call for a modification or any change to the site plan submitted, will be corrected to show those conditions and all standards and requirements of the City of Antioch prior to any submittal for a building permit. No building permit will be issued unless the site plan meets the requirements stipulated by the Planning Commission and the standards of the City.
3. City staff shall inspect the site for compliance with the conditions of approval prior to final building inspection.
4. This approval expires two years from the date of approval (expires August 6, 2016), unless a building permit has been issued and construction has diligently commenced thereon and has 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.

5. The applicant shall defend, indemnify, and hold harmless the City in any action brought by a third party to challenge the land use entitlement. In addition, if there is any referendum or other election action to contest or overturn these approvals, the applicant shall either withdraw the application or pay all City costs for such an election.
6. No permits or approvals, whether discretionary or mandatory, shall be considered if the applicant is not current on fees, reimbursement payments, and any other payments that are due.
7. The applicant shall obtain an encroachment permit for all work to be done within the public right-of-way.
8. This approval supersedes previous approvals that have been granted for this site.
9. All required easements or rights-of-way for any off-site improvements shall be obtained by the applicant at no cost to the City of Antioch. Advance permission shall be obtained from any property or easement holders for any work done within such property or easements.

**B. CONSTRUCTION CONDITIONS**

1. The use of construction equipment shall be restricted to weekdays between the hours 8:00 a.m. and 5:00 p.m., or as approved in writing by the City Manager.
2. The project shall be in compliance with and supply all the necessary documentation for AMC6-3.2: Construction and Demolition Debris Recycling.
3. Building permits shall be secured for all proposed construction associated with this facility, including any interior improvements not expressly evident on the plans submitted. All construction shall conform to the requirements of the California Building Code and City of Antioch standards.

**C. FIRE REQUIREMENTS**

1. All requirements of the Contra Costa County Fire Protection District shall be met:
  - a. The owner/contractor shall submit three (3) complete sets of tenant improvement plans and specifications of the subject project, including plans for any of the following required submittals, to the Fire District for review and approval prior to construction or modifications to ensure compliance with minimum requirements related to fire and life safety. The required resubmittals include tenant improvement plans, fire sprinklers, and fire alarm. (105.4.1) CFC, (107) CBC.

- b. Plan review and inspection fees shall be submitted at the time of plan review submittal. Checks may be made payable to "CCCFPD" (Contra Costa Fire Protection District).

**D. FEES**

- 1. The applicant shall pay all fees as required by the City Council.

**E. PROPERTY MAINTENANCE**

- 1. The project shall comply with Property Maintenance Ordinance Section 5-1.204.
- 2. The areas in front and behind of the business shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.
- 3. No signs shall be installed without prior City approval.

**F. USE REQUIREMENTS**

- 1. This Use Permit does not allow the sale or offering of alcohol, cigarettes, or tobacco at this location. An amendment to the Use Permit shall be required prior to the sale of any alcohol, cigarettes, or tobacco.
- 2. The hours of operations shall be limited to 8:00 AM to 8:00 PM seven days a week.
- 3. All requirements of the Contra Costa County Health Department shall be met.

\* \* \* \* \*

**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 6<sup>th</sup> day of August 2014.

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

\_\_\_\_\_  
TINA WEHRMEISTER, SECRETARY TO THE  
PLANNING COMMISSION

**EXHIBIT A**

**ANTIOCH PRODUCE MARKET (UP-14-03)**

**FINDINGS IN SUPPORT OF CONDITIONS OF APPROVAL**

**A. GENERAL CONDITIONS**

1. The City of Antioch has established a Municipal Code to protect the public health, safety, and welfare of the citizens within the city. This condition of approval is necessary for the developer to mitigate any project impacts that may threaten the health, safety, or welfare of its citizens.
- 2-3. In order for the project to be constructed to the City's approved standards, the plans need to adequately reflect the changes made by the Planning Commission and City staff needs to inspect the site for compliance with the conditions of approval prior to final inspection approval. These conditions protect the public safety, health, and general welfare of the surrounding residential and other uses by providing an adequate reflection of the approved project prior to the issuance of building permits and a follow-up site inspection to ensure the project was built as conditioned.
4. The regulatory environment of land development and baseline conditions change frequently; therefore, this condition is necessary to ensure any project going forward is subject to the most current regulations in order to promote the public health, safety, and welfare in the City of Antioch.
5. The project is being pursued by a business owner, and the City's responsibility is to promote orderly development within the City. This condition is necessary to protect the City from the financial and time expenses for defending challenges to land use entitlements or environmental reviews that are financially benefitting the applicant, particularly given the City's own financial challenges.
- 6-7. The project takes City time and staff to process development applications through the land use entitlement process. The development of property is to the benefit of the applicant; therefore, the conditions are necessary to ensure the applicant pays the expenses to process the application rather than having that burden placed on the taxpayers for another's benefit and to ensure the applicant satisfies all necessary requirements to make use of public lands that serve the project site.
8. It is necessary to ensure administrative consistency and avoid confusion between plan versions by identifying the most recent entitlements that govern site development and use.

9. The project requires the use of public lands in order to provide access and extend infrastructure to the project site. These conditions are necessary to allow the project sponsors to make use of public lands to benefit the project.

**B. CONSTRUCTION CONDITIONS**

- 1-3. Construction activities will produce impacts related to noise, dust, vibrations, and traffic that must be addressed and mitigated. In addition, the City is under a statewide mandate to divert its waste by 50%, and thus the City has adopted an ordinance to reduce construction and demolition debris going to the landfill. The City also has adopted the California Building Code; therefore, a building permit must be pulled for work performed inside the building even if it is not expressly on the plans. These conditions of approval are necessary to address these impacts from the project to ensure the public health, safety, and welfare of the Antioch community are protected and that development in the City occurs in an orderly fashion consistent with the City's General Plan and Municipal Code and to not create temporary or permanent nuisances.

**C. FIRE REQUIREMENTS**

1. The Contra Costa Fire Protection District provides fire services for the City of Antioch and follows the California Fire Code. The conditions of approval are necessary on the project to protect the public health and provide for the safety and welfare of life and property from fire and explosion hazards or dangerous conditions in new buildings and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations.

**D. FEES**

1. The City of Antioch provides existing infrastructure such as streets, utilities, traffic signals, schools, public right-of-way, parks, flood mitigation improvements, parks, and police services. The fees required by the conditions of approval serve two functions: (1) the funds will provide mitigation for the project's fair share impact and the project's responsibility of costs for the existing infrastructure and (2) to mitigate the costs of additional infrastructure and maintenance necessary due to the impact of the project. The conditions of approval are necessary to mitigate impacts to public infrastructure from deterioration.

**E. PROPERTY MAINTENANCE**

- 1-3. These conditions are necessary to ensure that the project site is kept in good working order to ensure adequate trash collection, avoid localized flooding,

reduce fire risks, and ensure the continued health, safety, and welfare of the project environs.

**F. USE REQUIREMENTS**

- 1-2. The use contemplated under this use permit only analyzed the sales of fresh fruits, vegetables, juices, snacks, and other general convenience items during the time specified by the applicant. This use permit does not analyze impacts from the sales or offering of alcohol, cigarettes, or tobacco; the sales of any of these items could result in impacts not contemplated by this use permit.
  
3. The Health Department oversees the handling of food and food operations that serve the public. The applicant will be handling and selling food and therefore will be subject to the requirements of the Health Department in order to ensure the health, safety, and welfare of the customers.



# ATTACHMENT "A"

Aerial Image



## ATTACHMENT "B"

To Whom It May Concern:

My name is Haroon Sherzai, and I have the intentions to open a Farmer's/Produce Market here in the City of Antioch. This will be a store based with fresh fruits and vegetables from the local area including some of the organic variety. We will have different sorts of juices and snacks as well to add the variety of what we can provide. I believe this market will be an asset to the community, as it will help promote a healthy lifestyle. With so many fast food choices and all this market helps to bring a change of pace to the options available to the customer base. I also would like to add that I am a local resident of the city of Antioch, and I am making an investment within my own community to make it an even better place to reside and enjoy. This will be a family run business with the help of 1-2 employees. We will not be selling or have the intentions of selling any sorts of alcohol or cigarettes or things of that sort. In all my family and I are excited to take on this opportunity as a family and make it an additional reason of why Antioch is a great place to live. We can't wait to get the process started. Thank You.

Sincerely, HAROON SHERZAI

8AM - 8PM  
7 DAYS/WEEK

B1



# ATTACHMENT "C"

Storefront and Site Photographs



Storefront of proposed Antioch Produce Market in former Beauty Supply store



Inside of proposed Antioch Produce Market





Existing shopping center



Existing parking area in front of the proposed Antioch Produce Market

**STAFF REPORT TO THE CITY OF ANTIOCH PLANNING COMMISSION  
FOR CONSIDERATION AT THE MEETING OF AUGUST 6, 2014**

**Prepared by:** Mindy Gentry, Senior Planner *MB*  
**Approved by:** Tina Wehrmeister, Community Development Director  
**Date:** July 31, 2014  
**Subject:** **Preliminary Development Plan for the Oakley Knolls  
Subdivision (PDP-14-04)**

**RECOMMENDATION**

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

**REQUEST**

Discovery Builders Inc., the applicant, is requesting a preliminary plan review of a proposal to develop a 31 unit residential subdivision on 5.56 acres. The project site is located on the north side of Oakley Road approximately 875 feet east of Willow Avenue (**APNs 051-430-001, -002, -003, -004, -005, -006, -007, -008, -009, -010, -011, -012, -013, -014, -015, and -016**) (Attachment "A").

The purpose of a preliminary plan is to gather feedback from the Planning Commission and outside agencies in order for the applicant to become aware of concerns and/or issues prior to final development plan and tentative map 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 development plan hearing.

**ENVIRONMENTAL**

Preliminary plan review is a non-entitlement action and does not require environmental review. The Final Development Plan will require compliance with the California Environmental Quality Act (CEQA).

**BACKGROUND**

On November 27, 2001, the City Council heard and approved a final development plan, tentative map, and Mitigated Negative Declaration on the subject property for a 16 unit single family development on ¼ acre parcels. The Council expanded the conditions of approval and required a drainage study on the proposed site. Furthermore, the project was conditioned to require a use permit and design review approval if the homes were

to be constructed by a single developer or require design review approval only if the lots are to be custom. Since the applicant proceeded without defining the option for home construction, a use permit application was required. The developer recorded the final map which resulted in the creation of the 16 approved lots.

A use permit to develop the project was conditionally approved by the Planning Commission in May of 2003.

## **ANALYSIS**

### **Issue #1: Project Overview**

The proposed project consists of 31 single family homes on approximately 5.56 acres. There are two proposed water quality basins (Parcel 'C' and 'D') to accommodate the stormwater draining to the north. Parcel 'C', which is 9,501 s.f., is located in the middle of the property towards the eastern edge and Parcel 'D', which is 4,771 s.f., is located in the northeast corner of the property adjacent to the current terminus of Honeynut Street. The single family home lots range in size from 3,649 s.f. to 8,172 s.f. with an average lot size of 4,770 s.f. The applicant has not proposed architecture as part of the application; therefore, a design discussion is absent from this staff report. Staff has recommended that the architecture comply with the City's Design Guidelines.

A homeowner's association (HOA) will be required for the project, which will be responsible for maintaining the water quality basins, the landscape parcels (Parcel 'A' and 'B'), and a sloped parcel (Parcel 'E').

The project is located in Community Facilities District 89-1 (Mello Roos).

This project could serve as a transitional development from the future mixed uses (retail, residential, and office) to the south as well as the eBART station located to the southwest.

### **Issue #2: Consistency with the General Plan**

The General Plan designation for the project site is Medium Low Density Residential which allows a maximum density of six units an acre. The zoning designation is Planned Development (PD). The proposed land use is consistent with the General Plan and will require submittal of a zoning change as part of the applicant's entitlement package. The applicant is proposing Planned Development (PD) as the zoning designation, which is a designation to encourage flexibility in the design and development of land so as to promote the most appropriate use; to allow diversification in the relationship of various uses, structures, and space; to facilitate the adequate and economical provision of streets and utilities; to preserve natural and scenic qualities of open space; to offer recreational opportunities convenient to residents to enhance the appearance of neighborhoods through the preservation of natural green spaces; and to counteract the effects of urban congestion and monotony.

Medium Low Density Residential is characterized in the General Plan as a typical subdivision, as well as other detached housing such as zero lot line units and patio homes. Areas designated as Medium Low Density Residential are typically located on level terrain with no or relatively few geological or environmental constraints. The maximum allowable density is six dwelling units per acre. The proposed project density is 5.57 dwelling units per acres, which is just under the maximum density allowed under the General Plan.

According to the General Plan, achievement of maximum densities are not guaranteed nor implied. The final density is determined by development design, any onsite constraints such as physical or environmental, available infrastructure, and other factors. Lastly, the development standards in the zoning code could also influence the number of lots thereby limiting the maximum allowable densities.

Due to the City budgetary issues and the lack of police staffing to meet General Plan standards, residential projects have been conditioned to participate in a community facilities district or other funding mechanism deemed acceptable by the City pertaining to police services. The project will be required to mitigate its impact on police services due to the increase in demand, which is based on the number of individuals that are expected to reside in the new project. The General Plan identifies a performance ratio, which is 1.2 to 1.5 police officers per 1,000 individuals. Currently, the district or other funding mechanism has not been formed and the residential development that will be the first to move forward will be required to establish the district or other mechanism. Staff is also recommending that the Oakley Knolls project be conditioned to establish, if necessary, and participate in the CFD or other funding mechanism.

### **Issue #3: Site Plan**

The proposed project is a small lot subdivision with the majority of the lots on the site plan having a lot size that is under 5,000 s.f. The neighboring subdivision to the north has a lot size minimum of approximately 5,000 s.f. According to the applicant, the lots will accommodate homes up to 3,000 square feet, which may be difficult to achieve on such small lots while still maintaining the appropriate setbacks and requirements of the City's Design Guidelines.

The applicant has not provided any setback information or a typical lot detail. The table below illustrates the setbacks for City's R-6 zoning designation, which is the comparable zoning designation to the Medium Low Density Residential General Plan designation. Staff is recommending the R-6 setbacks be met as part of the Final Development Plan submittal.

<b>Setback</b>	<b>R-6 Setbacks</b>
Front (Local Street)	20'
Front (Collector)*	25'
Front (Garage)	20-25'
Rear (Single Story)	10'
Rear (Two Story)	20'
Side	5'

\*Oakley Road is a collector street.

Each home would be required to have a two car garage with at least a 20' driveway, which staff is recommending the driveways be at a right angle to the street.

The proposal includes two public streets to serve the project, which will require annexation into the Streetlight and Landscaping District. There are two points of access, one from Oakley Road with Hickorynut Street connecting to the current terminus of Honeynut Street. All of the houses front onto these local neighborhood streets.

Parking: Per the code, the parking requirements for a single family home are a two car garage and one guest parking space on the street within close proximity to the unit served. The applicant has provided a City standard cul-de-sac at the end of Hickorynut Court. The applicant will also be required to submit a parking plan showing there is ample space for guest parking. The ordinance doesn't specify the placement of the guest spaces, but small lot subdivisions are typically conditioned to provide a guest parking space within 150-200' of the unit it is serving.

The Zoning Ordinance also requires unrestricted access to the rear yard for recreational vehicles for 25% of single family lots. The applicant's proposed site plan makes it difficult to provide the required number of RV parking spaces. Requiring RV parking may not be practical for this type of development and could be appropriately deterred by prohibiting RV parking in the development's Covenants, Codes and Restrictions (CC&Rs). This is consistent with other approved small-lot subdivisions. The PD zoning allows flexibility with development standards; therefore, the Commission has the ability to require or not require RV parking for this project.

**Issue #4: Grading and Drainage**

Grading: Staff has concerns regarding the proposed grading and recommends the applicant work with staff to reach a grading plan that will address staff's concerns prior to the submittal of the Final Development Plan. The issues that staff has identified are as follows:

- The entrance to the development on Hickorynut Street is too steep and the slope needs to be reduced. The applicant shall coordinate with City staff and Contra Costa Fire Protection District (CCCFPD) to achieve an acceptable slope.



- Staff believes the soil conditions of the project site are sandy; therefore, a soils report shall be submitted with the Final Development Plan to verify the proposed slopes are not too steep.
- The slope within Parcel A is identified as a 4:1 slope in the Oakley Road Typical Section; however based on the grades provided, staff believes the slope will be closer to 2:1. This steep slope is not favorable to have in the right of way and should be revised prior to submittal of the Final Development Plan. The sound wall will also need to be located at the top of the slope as it is currently planned.
- Staff does have concerns regarding the provision of a flat useable backyard on lots 6 to 10 and 19 to 22. Staff has provided a recommendation of providing at least a 20' flat area in the backyard for all lots.
- A retaining wall is proposed along the eastern property boundary along Parcel 'C' and Honeynut Street. The applicant has designed the project so that Honeynut Street will turn to the left to eventually access the neighboring property once it's developed; however, the adjacent property is higher than the proposed final grade of Honeynut Street therefore requiring a retaining wall. As part of the redesign of the grading, staff wants to see the elimination of the retaining wall along the eastern property line.

Drainage: According to the Contra Costa County Flood Control District, a natural watershed boundary bisects the project site and previously the District has allowed part of the project site to drain a portion of the site to the south but recommended that the City condition the project to locate and construct an adequately sized outfall to East Antioch Creek to serve the southern draining portion of the project and properties in Drainage Area 56, north of Oakley Road and west of the project site. Staff has recommended that a drainage study be conducted with review by the Flood Control District and be submitted along with the Final Planned Development.

The applicant has proposed draining a portion of the project to the south (Lots 14-22 and Parcel 'E'); however, the water is not being treated or retained in any manner as per the C.3 stormwater regulations. The water is flowing into the curb and gutter, and will eventually pool on adjacent land and into Oakley Road. This does not meet the stormwater discharge requirements. Further, the applicant has proposed a storm drain line that is to be capped until future use. The applicant needs to revise the drainage for the Final Planned Development submittal to adhere to the C.3 stormwater requirements and to design a functional system.

The applicant has proposed through curb drains to convey the stormwater from the curb and gutter to the C.3 bioretention basin. This is an unacceptable means of conveyance and needs to be revised to meet the City's requirements. The applicant should work with staff prior to the submittal of the Final Development Plan to address the deficiency.

## **Issue #5: Infrastructure and Off-Site Improvements**

The developer is required to provide all infrastructure necessary to serve the site. This includes utility tie-ins such as water, streets, sanitary sewer and storm drainage systems.

Oakley Road: The proposed plan shows a 52.5' wide right of way, which will provide full improvements on the north side of Oakley Road. The improvements on the north side of Oakley Road include a 20' travel lane, a 5' sidewalk, 5' of public right of way, and then 20' of landscaping to a sound wall. The temporary southern roadway improvements consist of a 16' travel lane and a 4' shoulder. The southern roadway improvements will eventually be completed to the ultimate configuration to match the northern improvements when the property to the south develops.

Water: An 8" water line currently terminates at Honeynut Street, where the developer has proposed to connect the project to the City's water supply. The waterline will then run beneath the streets to serve the development. The water system is required to be a looped system; therefore, the waterline would need to run from its current terminus at the intersection of Oakley Avenue and Willow Avenue to the project and connect to the waterline at its current terminus in Honeynut Street.

Sewer: A 6" sewer line currently terminates at Honeynut Street; however, staff has concerns regarding the capacity. As part of the Final Development Plan submittal, the applicant will need to provide a study of the existing sewer line to verify there is adequate capacity.

Stormwater: There are two bioretention basins, both on the northern side of the property. As discussed above, a portion of the project drains to the south with the remainder draining to the north. The portion that drains to the south is not meeting the C.3 stormwater guidelines as it is not being treated or retained and then discharged into the City's storm drain system or natural water course. A recommendation has been added that this issue be addressed prior to submitting for a Final Development Plan.

Due to the smaller lots, staff has concerns about the placement of the required utility boxes. In some cases on small lot developments, the utility boxes can be placed in a manner that dramatically reduces front yard landscaping. Therefore, staff is recommending the applicant submit a utility plan as part of the Final Development Plan submittal showing the placement of all utility boxes.

## **Issue #6: Architecture, Landscaping and Walls**

The applicant has not provided plans for architecture, landscaping, fences, or walls with this application. As part of the future development application, staff wants to ensure architecturally enhanced elevations will be submitted for homes sited on the corners. It is typical to require that for homes located on corner lots, the design treatments (e.g. a

built-up stucco or stone veneer) found on the “front” elevations should also be placed on the side elevations facing the street.

A masonry wall will be required along the frontage of Oakley Road. The height associated with the attenuation will need to be determined by a noise study. The design of this wall will also need to be submitted for review.

The City’s Design Guidelines discuss having entries that incorporate special paving, architectural elements, and landscaping to set the overall tone for the community’s character. Staff has suggested adding a project entry feature to set the overall character of the project.

## **CONCLUSION**

The purpose of a preliminary plan is to gather feedback from the Planning Commission and outside agencies in order 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 at the August 6th hearing, be addressed in the Final Development Plan submittal:

1. Where practical, the developer shall stagger the front yard setbacks of adjacent lots to provide for a varied streetscape.
2. Each home shall include a two car garage and at least a 20 foot deep driveway apron, which shall be at a right angle to the street.
3. A HOA shall be established for the project and will be responsible for maintaining the water quality basins, landscape parcels, and sloped parcels.
4. The project shall provide guest parking spaces within 150’ – 200’ of the unit each space serves. The applicant shall submit a parking plan with the Final Development Plan submittal that numbers each unit and its corresponding parking space in order to verify the distance from each unit.
5. For homes located on corner lots, the design treatments (e.g. a built-up stucco or stone veneer) found on the “front” elevations shall also be placed on the side elevations facing the street.
6. The project’s CC&Rs will not allow any RV’s, boats or jet skis to be parked within the project.

7. The developer shall prepare a drainage study. The developer shall 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, per Title 9 of the County Ordinance Code.
8. The applicant shall submit a utility plan showing the location of water meter boxes, backflows for fire sprinklers, sewer cleanouts, cable, phone, and power boxes as it relates to frontage of the houses.
9. The Final Development Plan shall include a project entry feature and landscaping to set the overall character of the development. The entry feature shall incorporate some of the following: lighting, public art, large specimen trees, stone wall features, architectural monumentation and water features. The entry feature shall include authentic materials such as brick, stone, wood, or iron work.
10. All lots shall be a minimum of 3,500 square feet.
11. One floor plan shall be a single story.
12. Included with the Final Development Plan submittal, a site plan shall show the location where garbage cans will be located on the main streets for trash pickup days. The areas shall be able to accommodate three bins plus three feet between the bins.
13. The applicant shall submit a drainage study outlining what facilities are to be constructed and how they will function as part of the Drainage District. The project shall also comply with the C.3 stormwater requirements. Any drainage concerns expressed by the City or by Contra Costa County Flood Control District shall be implemented, as approved by the City Engineer.
14. The through curb drains need to be redesigned to the satisfaction of the City.
15. The project shall be annexed into the Streetlight and Landscape District.
16. The waterline system shall be looped; therefore, the waterline needs to be extended eastward to the project from the current terminus at the intersection of Oakley Avenue and Willow Avenue. The waterline shall be connected from Honeynut Street through the development and into Oakley Road.
17. The project shall establish, if necessary, and participate in the community facilities district or other mechanism deemed acceptable by the City.
18. Reduce retaining walls to the maximum extent practical and eliminate retaining walls within the public right-of-way.

19. The project's architecture shall comply with the City's Residential Design Guidelines.
20. The entrance to the project off of Oakley Road onto Hickorynut Street is too steep. The site grading needs to be reconfigured to minimize this slope, which should be coordinated with staff and the CCCFPD.
21. A soils report shall be submitted with the Final Development Plan.
22. The slope within Parcel A needs to be reduced and the sound wall shall be located at the top of the slope.
23. The setbacks for R-6 shall be met and a 20' flat useable backyard shall be provided on all lots.
24. The retaining wall adjacent to Parcel 'C' and to Honeynut Court shall be eliminated.
25. A study needs to be submitted with the Final Development Plan analyzing the capacity of the 6" sewer line to serve the project.
26. The height of the masonry wall along Oakley Road shall be determined by a noise study, but shall not be less than six feet. Design of the wall shall be submitted as part of the Final Development Plan submittal.

## **ATTACHMENTS**

- A. Aerial Photograph
- B. Applicant's Description

# ATTACHMENT "A"

Aerial Photo



# ATTACHMENT "B"

RECEIVED

APR 15 2014

OAKLEY KNOLLS  
PROJECT CHARACTERISTICS  
PRELIMINARY DEVELOPMENT PLAN

CITY OF ANTIOCH  
COMMUNITY DEVELOPMENT

The proposed Oakley Knolls Project consists of 31 single family residential lots on 5.56 acres. The proposal is to re-subdivide the 16 lot Tract 8501. This project is located on the north side of Oakley Road east of Willow Avenue.

The proposed density of this project is about 5.5 units per acre and the average lots size is approximately 4700 sq. ft. These lot sizes will accommodate homes sizes likely up to 3000 sq. ft.

The current General Plan for this parcel calls for Medium Low Density Residential. The layout and density we are proposing is consistent with this General Plan land use designation. This project will involve a rezoning of the existing Planned Development (PD) district. The new proposed development is an increase in density, but again, it is consistent with the General Plan. We feel that the lot sizes we are proposing are more marketable and viable than the existing Tract 8501 lots which are over 10,000 sq. ft. The existing Tract 8501 is not consistent with the project to the north. Our proposed project is much more consistent with the development to the north.

We are proposing two access points, one off Oakley Road and one via Honeynut Street. We are also proposing two bioretention areas on parcels C and D within the project site to comply with C.3 requirements. Parcels A and B will be set aside for frontage landscaping (20' wide) and then there is a small Parcel E which is a sloped area which will be owned and maintained by a proposed project HOA.

B1