CITY OF ANTIOCH CALIFORNIA
OPPORTUNITY LIVES HERE

STAFF REPORT TO THE ANTIOCH PLANNING COMMISSION

DATE: Regular Meeting of August 20, 2025

SUBMITTED BY: Kevin Valente, Contract Planner,
Raney Planning and Management, Inc.

APPROVED BY: Zoe Merideth, Planning Manager

SUBJECT: Slatten Ranch Townhomes Project (TM-01 and AR-23-01)

REQUESTS

The project applicant, Kathryn Watt, with DeNova Homes Inc, is seeking approval of a Vesting Tentative Subdivision Map and Design Review for the Slatten Ranch Townhomes Project (proposed project). Necessary entitlements from the City of Antioch include the following:

1. *Vesting Tentative Subdivision Map*. The proposed project requires approval of a Vesting Tentative Subdivision Map for condominium purposes that would subdivide the project site for the development of 17 townhome buildings totaling 129 residential units.

2. *Design Review*. The proposed project requires Design Review approval of the project's architecture, design, and landscaping.

STAFF RECOMMENDATION

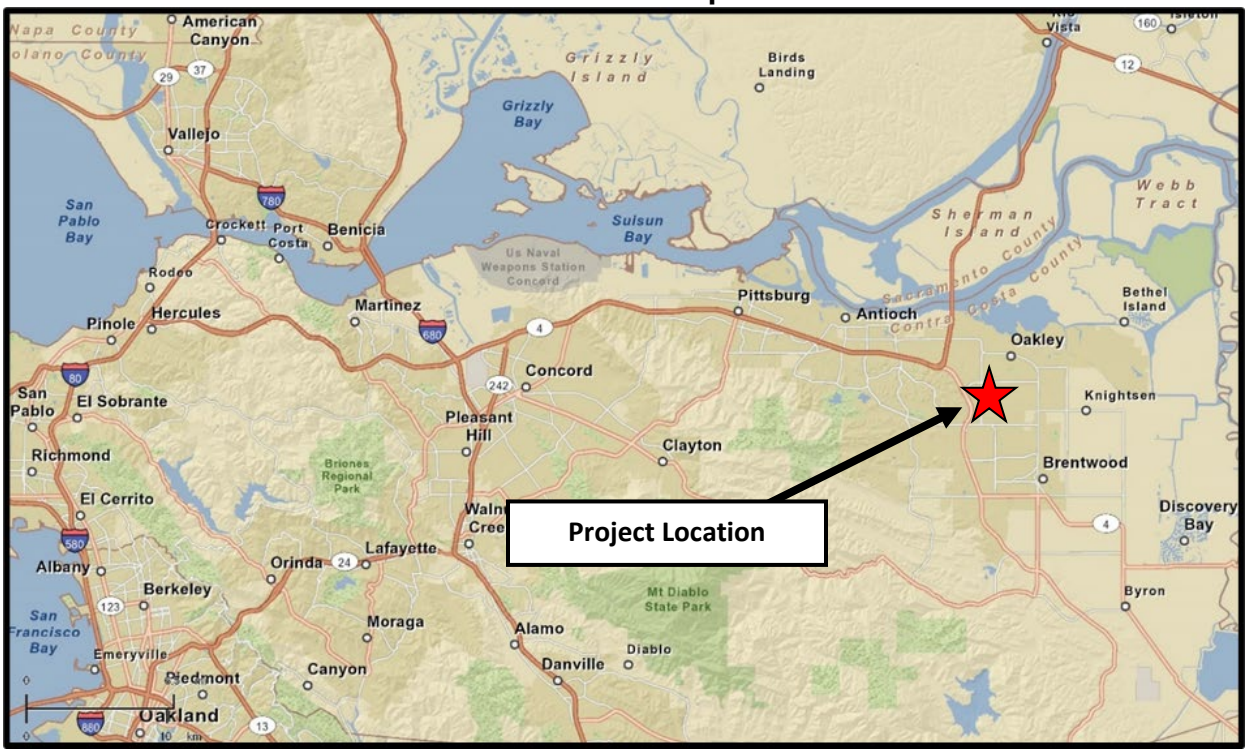
Staff recommends that the Planning Commission:

Adopt the resolution recommending City Council approval of a Vesting Tentative Subdivision Map and Design Review for the development of the Slatten Ranch Townhomes Project.

SITE LOCATION

The proposed 6.41-acre vacant project site, identified by Assessor's Parcel Number (APN) 056-120-098, is located north of Wicklow Way and east of Slatten Ranch Road. Surrounding existing uses include undeveloped land and a single-family residence to the north; undeveloped land to the east; existing commercial to the south, across Wicklow Way; and undeveloped land and a single-family residence to the west. The project site is located within the East Lone Tree Specific Plan (ELTSP) and is designated as East Lone Tree Specific Plan Focus Area in the City of Antioch General Plan and the site is zoned High Density Residential District (R-25).

Location Map



Project Site



Background

The ELTSP was adopted by the Antioch City Council in May 1996, and the ELTSP Area is comprised of 785-acres on the eastern edge of Antioch, which is bounded by Lone Tree Way to the south, Empire Avenue and Neroly Road to the east, and the Contra Costa Canal to the north. The ELTSP allows for a mix of employment, commercial, residential uses, and public uses, as well as parks and open space, to be developed within the ELTSP Area. Amendments to the ELTSP in 2023 expanded opportunities for multifamily housing within the ELTSP Area, as depicted in the City's Sixth Cycle Housing Element.

East Lone Tree Specific Plan Area



As part of the City's Sixth Cycle Housing Element Update (2023-2031) process, the City identified the proposed 6.41-acre project site for future multi-family housing, and therefore, rezoned the project site from Planned Development (P-D) to R-25 in January 2023.

In February 2023, the City of Antioch certified the Antioch Housing, Environmental Hazards, and Environmental Justice Elements Project Draft Environmental Impact Report (SCH No. 2021110146), hereafter referred to as the "Housing Element EIR."

The applicant submitted a Preliminary Application under SB 330 (The Housing Crisis Act of 2019). Through the Preliminary Application process put in place under SB 330, housing developments may only be subject to the ordinances and objective standards in effect at the time when a completed Preliminary Application is submitted. The Preliminary

Application requires information regarding site characteristics, planned project, certain environmental concerns, the locations of recorded public easements, facts related to any potential density bonuses, certain coastal zone concerns, and the number of units to be demolished. The developer has 180 days from the submittal of the preliminary application to submit the full development application. The applicant submitted a complete Preliminary Application on March 15, 2023. The applicant submitted an entitlement application on March 15, 2023 as well.

At the July 16, 2025 Planning Commission meeting, staff requested that the project be continued to regular meeting of August 20, 2025. The Planning Commission opened the public hearing and then closed it without public comment and voted 6-0, with one member absent, to continue the item to the August 20, 2025 meeting. The meeting minutes are included as Attachment E.

ANALYSIS

The proposed project includes the development of 17 townhome buildings totaling 129 residential units on a 6.41-acre property. The proposed project would include a total of 1.77 acres of landscaping and open space, consisting of a 0.34-acre open play area, dog park, and open space for bio retention. Each residential unit would include a two-car garage, and the centrally located play area would include 19 additional vehicle parking spaces. The 129 residential units would consist of a mix of two- and three-bedrooms units, ranging in size from 1,293 to 1,791 square feet.

Consistency with the General Plan, Specific Plan, and Zoning

As described above, the project site is located within the ELTSP and is designated as East Lone Tree Specific Plan Focus Area in the City of Antioch General Plan and the site is zoned R-25. Consistent with the proposed project, the ELTSP envisioned multifamily residential development as a mix of garden flats and townhomes. In addition, in 2023, the ELTSP was amended to expand opportunities for multifamily housing including an increase in allowable density from a maximum of 20 dwelling units per acre (du/ac) to 35 du/ac, as depicted in the City's Sixth Cycle Housing Element. Furthermore, as part of the City's Sixth Cycle Housing Element Update, the 6.41-acre project site was rezoned from P-D to R-25 and identified for future multi-family housing.

The R-25 High Density Residential zoning district allows for multiple-family development at a minimum of 20 and maximum of 25 du/ac. Consistent with the R-25 district, the proposed project has a proposed density of 20.1 du/ac. In addition, the proposed project includes proposed building heights that range from 36 feet to 41 feet, consistent with the maximum building height of 45 feet for the R-25 district regulations. The proposed building setbacks, as well as the open space and parking requirements for the project are also consistent with the R-25 development standards.

Vesting Tentative Subdivision Map

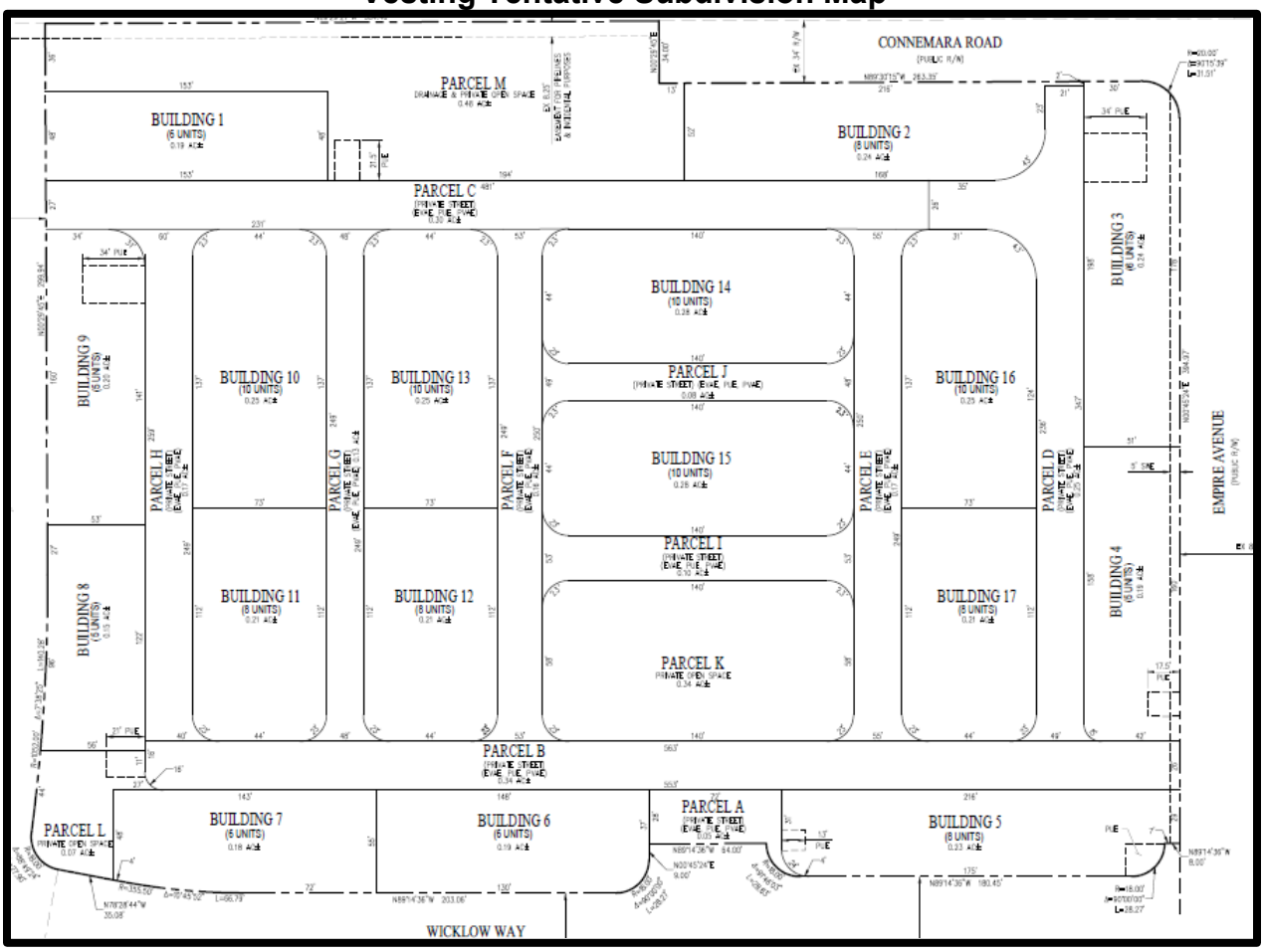
The proposed Vesting Tentative Subdivision Map would subdivide the project site for the development of 17 townhome buildings, the associated internal roadway network, and landscaping. The proposed map is for condominium purposes and would allow for the sale of each residential unit. Each townhome building would contain between five (5) and ten (10) units, for a total of 129 residential units. Additionally, 13 separate parcels are proposed for the internal roadway network (Parcels A-J), as well as common areas (Parcels K and L). Parcel M would be located along the northern project site boundary and contain a bioretention area.

Primary access to the project site would be provided by a gated entry from Wicklow Way with a center landscape median. Emergency vehicle access (EVA) would be provided from Slatten Ranch Road at the northwest of the site. All internal roadways would include a five-foot sidewalk and landscaping, and would be privately owned and maintained by a homeowner's association (HOA). It should be noted that Streets G and J would be 20 feet wide and are not designated for fire access. The Contra Costa County Fire Protection District has indicated that the proposed project meets Fire District requirements, and the letter is included in Attachment B. The proposed project includes frontage improvements, including new street trees and sidewalks, along Slatten Ranch Road, Wicklow Way, and Empire Avenue.

Existing City utilities located in Slatten Ranch Road and Wicklow Way are adequately sized to serve the proposed development. As required by the City, all in-tract utilities (domestic water, water for fire service, sanitary sewer, storm drain, and bio-retention facilities) would be privately owned and maintained by the HOA. Water, sewer, and stormwater connections would be extended into the project site from the surrounding roadways.

It should be noted that proposed street names also require Planning Commission approval. The proposed street names have been reviewed by Engineering staff and the Antioch Police Department. The proposed street names are included as a recommended condition of approval and included in Attachment A.

Vesting Tentative Subdivision Map



Design Review

Pursuant to the Antioch Municipal Code Section 9-5.2607(A)(1), proposed development of any new building or construction in the R-25 zoning district is subject to Design Review. The City of Antioch adopted citywide Multi-family Residential Objective Design Standards relating to all aspects of multi-family residential and mixed-use development on sites zoned for multi-family housing in the City of Antioch. The Multi-family Residential Objective Design Standards (ODS) are used to review projects including their building siting, architectural style, parking, and landscaping.

Each proposed townhome building would be three stories (approximately 37 to 41 feet tall), as measured to the roof ridge, consisting of either “Row Townhomes” units (55 units) or “Back to Back” (B2B) units (74 units). The Row Townhome buildings would front Slatten Ranch Road, Wicklow Way, and Empire Avenue, with units within each building designed in a side-by-side layout.

The B2B buildings would be sited generally in the central portion of the project site, with units within each building designed in a side-by-side and back-to-back layout. Both unit styles would include living areas primarily on the second and third levels. All units would

have at least one 70-square-foot private deck, a storage area of at least 250 cubic feet, and an attached two-car garage.

The Row Townhome buildings include entryways with covered porches at the front elevations and garages at the rear elevations. The B2B buildings include entryways with covered porches and garages at both the front and rear elevations. Each building would have either five, six, eight, or 10 units. Three Row Townhome floorplan types would be offered with two- and three-bedrooms, ranging in size from 1,432 to 1,791 square feet. Two B2B floorplan types would be offered with two- and three-bedrooms ranging in size from 1,293 to 1,414 square feet.

The architectural style of the proposed residential buildings would be contemporary in design and would make use of stucco and siding finishes in several different colors on each building. The front façades of all buildings would be articulated to emphasize front entries and decks, while the sides and rears would include varying vertical and horizontal planes, and different finishes to provide articulation. The proposed residential buildings complies with the articulation and planning requirements found in the ODS, including in section 2.2.1 Building Massing and Articulation.

The proposed project would include 0.34-acre of common open space located north of the gated entry at Parcel K. Three B2B buildings face the common area (Buildings 12, 15, and 17) and portions of row townhomes Buildings 5 and 6 have windows facing the common area. This central common area would provide amenities for both adults and children including a bocce court and children's play area. Landscaping at the children's play area would screen it from view from the entry. An 18-inch-high seat wall along one edge of the bocce court separates it from the play area, and an 18-inch seat wall also separates the children's play areas from the surrounding drive aisles. Benches are located throughout the common space, along with picnic tables centrally located between the bocce and children's play area. A second smaller common open space area (approximately 5,200 square feet) would be located in Parcel M at the north of the project site. The common space area would have a dog park as well as an open activity area for free use. The ODS 2.1.7.A requires a minimum of 200 square feet of usable open space per unit, with 50% of this provided as common open space and the remaining 50% provided as either private or common open space. The project exceeds these requirements by providing 219 square feet per unit, through a mix of private and common open space. The ODS requires a play area be provided because the project is more than 15 units of at least one bedroom. The applicant is meeting this requirement, as described above.

Street trees in the parkway strips would be located along all public streets in addition to shrubs for privacy. All totaled, including the bioretention area at the north, the private and common open spaces exceed the 25 percent landscaping requirement.

On October 24, 2024 the Parks and Recreation Commission reviewed the park in-lieu fee payment as required by Antioch Municipal Code Section Title 9, Chapter 4, Article 10: Regulations for the Dedication of Land, the Payment of Fees, or Both, for Park and

Recreation Lands, which requires either a dedication of land or payment of an in lieu fee for park and recreation lands. The ordinance requires the payment of in lieu fees based on the type and number of housing units in a project. The Parks and Recreation Commission recommended a payment of $122,550, consistent with the ordinance. This fee has been added as a recommended condition of approval. The meeting minutes are attached as Attachment B.









Public Comments

The project application was routed to City Departments and outside agencies for review. Comment letters have been provided by City Engineering staff, Contra Costa County Flood Control and Water Conservation District, California Department of Fish and Wildlife, PG&E, and the Contra Costa County Fire Protection District. These comments were incorporated into the proposed project where applicable or have been included as draft conditions of approval, which would be implemented as part of the improvement plan prior to building permit approval. The comment letters received from outside agencies are included as Attachment C.

Traffic Impact Analysis

Incompliance with the Antioch General Plan and the Contra Costa County Transportation Authority and TRANSPLAN, a Transportation Impact Analysis (TIA) was prepared for the project. The TIA is available here: https://www.antiochca.gov/fc/community-development/planning/24-01-16-Slatten-Ranch-Residential-Project-TIA-v2.pdf

Based on the TIA, in the cumulative plus project scenario the traffic from the proposed project is forecast to contribute to future operational problems at Slatten Ranch Road and Wicklow Way. The project's contribution to traffic will exceed City standards at this intersection (greater than a three second increase in delay) because it is forecast to have Level of Service (LOS) F conditions while also meeting Caltrans' peak hour warrant for a traffic signal. This intersection would operate at LOS F and meet Caltrans' peak hour traffic signal warrant regardless of whether or not the proposed project is implemented. Level of Service is a scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic characterized by traffic jams.

To mitigate these operational problems, a recommended condition of approval has been added to the project to pay a proportionate share of the cost to install a traffic signal at the intersection of Slatten Ranch Road and Wicklow Way. The proportionate share is conditioned to be at least ¼ the cost of the traffic signal. This improvement would address the future LOS issues identified at the intersection so that the intersection would operate within acceptable parameters, per the local standards set forth by the City of Antioch. However, the queuing calculations that include the proposed traffic signal indicate the westbound left turn pocket on Wicklow way will exceed its storage by about 171 feet during the PM peak hour. The developer shall design this additional left turn storage prior to building permit and construct the improvement prior to occupancy of the first residential unit.

ENVIRONMENTAL REVIEW

As described above, the project site was included in the City's Sixth Cycle Housing Element Update (2023-2031) and identified for future multi-family development. In February of 2023, the City of Antioch adopted the Housing Element EIR (SCH No. 2021110146), which analyzed adoption and implementation of the City's Sixth Cycle

Housing Element Update (2023-2031), including the adoption and implementation of rezoning and General Plan amendments to accommodate the City's Regional Housing Needs Allocation (RHNA). Therefore, the proposed project has been adequately analyzed in the previous environmental review under the California Environmental Quality Act (CEQA) and further evaluation is not required. Per CEQA Guidelines Section 15183, a project that is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except when it is necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

Therefore, a Section 15183 Consistency Memorandum was completed for the proposed project to demonstrate that the project has been adequately analyzed in the previous environmental review under CEQA and that further evaluation is not required. Per the CEQA Guidelines, a project that is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except when it is necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

The Slatten Ranch Townhomes 15183 Consistency Memorandum indicates whether the proposed project would result in a significant impact that: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the Housing Element EIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Housing Element EIR was certified, are determined to have a more severe adverse impact than discussed in the Housing Element EIR.

The Housing Element EIR anticipated the project site would be developed in accordance with the standards established for the R-25 zoning district, which allows for a density of 20 to 25 du/ac. The proposed project would result in a density of approximately 21 du/ac, and therefore, be consistent with the development anticipated for the project site within the Housing Element EIR. It should be noted that the Housing Element EIR did not identify any significant impacts and associated mitigation measures. Therefore, the Housing Element EIR does not include any additional mitigation measures that would be applicable to the proposed project. Thus, with respect to the foregoing issue areas, the proposed project would result in similar impacts as those identified within the Housing Element EIR. Compliance with applicable federal, State, and local policies, regulations, and standards would ensure impacts related to the aforementioned issue areas would be reduced to a less-than-significant level.

On July 15, 2025, the City of Antioch received one comment letter on the proposed project that included comments regarding the 15183 Consistency Memorandum. The comment letter was received from Adams Broadwell Joseph & Cardozo on behalf of the Contra Costa Residents for Responsible Development. The comments were related to Air Quality and Greenhouse Gas Emissions, Noise, and Vehicle Miles Traveled (VMT). Minor

revisions have been made to the 15183 Consistency Memorandum to address the comments received. These minor revisions include an additional condition of approval for the proposed project, that requires the preparation of a quantitative VMT analysis, which would identify travel demand management (TDM) and/or physical measures to reduce VMT to the extent feasible in light of project objectives and the nature of the project, pursuant to the Housing Element EIR Mitigation Measure TRANS-1. Additionally, a condition of approval specifically requiring a Noise Mitigation Plan in conformance with General Plan Policy 11.8.2(o) has been added for clarity, even though compliance with this General Plan Policy was already required. None of the revisions result in new impacts or change the conclusions in the 15183 Consistency Memorandum. The comment letter and the detailed responses are included as Attachment D.

ATTACHMENTS

A. Resolution recommending City Council approval of a Vesting Tentative Subdivision Map and Design Review to allow for the development of the Slatten Ranch Townhomes Project:

Exhibit A – Slatten Ranch Townhomes 15183 Consistency Memo
Exhibit B – Vesting Tentative Subdivision Map and Proposed Architectural Plans
Exhibit C – Draft Conditions of Approval

B. Parks and Recreation Commission October 24, 2024 Meeting Minutes

C. Agency Comments Received

D. Adams Broadwell Joseph & Cardozo Letter and Response to Comments

E. Draft Planning Commission Meeting Minutes of July 16, 2025

ATTACHMENT "A"

PLANNING COMMISSION
RESOLUTION NO. 2025-XX

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH FORWARDING A RECOMMENDATION TO THE CITY COUNCIL TO ADOPT THE PROPOSED VESTING TENTATIVE SUBDIVISION MAP (TM-01) AND DESIGN REVIEW (AR-23-01) FOR THE DEVELOPMENT OF THE SLATTEN RANCH TOWNHOMES PROJECT

WHEREAS, the City of Antioch ("City") received an application from DeNova Homes, Inc. ("Applicant") seeking City approval of a Vesting Tentative Subdivision Map and Design Review for the development of the Slatten Ranch Townhomes Project ("Project"); and

WHEREAS, the Project site is in the eastern section of the City of Antioch, on the northern side of Wicklow Way and west of Empire Avenue in the East Lone Tree Specific Plan Focus Area (APN 056-120-098); and

WHEREAS, the Project consists of a multi-family project on approximately 6.41 acres consisting of 17 three-story buildings totaling 129 residential units; and

WHEREAS, in February 2023, the City of Antioch adopted the 6th Cycle Housing Element Update (2023-2031), which identified the project site as multi-family development; and

WHEREAS, the City, as lead agency under the California Environmental Quality Act ("CEQA"), certified the Antioch Housing, Environmental Hazards, and Environmental Justice Elements Project Final Environmental Impact Report (SCH No. 2021110146); and

WHEREAS, the City, as lead agency pursuant to CEQA, has prepared a Section 15183 Consistency Memorandum (attached hereto as Exhibit A) to demonstrate that the proposed project has been adequately analyzed in the previous environmental review under CEQA and that further evaluation is not required; and

WHEREAS, the proposed project requires approval of a Vesting Tentative Subdivision Map (attached hereto as Exhibit B) for condominium purposes and would; and

WHEREAS, the proposed project requires approval of Design Review for the development of the proposed 17 three-story buildings totaling 129 residential units; and

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

WHEREAS, On July 16, 2025, the Antioch Planning Commission continued the public hearing to a date certain, August 20, 2025; and

WHEREAS, on August 20, 2025, the Antioch Planning Commission duly held a public hearing on the matter, received presentation by City staff, and considered evidence, both oral and documentary, and all other pertinent documents regarding the proposed request.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED, that the Antioch Planning Commission does hereby make the following findings for recommending City Council approval of the Vesting Tentative Subdivision Map, as conditioned:

1. That the subdivision, design and improvements are consistent with the General Plan, as required by Section 66473.5 of the Subdivision Map Act and the City's Subdivision Regulations. The site has a General Plan Land Use Designation of East Lone Tree Focus Area and is zoned High Density Residential (R-25) and the subdivision will accommodate uses that are consistent with the General Plan on each of the lots created by the subdivision; and,

2. That the subdivision proposed by the Vesting Tentative Subdivision Map complies with the rules, regulations, standards and criteria of the City's Subdivision Regulations. The proposed subdivision meets the City's criteria for the map. The City's Planning and Engineering staff have reviewed the Vesting Tentative Subdivision Map and evaluated the effects of the subdivision proposed and have determined that the Vesting Tentative Subdivision Map, as conditioned, complies with and conform to all the applicable rules, regulations, standards, and criteria of the City's Subdivision Regulations.

3. The conditions of approval protect the public safety, health and general welfare of the users of the project and surrounding area. In addition, the conditions ensure the project is consistent with City standards.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED, that the Planning Commission has determined the proposed project is in compliance with the City's adopted Multi-Family Residential Objective Design Standards relating to all aspects of multi-family residential and mixed-use development.

NOW THEREFORE BE IT FURTHER RESOLVED that the Antioch Planning Commission does hereby recommend the Antioch City Council APPROVE the proposed Vesting Tentative Subdivision Map (TM-01) and Design Review (AR-23-01), for the Slatten Ranch Townhomes Project, subject to the conditions of approval attached hereto as Exhibit C.

* * * * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 20th day of August 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
DAVID A. STORER, AICP
SECRETARY TO THE PLANNING COMMISSION

CITY OF ANTIOCH
COMMUNITY DEVELOPMENT DEPARTMENT

ANTIOCH
CALIFORNIA

Slatten Ranch Townhomes

Section 15183 Consistency Memorandum

February 2024

Prepared by

RANEY PLANNING & MANAGEMENT, INC. | 20 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

A. INTRODUCTION AND SUMMARY

The purpose of this Memorandum is to demonstrate that the Slatten Ranch Townhomes Project (proposed project) has been adequately analyzed in the previous environmental review under the California Environmental Quality Act (CEQA) and that further evaluation is not required. As will be demonstrated below, consistent with CEQA Guidelines Section 15183, additional environmental review is not required.

B. PROJECT BACKGROUND

In February 2023, the City of Antioch adopted the Antioch Housing, Environmental Hazards, and Environmental Justice Elements Project Draft Environmental Impact Report (SCH# 2021110146), hereafter referred to as the "Housing Element EIR." The Housing Element EIR was prepared pursuant to Title 14, Section 15070 of the California Code of Regulations.

The Housing Element EIR analyzed adoption and implementation of the City's 6th Cycle Housing Element Update (2023-2031), including the adoption and implementation of rezoning and General Plan amendments to accommodate the City's Regional Housing Needs Allocation (RHNA). An RHNA obligation represents the total number of housing units that must accommodate the housing needs of all residents during the eight-year planning period. RHNA obligation numbers are determined by a methodology established by the State of California's Department of Finance (DOF) and Housing and Community Development (HCD) Department. RHNA obligation numbers are ascribed to each region of the State and further allocated to local communities by the designated regional planning entity for each region.

The City of Antioch's "fair share" of this RHNA obligation is 3,016 units, as determined by the Association of Bay Area Governments (ABAG). The Housing Element demonstrates that the City has capacity to accommodate 1,559 housing units beyond its RHNA obligation of 3,016 housing units, for a total of 4,575 units. The Housing Element also includes a compilation of sites suitable for residential development, which are comprised of 182 sites totaling 230 acres. Of these 182 sites, 125 (69 percent) are non-vacant and under-utilized, and 57 (31 percent) are vacant. The aforementioned sites are anticipated to accommodate the potential future development of up to 4,575 residential units.

The Housing Element EIR also analyzed the City's updates to the Environmental Hazards Element of its General Plan, as well as the development and adoption of an Environmental Justice Element. The Environmental Hazards Element is meant to implement policies that minimize the negative impacts and risks of natural and man-made hazards such as fires, floods, droughts, earthquakes, landslides, climate change vulnerability, adaptation, and resiliency. Pursuant to Senate Bill (SB) 1000, an Environmental Justice Element is intended to reduce the unique or compounded health risks experienced by disadvantaged communities, to encourage civic engagement in the public decision-making process within disadvantaged populations, and to prioritize improvements and programs that benefit disadvantaged populations. "Disadvantaged communities" are defined as a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. Additionally, "low-income area" is defined as an area with household incomes at or below 80 percent of the statewide median income ($109,600 for a household of 4) or with household incomes at or below the threshold designated as low income by HCD's list of State-adopted income limits.

C. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components and the discretionary actions required for the project.

Project Location and Setting

The approximately 6.41-acre project site, identified by Assessor's Parcel Number (APN) 056-120-098, is located north of Wicklow Way and east of Slatten Ranch Road in the City of Antioch, California (see Figure 1). The project site is undeveloped (see Figure 2). Surrounding existing uses include undeveloped land and a single-family residence to the north; undeveloped land to the east; existing commercial to the south, across Wicklow Way; and undeveloped land and a single-family residence to the west. The project site is located within the East Lone Tree Focus Area of the City of Antioch General Plan and is currently designated as Regional Retail/Employment Generating Lands and the site is zoned High Density Residential District (R-25).

Project Components

The proposed project includes approval of a Vesting Tentative Subdivision Map for condominium purposes and Design Review. The project components are discussed in further detail below.

Vesting Tentative Subdivision Map

The proposed Vesting Tentative Subdivision Map would divide project site into 17 lots (see Figure 3), each of which would contain one townhome building and associated landscaping. The proposed map is for condominium purposes and would allow for the sale of each residential unit. Each townhome building would contain between five and 10 units, for a total of 129 units. Additionally, 13 separate parcels are proposed for the internal roadway network (Parcels A-J), as well as private common areas (Parcels K and L). Finally, Parcel M would be located along the northern project site boundary and contain a bio-retention area.

Primary access to the project site would be provided by a gated entry from Wicklow Way with a center landscape median. Emergency vehicle access (EVA) would be provided from Slatten Ranch Road at the northwest of the site. All internal roadways would include a five-foot sidewalk and landscaping, and would be privately owned and maintained by a homeowner's association (HOA). It should be noted that Streets G and J would be 20 feet wide and are not designated for fire access. The proposed project includes frontage improvements, including new street trees and sidewalks, along Slatten Ranch Road, Wicklow Way, and Empire Avenue.

Existing City utilities located in Slatten Ranch Road and Wicklow Way are adequately sized to serve the proposed development. As required by the City, all in-tract utilities (domestic water, water for fire service, sanitary sewer, storm drain, and bio-retention facilities) would be privately owned and maintained by the HOA. Water, sewer, and stormwater connections would be extended into the project site from the surrounding roadways (see Figure 4).

Design Review

Pursuant to the Antioch Municipal Code Section 9-5.2607(A)(1), proposed development of any new building or construction in the R-25 zoning district is subject to Design Review.

Each proposed townhome building would be three stories (approximately 37 to 41 feet tall), as measured to the roof ridge, consisting of either "Row Townhomes" units (55 units) or "Back to Back" (B2B) units (74 units). The Row Townhome buildings would front Slatten Ranch Road, Wicklow Way, and Empire Avenue, with units within each building designed in a side-by-side layout.

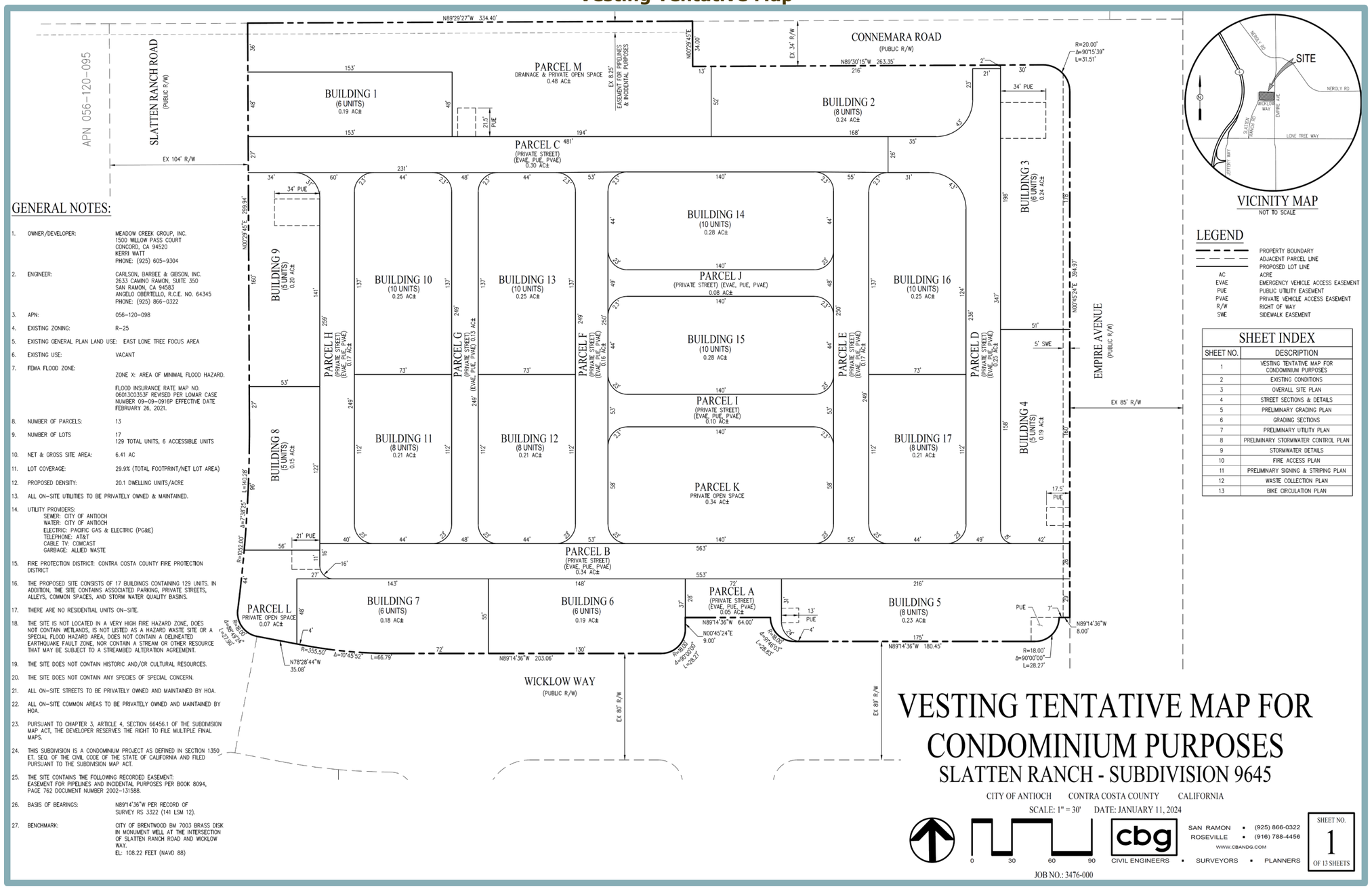
Figure 1
Regional Vicinity



Figure 2
Project Site Boundaries



Figure 3
Vesting Tentative Map



GENERAL NOTES:

1. OWNER/DEVELOPER: MEADOW CREEK GROUP, INC. 1500 WILLOW PASS COURT CONCORD, CA 94520 KERRI WATT PHONE: (925) 605-9304
2. ENGINEER: CARLSON, BARBEE & GIBSON, INC. 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CA 94583 ANGELO OBERTELLO, R.C.E. NO. 64345 PHONE: (925) 866-0322
3. APN: 056-120-098
4. EXISTING ZONING: R-25
5. EXISTING GENERAL PLAN LAND USE: EAST LONE TREE FOCUS AREA
6. EXISTING USE: VACANT
7. FEMA FLOOD ZONE: ZONE X: AREA OF MINIMAL FLOOD HAZARD. FLOOD INSURANCE RATE MAP NO. 06013C0353F REVISED PER LOMAR CASE NUMBER 09-09-0916P EFFECTIVE DATE FEBRUARY 26, 2021.
8. NUMBER OF PARCELS: 13
9. NUMBER OF LOTS: 17 129 TOTAL UNITS, 6 ACCESSIBLE UNITS
10. NET & GROSS SITE AREA: 6.41 AC
11. LOT COVERAGE: 29.9% (TOTAL FOOTPRINT/NET LOT AREA)
12. PROPOSED DENSITY: 20.1 DWELLING UNITS/ACRE
13. ALL ON-SITE UTILITIES TO BE PRIVATELY OWNED & MAINTAINED.
14. UTILITY PROVIDERS: SEWER: CITY OF ANTIOCH WATER: CITY OF ANTIOCH ELECTRIC: PACIFIC GAS & ELECTRIC (PG&E) TELEPHONE: AT&T CABLE TV: COMCAST GARBAGE: ALLIED WASTE
15. FIRE PROTECTION DISTRICT: CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT
16. THE PROPOSED SITE CONSISTS OF 17 BUILDINGS CONTAINING 129 UNITS. IN ADDITION, THE SITE CONTAINS ASSOCIATED PARKING, PRIVATE STREETS, ALLEYS, COMMON SPACES, AND STORM WATER QUALITY BASINS.
17. THERE ARE NO RESIDENTIAL UNITS ON-SITE.
18. THE SITE IS NOT LOCATED IN A VERY HIGH FIRE HAZARD ZONE, DOES NOT CONTAIN WETLANDS, IS NOT LISTED AS A HAZARD WASTE SITE OR A SPECIAL FLOOD HAZARD AREA, DOES NOT CONTAIN A DELINEATED EARTHQUAKE FAULT ZONE, NOR CONTAIN A STREAM OR OTHER RESOURCE THAT MAY BE SUBJECT TO A STREAMBED ALTERATION AGREEMENT.
19. THE SITE DOES NOT CONTAIN HISTORIC AND/OR CULTURAL RESOURCES.
20. THE SITE DOES NOT CONTAIN ANY SPECIES OF SPECIAL CONCERN.
21. ALL ON-SITE STREETS TO BE PRIVATELY OWNED AND MAINTAINED BY HOA.
22. ALL ON-SITE COMMON AREAS TO BE PRIVATELY OWNED AND MAINTAINED BY HOA.
23. PURSUANT TO CHAPTER 3, ARTICLE 4, SECTION 66456.1 OF THE SUBDIVISION MAP ACT, THE DEVELOPER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS.
24. THIS SUBDIVISION IS A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1350 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT.
25. THE SITE CONTAINS THE FOLLOWING RECORDED EASEMENT: EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES PER BOOK 8094, PAGE 762 DOCUMENT NUMBER 2002-131588.
26. BASIS OF BEARINGS: N89°14'36"W PER RECORD OF SURVEY RS 3322 (141 LSM 12).
27. BENCHMARK: CITY OF BRENTWOOD BM 7003 BRASS DISK IN MONUMENT WELL AT THE INTERSECTION OF SLATTEN RANCH ROAD AND WICKLOW WAY. EL: 108.22 FEET (NAVD 88)

VICINITY MAP
NOT TO SCALE

LEGEND

- PROPERTY BOUNDARY
- ADJACENT PARCEL LINE
- PROPOSED LOT LINE
- AC: ACRE
- EVAE: EMERGENCY VEHICLE ACCESS EASEMENT
- PUE: PUBLIC UTILITY EASEMENT
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VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: JANUARY 11, 2024

0 30 60 90

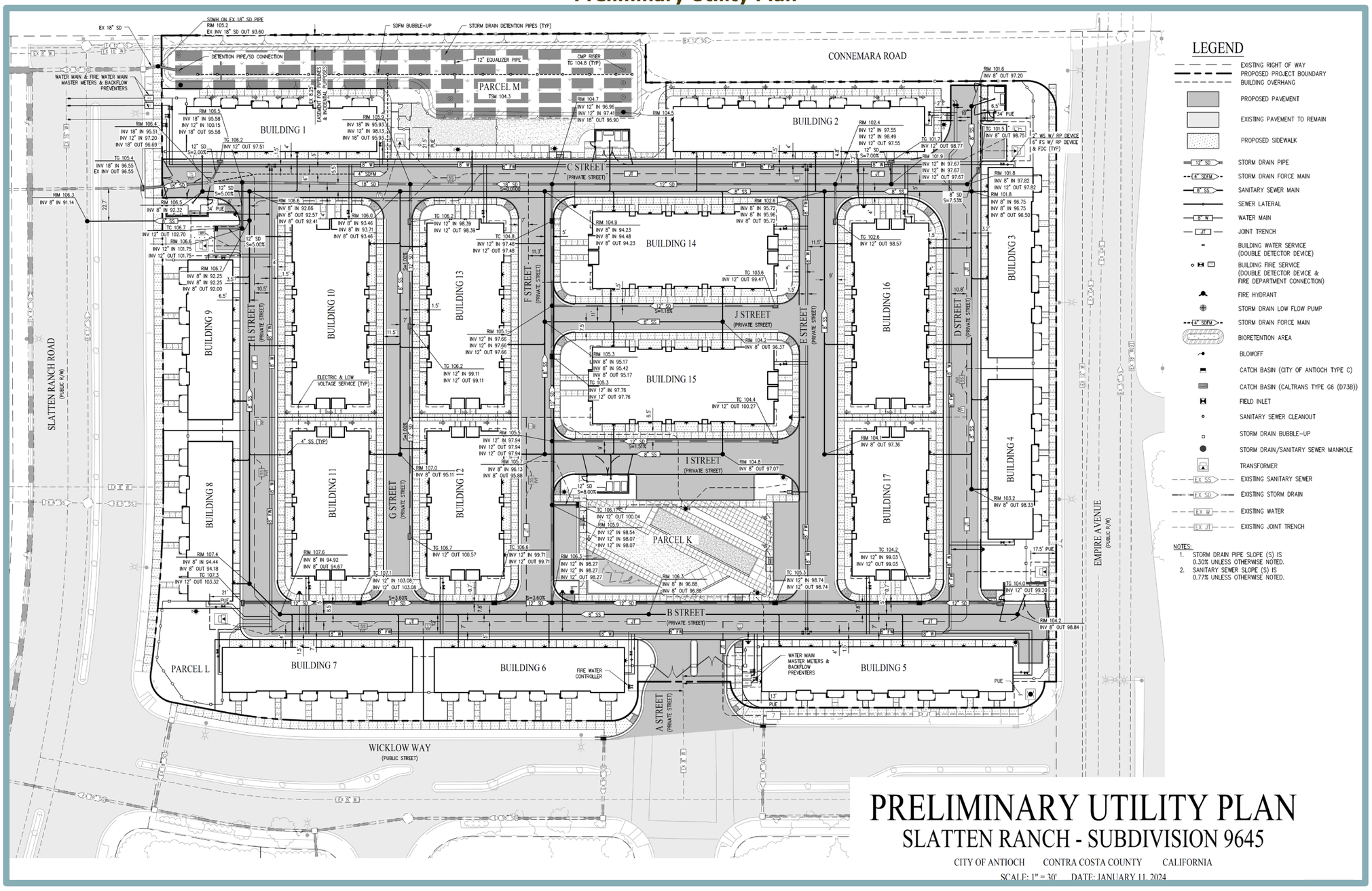
cbg CIVIL ENGINEERS • SURVEYORS • PLANNERS

SAN RAMON • (925) 866-0322
ROSEVILLE • (916) 788-4456
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SHEET NO. 1 OF 13 SHEETS

JOB NO.: 3476-000

Figure 4
Preliminary Utility Plan



The B2B buildings would be sited generally in the central portion of the project site, with units within each building designed in a side-by-side and back-to-back to layout. Both unit styles would include living areas primarily on the second and third levels. All units would have at least one private deck of 70 square feet (sf), a storage area of at least 250 cubic feet, and an attached two-car garage.

The Row Townhome buildings include entryways with covered porches at the front elevations and garages at the rear elevations (see Figure 5). The B2B buildings include entryways with covered porches and garages at both the front and rear elevations (see Figure 6). Each building would have either five, six, eight, or 10 units. Three Row Townhome floorplan types are offered with two- and three-bedrooms, ranging in size from 1,432 to 1,791 sf. Two B2B floorplans are offered: a two-bedroom, 1,293-sf plan and a three-bedroom, 1,414-sf plan.

The architectural style of the proposed residential buildings would be contemporary in design and would make use of stucco and siding finishes in several different colors on each building. The front façades of all buildings would be articulated to emphasize front entries and decks, while the sides and rears would include varying vertical and horizontal planes, and different finishes to provide articulation and interest.

The proposed project would include 0.34-acre of common open space located north of the gated entry at Parcel K. Three B2B buildings face the common area (Buildings 12, 15, and 17) and portions of row townhomes Buildings 5 and 6 have windows facing the common area. This central common area would provide amenities for both adults and children including a bocce court and children's play area. Landscaping at the children's play area would screen it from view from the entry. An 18-inch-high seat wall along one edge of the bocce court separates it from the play area, and an 18-inch seat wall also separates the children's play areas from the surrounding drive aisles. Benches are located throughout the common space, along with picnic tables centrally located between the bocce and children's play area. A second smaller common open space area (approximately 5,200 sf) would be located in Parcel M at the north of the project site. The common space area would have a dog park as well as an open activity area for free use.

Street trees in the parkway strips would be located along all public streets in addition to shrubs for privacy. All totaled, including the bio-retention area at the north, the private and common open spaces exceed the 25 percent landscaping requirement.

Requested/Required Entitlements

The proposed project would require the following approvals from the City of Antioch:

- Vesting Tentative Subdivision Map; and
- Design Review.

D. DISCUSSION

Pursuant to Public Resources Code (PRC) Section 21083.3 and Section 15183(b) of the CEQA Guidelines, a project that is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except when it is necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

Figure 5
Row Townhomes Elevation



Figure 6
Back to Back Townhome Elevations



More specifically, Section 15183(b) states the following:

> (b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:
>
> (1) Are peculiar to the project or the parcel on which the project would be located,
> (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,
> (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
> (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

It should be noted that, according to Section 15183(f), an effect of a project on the environment shall not be considered peculiar to the project or the parcel if uniformly applied development policies or standards have been previously adopted by the City or County with a finding that the development policies or standards would substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards would not substantially mitigate the environmental effect.

As set forth by Sections 15168 and 15183 of the CEQA Guidelines, the program EIR, in this case the City's Housing Element EIR, serves as a basis for this 15183 Consistency Memorandum to determine if project-specific impacts would occur that are not adequately covered in the previously certified EIR. To the extent that the Housing Element policies and/or actions substantially mitigate a particular project impact, the impact shall not be considered peculiar, pursuant to 15183(f), thus, eliminating the requirement for further environmental review.

This 15183 Consistency Memorandum indicates whether the proposed project would result in a significant impact that: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the Housing Element EIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Housing Element EIR was certified, are determined to have a more severe adverse impact than discussed in the Housing Element EIR.

The Housing Element EIR anticipated the project site would be developed in accordance with the standards established for the R-25 zoning district, which allows for a density of 20 to 25 dwelling units per acre (du/ac). The proposed project would result in a density of 20.1 du/ac, and therefore, would be consistent with the development anticipated for the project site within the Housing Element EIR.

The applicability of the Section 15183(b) criteria to the proposed project is described in the following sections.

Criterion 15183(b)(1)

The proposed project would include approval of a Vesting Tentative Subdivision Map that would subdivide the project site into 17 lots for residential uses and condominium air space. The area proposed for development and the land uses proposed in the Vesting Tentative Subdivision Map

are consistent with the City's updated Housing Element, and, therefore, consistent with what was analyzed in the Housing Element EIR. Design Review is also required in order to authorize the proposed building architecture, landscaping, and site design, which would ensure consistency with the City of Antioch General Plan, Zoning Ordinance, and Citywide Design Guidelines. The Design Review process would not alter the analysis or conclusions of the previously approved Housing Element EIR.

Additionally, the project site is comprised of ruderal grasses that are regularly mowed. Trees are not located on-site, nor aquatic resources of any kind. Pursuant to the California Department of Conservation (DOC) California Important Farmland Finder, the project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[1] Pursuant to the Federal Emergency Management Agency (FEMA), the project site is located in Zone X, designated as an Area of Minimal Flood Hazard.[2] Based on the above, the project site does not contain any peculiar characteristics that could result in environmental effects through development of the proposed project. Thus, the proposed project would not result in any environmental effects peculiar to the project or the project site, and therefore would not result in environmental impacts beyond what was previously anticipated, analyzed, and mitigated by the Housing Element EIR.

Criterion 15183(b)(2)

As discussed above, an EIR that assessed the full buildout of the City's updated Housing Element, including residential development of the project site, was certified in 2023. Because significant updates to local, State, and federal regulations have not been adopted since the certification of the previous EIR, and, as demonstrated in further detail in the Environmental Impact Analysis section below, the proposed project would not result in any new environmental effects that were not analyzed as significant effects in the Housing Element EIR. As such, substantial changes would not occur with respect to the circumstances under which the project is undertaken.

Criterion 15183(b)(3)

The proposed project does not include off-site improvements, and therefore, would not result in any impacts associated with off-site construction or operational activities. In addition, the proposed project is consistent with the City's updated Housing Element, and therefore, development of the project site with the proposed uses was generally evaluated as part of the associated Housing Element EIR. Furthermore, given that the Housing Element EIR serves as a cumulative analysis, cumulative impacts related to development of the site with residential uses have already been anticipated and analyzed in the Housing Element EIR. Thus, the proposed project would not result in any off-site and/or cumulative impacts that were not evaluated in the prior EIR.

Criterion 15183(b)(4)

The question of "substantial new information" relates to the current CEQA requirements to assess impacts that were not required at the time the Housing Element EIR was certified. Because the Housing Element EIR was completed in accordance with the most recent version of the CEQA Appendix G Checklist, all required environmental impact areas were addressed in the Housing Element EIR. As previously discussed, changes would not occur with respect to development of the project site as a result of the proposed project, relative to what was anticipated for the site by the Housing Element EIR. Thus, the proposed project would not result in new significant impacts

[1] California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed October 2023.

[2] Federal Emergency Management Agency. *FEMA's National Flood Hazard Layer (NFHL) Viewer*. Available at: https://www.fema.gov/flood-maps/national-flood-hazard-layer. Accessed October 2023.

or substantially more severe significant impacts beyond what was anticipated in the Housing Element EIR. Therefore, the proposed project would not result in any more severe impacts than what was discussed in the prior EIR.

E. ENVIRONMENTAL IMPACT ANALYSIS

The following discussion briefly evaluates each CEQA Appendix G environmental resource area. As noted above, the analysis below indicates whether the proposed project would result in a significant impact that: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the Housing Element EIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Housing Element EIR was certified, are determined to have a more severe adverse impact than discussed in the Housing Element EIR.

Air Quality

The proposed project would be consistent with the Housing Element and, thus, was anticipated by the City and considered under the Housing Element EIR analysis. Accordingly, the proposed project would not result in any new significant effects related to air quality. However, the Housing Element EIR requires mitigation measures related to construction emissions of criteria air pollutant emissions from future housing developments (AIR-1), operational emissions of criteria air pollutant emissions from future housing developments (AIR-2), and health risks related to the generation of toxic air contaminants (TACs) and particulate matter (PM) 2.5 microns in diameter ($PM_{2.5}$) during construction and operation of future housing developments (AIR-3a and AIR-3b).

Pursuant to Mitigation Measure AIR-1, construction of residential projects involving more than 114 single-family units or 240 multi-family units requires a quantitative air quality analysis to be conducted and measures identified to reduce the project's construction-related criteria air pollutant emission to below the applicable BAAQMD thresholds of significance. Given that the proposed project consists of 129 multi-family residential units, Mitigation Measure AIR-1 as set forth in the Housing Element EIR is not applicable to the proposed project. Similarly, because the proposed project would not involve more than 325 single-family units or 451 multi-family units (as specified in Mitigation Measure AIR-2), is not located within a Bay Area Air Quality Management District (BAAQMD) Planning Healthy Place Map area, and would not include emergency generators, Mitigation Measures AIR-2, AIR-3a, and AIR-3b would not apply to the project. In addition, the proposed project would be subject to the same regulations governing criteria air pollutants and emissions as were identified for the development projects evaluated in the Housing Element EIR.

Overall, based on the above, the proposed project would not result in a significant impact that is peculiar to the project or the project site, was not identified as a significant effect in the Housing Element EIR, and would not result in a more severe adverse impact than the significant effects previously identified within the Housing Element EIR.

Greenhouse Gas Emissions

Pursuant to the Housing Element EIR, the BAAQMD's recommended plan-level thresholds of significance for GHG emissions include two options: Option A, to meet the State's emission reduction goals, and Option B, to be consistent with a local GHG reduction strategy that meets the State criteria under CEQA Guidelines Section 15183.5(b). To demonstrate compliance with Option A of the plan-level thresholds, BAAQMD recommends implementing various design elements for typical residential, commercial, and retail land use projects. Such design elements

would include, but are not limited to, a lack of natural gas appliances or plumbing, and a demonstrated reduction in project-generated vehicle miles traveled (VMT).

According to the Housing Element EIR, implementation of General Plan policies, such as Policy 11.7.2(c) and 11.7.2(d) (which were updated as part of the Housing Element Update), would comply with Options A and B of the BAAQMD's recommend plan-level thresholds of significance and ensure that future development would not result in a cumulatively considerable contribution to global climate change. Finally, implementation of existing General Plan Policies 7.4.2, 10.6.2, 10.7.2, 10.8.2, and Housing Element Policy 4.1 would help to reduce GHG emissions from transportation, energy use, and water use.

Overall, the Housing Element EIR concluded that implementation of the existing and updated General Plan Policies related to GHG emissions would comply with the BAAQMD's recommended thresholds, and future development under the updated Housing Element would have a less-than-significant impact related to GHG emissions. Given that the project site was considered for residential development in the Housing Element, the proposed project would be consistent with the Housing Element and therefore evaluated within the Housing Element EIR. Thus, the proposed project would be required to comply with all applicable General Plan policies, and would not result in a significant impact that is peculiar to the project or project site, a significant effect that was not previously identified in the Housing Element EIR, or a substantially more severe significant effect related to GHG emissions during construction or operation.

Transportation

Pursuant to Mitigation Measure TRANS-1 as set forth in the Housing Element EIR, individual housing project development proposals that do not screen out from a VMT impact analysis are required to provide a quantitative VMT analysis; however, the Housing Element EIR provides that any project that is exempt from CEQA is not required to conduct a VMT analysis. As demonstrated through this 15183 Consistency Memorandum, the proposed project would not result in a significant impact that is peculiar to the project or project site, a significant effect that was not previously identified in the Housing Element EIR, or a substantially more severe significant effect related to transportation beyond what was identified in the Housing Element EIR. Therefore, pursuant to Section 15183 of the CEQA Guidelines, the proposed project qualifies for exemption from further environmental review under CEQA. Because the proposed project would be considered exempt from CEQA, Mitigation Measure TRANS-1 is not applicable.

Remaining Impact Areas

In addition to the CEQA topics discussed in the previous sections of this 15183 Consistency Memorandum, the Housing Element EIR included analysis of the following issue areas:

- Aesthetics;
- Agriculture and Forestry Resources;
- Biological Resources;
- Cultural Resources;
- Energy;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;

- Population and Housing;
- Public Services;
- Recreation;
- Tribal Cultural Resources;
- Utilities and Service Systems; and
- Wildfire.

As discussed previously, construction and operation activities associated with the proposed project would be developed within a site previously analyzed as part of the Housing Element EIR and would not result in any increase to the area of disturbance previously anticipated by the Housing Element EIR.

Given that site conditions, as well as conditions in the project vicinity, have remained the same, the proposed project would not result in new significant impacts or substantially more significant impacts related to the following environmental issue areas: aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, public services, recreation, tribal cultural resources, and wildfire. For example, new scenic vistas would not have occurred within the project vicinity subsequent to the adoption of the Housing Element EIR, and project design would be required to comply with applicable General Plan policies and City of Antioch regulations related to building height, setback, and neighborhood character. Similarly, the project site would not have undergone changes related to the presence of biological resources, farmland, subsurface conditions, or hydrology since adoption of the Housing Element EIR. The vast majority of existing uses within the project vicinity are the same or similar to those that existed during preparation of the Housing Element EIR. As such, project construction would not be anticipated to result in substantial increases at existing sensitive receptors beyond the levels anticipated by the Housing Element EIR. Therefore, the proposed project would not result in new or substantially more significant impacts beyond what was identified in the Housing Element EIR.

With respect to energy, the proposed project would be subject to the currently adopted 2022 California Green Building Standards Code (CALGreen Code) and the Building Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations), which include more stringent requirements related to energy efficiency than previous iterations of the aforementioned regulations to move the State closer to its net-zero energy goals. The 2022 Building Energy Efficiency Standards are designed to move the State closer to its net-zero energy goals for new residential development by requiring all new residences to install enough renewable energy to offset all the electricity needs of each residential unit, as well as battery storage to maximize on-site use of solar energy and avoid electricity demand during peak consumption periods on the grid. Energy reductions relative to previous Building Energy Efficiency Standards are achieved through various regulations, including requirements for the use of high-efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. Additionally, all construction equipment and operation thereof would be regulated per the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to

reduce demand on oil and emissions associated with construction. Thus, the proposed project would not result in new significant impacts or substantially more significant impacts related to energy beyond what were identified in the Housing Element EIR. Thus, the proposed project would not result in new significant impacts or substantially more significant impacts related to energy beyond what were identified in the Housing Element EIR.

Finally, with respect to land use and planning and population and housing, the proposed project would not physically divide an established community, and would be consistent with the uses anticipated in the updated Housing Element. New utility lines installed as part of the proposed project would be extended from existing lines in the adjacent roadway network and would be constructed consistent with the City's applicable engineering design standards. Additionally, any new utility lines associated with the proposed project would be sized to accommodate only the project, thereby ensuring the project does not induce substantial unplanned population growth. Furthermore, the proposed project would be subject to applicable development impact fees, ensuring the project's fair-share contribution for any necessary expansions to various public services and utilities. Thus, the proposed project would not result in new significant impacts or substantially more significant impacts related to the aforementioned environmental issue areas beyond what were identified in the Housing Element EIR.

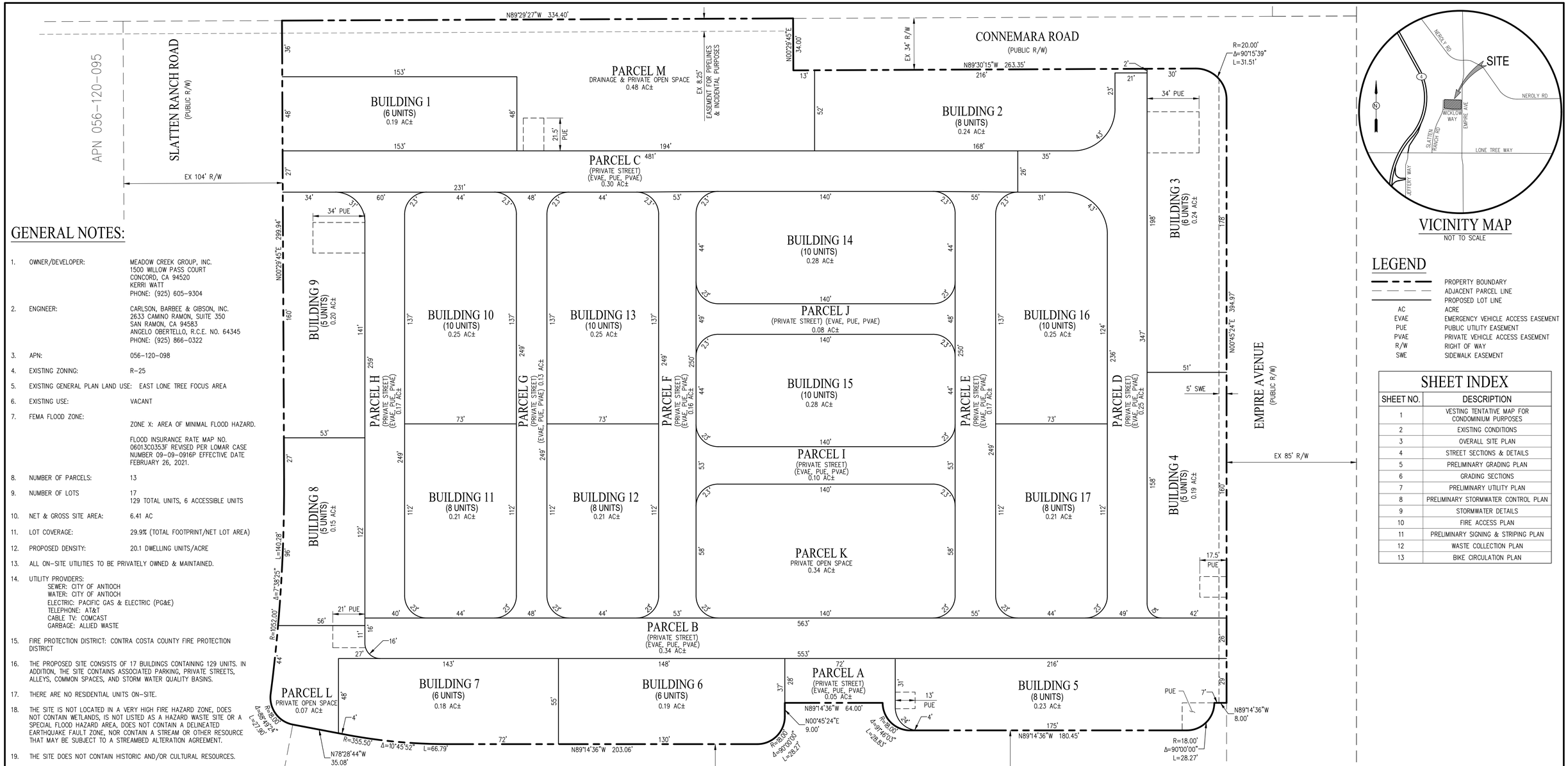
It should be noted that the Housing Element EIR did not identify any significant impacts beyond the previously discussed impacts to air quality and transportation. Therefore, the proposed project would not be subject to further mitigation measures.

Thus, with respect to the foregoing issue areas, the proposed project would result in similar impacts as those identified within the Housing Element EIR. Compliance with applicable federal, State, and local policies, regulations, and standards would ensure impacts related to the aforementioned issue areas would be reduced to a less-than-significant level.

F. CONCLUSION

As demonstrated in the discussions above, pursuant to CEQA Guidelines Section 15183, additional environmental review under CEQA would not be required for the proposed project.

EXHIBIT B



VICINITY MAP
NOT TO SCALE

GENERAL NOTES:

1. OWNER/DEVELOPER: MEADOW CREEK GROUP, INC.
1500 WILLOW PASS COURT
CONCORD, CA 94520
KERRI WATT
PHONE: (925) 605-9304
2. ENGINEER: CARLSON, BARBEE & GIBSON, INC.
2633 CAMINO RAMON, SUITE 350
SAN RAMON, CA 94583
ANGELO OBERTELLO, R.C.E. NO. 64345
PHONE: (925) 866-0322
3. APN: 056-120-098
4. EXISTING ZONING: R-25
5. EXISTING GENERAL PLAN LAND USE: EAST LONE TREE FOCUS AREA
6. EXISTING USE: VACANT
7. FEMA FLOOD ZONE: ZONE X: AREA OF MINIMAL FLOOD HAZARD.
FLOOD INSURANCE RATE MAP NO. 06013C0353F REVISED PER LOMAR CASE NUMBER 09-09-0916P EFFECTIVE DATE FEBRUARY 26, 2021.
8. NUMBER OF PARCELS: 13
9. NUMBER OF LOTS: 17
129 TOTAL UNITS, 6 ACCESSIBLE UNITS
10. NET & GROSS SITE AREA: 6.41 AC
11. LOT COVERAGE: 29.9% (TOTAL FOOTPRINT/NET LOT AREA)
12. PROPOSED DENSITY: 20.1 DWELLING UNITS/ACRE
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17. THERE ARE NO RESIDENTIAL UNITS ON-SITE.
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EL: 108.22 FEET (NAVD 88)

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	PROPOSED LOT LINE
AC	ACRE
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PVAE	PRIVATE VEHICLE ACCESS EASEMENT
R/W	RIGHT OF WAY
SWE	SIDEWALK EASEMENT

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VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: JANUARY 11, 2024

0 30 60 90

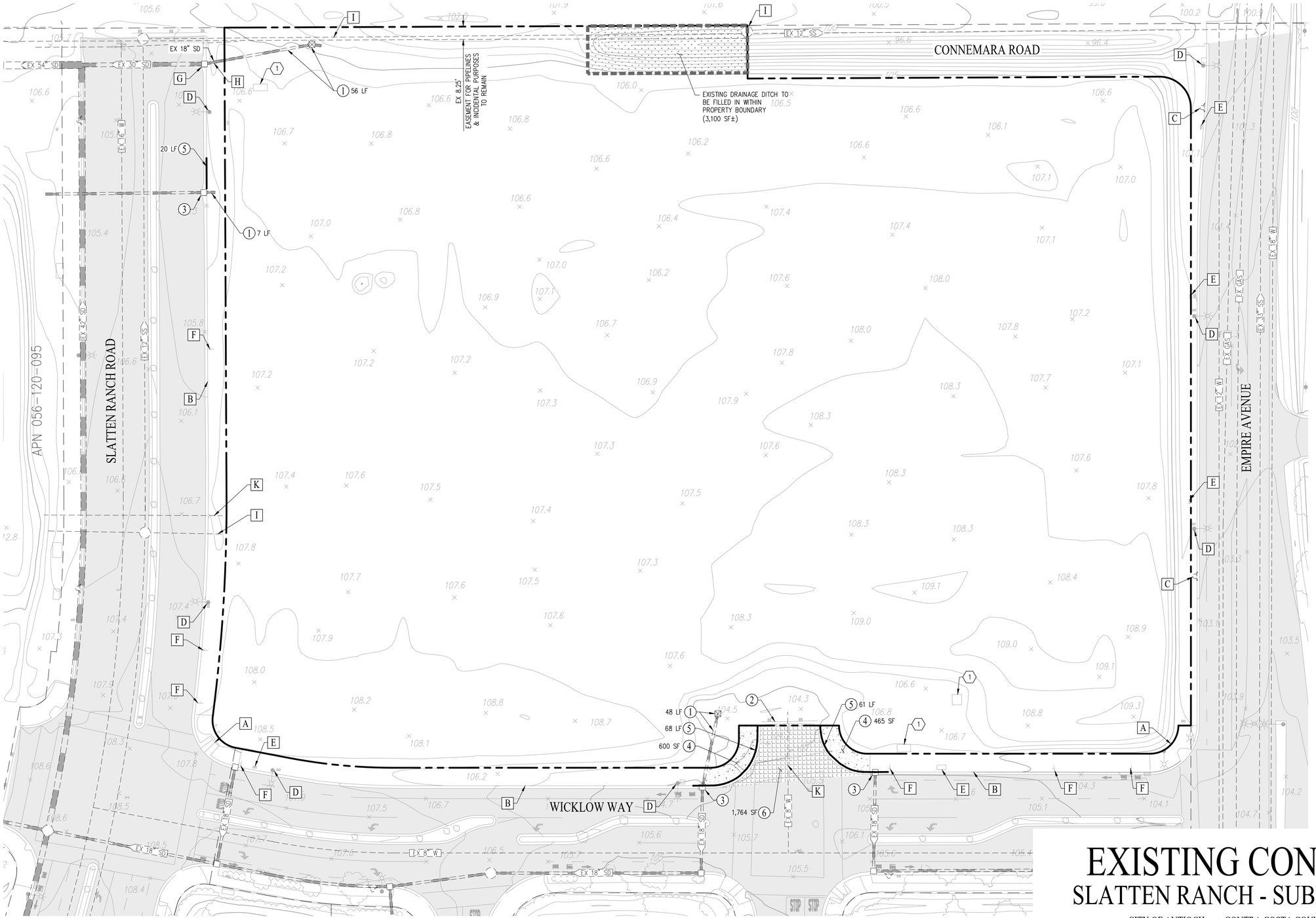
JOB NO.: 3476-000

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WWW.CBANDG.COM

SHEET NO. 1 OF 13 SHEETS

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A20



LEGEND

- ADJACENT PARCEL BOUNDARY
- PROJECT BOUNDARY
- LIMIT OF WORK
- EXISTING PAVEMENT TO REMAIN
- EXISTING CONCRETE TO BE REMOVED & REPLACED
- EXISTING PAVEMENT TO BE REMOVED & REPLACED

DEMOLITION MEASURES

1. DEMOLISH AND REMOVE EXISTING STORM DRAIN FACILITIES
2. REMOVE EXISTING STREET BARRICADE
3. REMOVE & REPLACE EXISTING CATCH BASIN
4. REMOVE & REPLACE EXISTING CURB RAMP
5. REMOVE & REPLACE EXISTING CURB & GUTTER
6. REMOVE & REPLACE EXISTING PAVEMENT

PRESERVATION MEASURES

- A PRESERVE AND PROTECT EXISTING CURB RAMP
- B PRESERVE AND PROTECT EXISTING CURB & GUTTER
- C PRESERVE AND PROTECT EXISTING FIRE HYDRANT
- D PRESERVE AND PROTECT EXISTING STREET LIGHT
- E PRESERVE AND PROTECT EXISTING UTILITY BOX
- F PRESERVE AND PROTECT EXISTING STREET SIGN
- G PRESERVE AND PROTECT EXISTING CATCH BASIN
- H PRESERVE AND PROTECT IN PLACE EXISTING STORM DRAIN FACILITIES
- I PRESERVE AND PROTECT IN PLACE EXISTING SANITARY SEWER FACILITIES
- J PRESERVE AND PROTECT EXISTING JOINT TRENCH FACILITIES
- K PRESERVE AND PROTECT EXISTING WATER FACILITIES

RELOCATION MEASURES

1. RELOCATE EXISTING ELECTRICAL FACILITIES

NOTES:

1. EXISTING VEGETATION TO BE REMOVED UNLESS OTHERWISE NOTED.
2. EXISTING UTILITIES TO REMAIN AND BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.
3. REFER TO JOINT TRENCH PLAN AND STREET LIGHT PLANS FOR ADDITIONAL INFORMATION.
4. CONTRACTOR SHALL SEQUENCE THE DEMOLITION ACTIVITIES AS NECESSARY TO MAINTAIN ROADS OPEN.

EXISTING CONDITIONS

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: JANUARY 11, 2024

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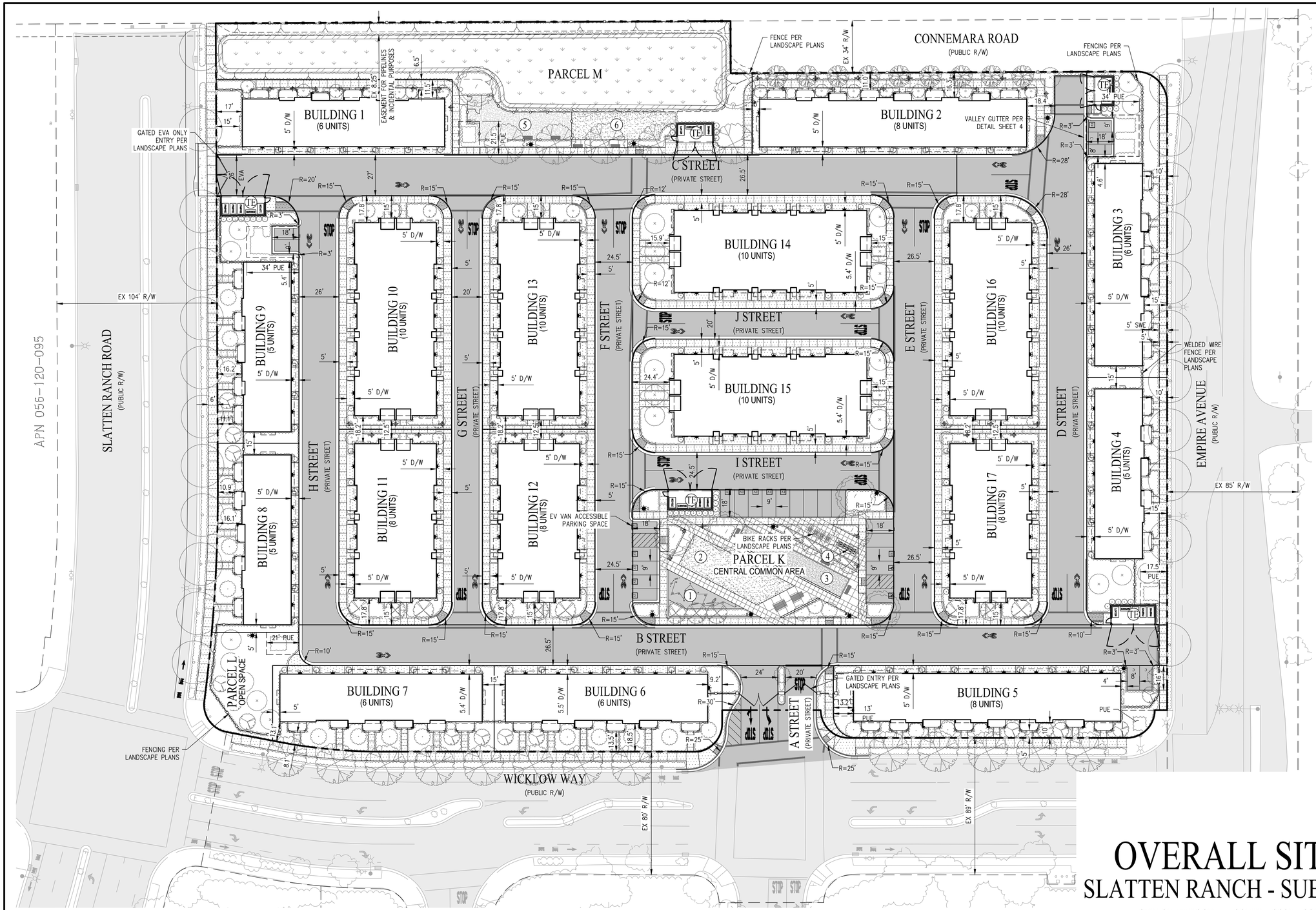
JOB NO.: 3476-000

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SHEET NO. 2 OF 13 SHEETS

T:\ACES\JOBS\36350016F4DF4A7DAAA176666343C098\PROJECT FILES\ACAD\TM\TM02.DWG

A21



LEGEND

- PROPERTY BOUNDARY
- ADJACENT PARCEL LINE
- PROPOSED EASEMENT
- PROPOSED LOT LINE
- BUILDING OVERHANG
- BIORETENTION AREA
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT
- EXISTING PAVEMENT TO REMAIN
- TE — TRASH ENCLOSURE SEE SHEET 12 FOR DETAILS

ABBREVIATIONS

AC	ACRES
BLDG	BUILDING
CL	CENTERLINE
D/W	DRIVEWAY
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
EVCS	ELECTRIC VEHICLE CHARGING STATION
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISHED FLOOR
FS	FIRE SERVICE
GB	GRADE BREAK
HP	HIGH POINT
INV	INVERT
JT	JOINT TRENCH
LF	LINEAR FEET
LL	LOT LINE
LP	LOW POINT
LS	LANDSCAPE
PAD	BUILDING PAD ELEVATION
PUE	PUBLIC UTILITY EASEMENT
PVAE	PRIVATE VEHICLE ACCESS EASEMENT
RP	REDUCED PRESSURE ASSEMBLY
R/W	RIGHT OF WAY
SF	SQUARE FEET
S/W	SIDEWALK
TC	TOP OF CURB
TRC	TOP OF ROLLED CURB
TSM	TOP OF SOIL MIX
TVC	TOP OF VERTICAL CURB
TYP	TYPICAL
WS	WATER SERVICE

GUEST PARKING SPACE SUMMARY

STANDARD	8	N/A
COMPACT	4	N/A
ACCESSIBLE (5%)	2	8%
EV CAPABLE (10%)	3	12%
EV READY (25%)	7	27%
EVCS (5%)	2*	8%
VAN ACCESSIBLE EVCS		1 REQUIRED
TOTAL EV SPACES	12	46%
OVERALL TOTAL	26	

*ONE SPACE OF THE 2 PROVIDED EVCS SPACES TO BE VAN ACCESSIBLE

UNIT COUNT SUMMARY

TOWNHOMES	55	43%
B2B TOWNHOMES[1]	74	57%
TOTAL	129	100%

OPEN SPACE SUMMARY

	REQUIRED	PROVIDED
OPEN SPACE (AMC 9-5.706)	200 SF/UNIT	219 SF/UNIT
TOTAL SF[2]	25,800 SF	28,288 SF
PRIVATE (60 SF/UNIT MIN)	7,740 SF	11,760 SF
COMMON:		
CENTRAL COMMON AREA		10,826 SF
DOG PARK		2,739 SF
OPEN PLAY AREA		2,963 SF
TOTAL SF		16,528 SF
LANDSCAPING[3] (AMC 9-5.708)	25% OF SITE (1.6 AC)	26.5% OF SITE (1.77 AC)

NOTES:
1. B2B TOWNHOMES ARE "CARRIAGE" UNITS AS DEFINED BY THE CBC AND ARE NOT INCLUDED IN THE ACCESSIBLE UNIT CALCULATION.
2. OPEN SPACE TOTAL DOES NOT INCLUDE BIORETENTION AREA.
3. LANDSCAPING TOTAL INCLUDES BIORETENTION AREA.

LANDSCAPE LEGEND

1. INTERACTIVE CHILDREN'S PLAY AREA
2. MULTI-PURPOSE TURF AREA
3. BOCCE COURT
4. MAILBOXES
5. DOG PARK
6. MULTI-PURPOSE TURF AREA

NOTE:
1. SEE LANDSCAPE PLANS FOR MORE INFORMATION AND FEATURES NOT SHOWN HEREON.

OVERALL SITE PLAN

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CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

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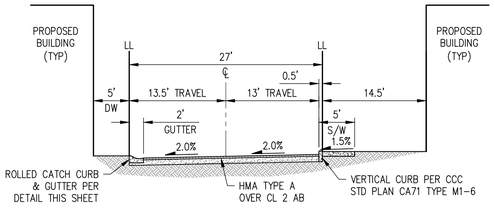
JOB NO.: 3476-000

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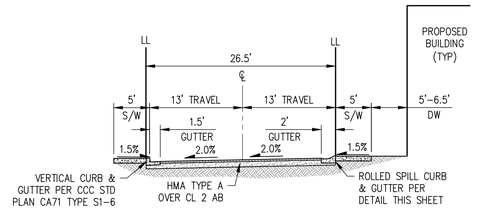
SHEET NO. 3 OF 13 SHEETS

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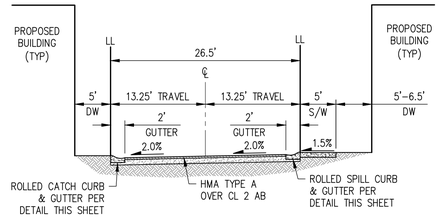
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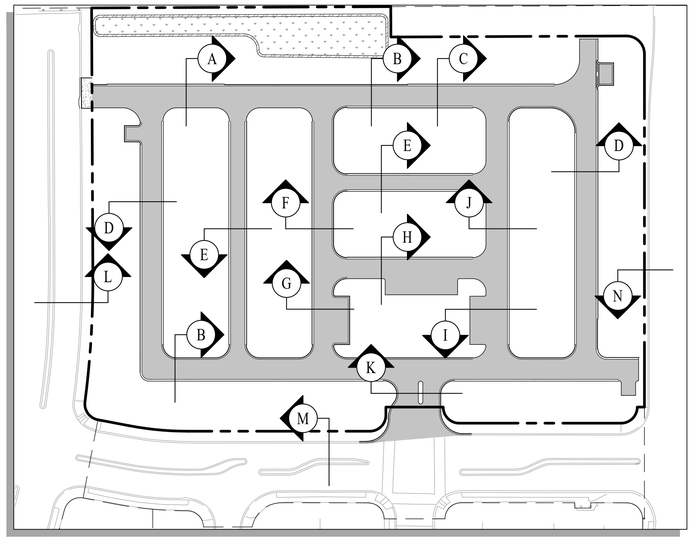
A TYPICAL 27' STREET
(ROLLED CURB & GUTTER AND VERTICAL CURB)



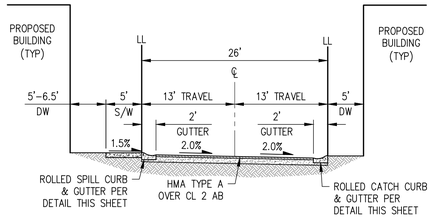
B TYPICAL 26.5' STREET
(VERTICAL CURB & GUTTER AND ROLLED CURB & GUTTER)



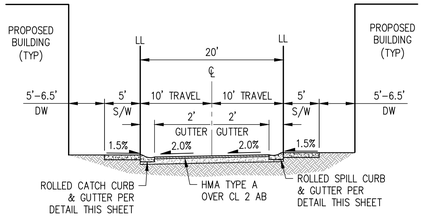
C TYPICAL 26.5' STREET
(ROLLED CURB & GUTTER AND ROLLED CURB & GUTTER)



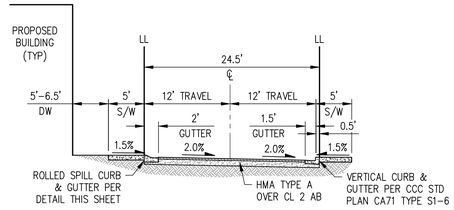
STREET KEY MAP
NOT TO SCALE



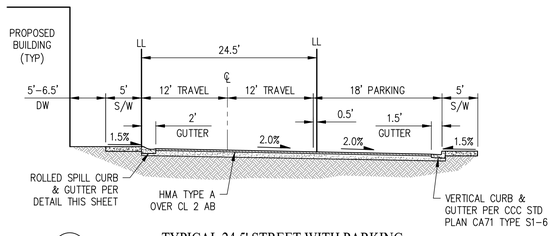
D TYPICAL 26' STREET
(ROLLED CURB & GUTTER AND ROLLED CURB & GUTTER)



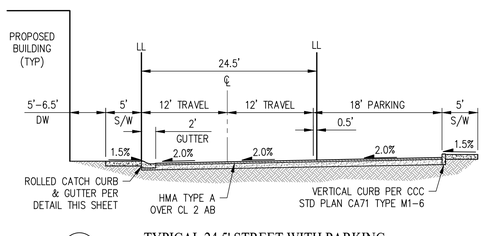
E TYPICAL 20' STREET
(ROLLED CURB & GUTTER AND ROLLED CURB & GUTTER)



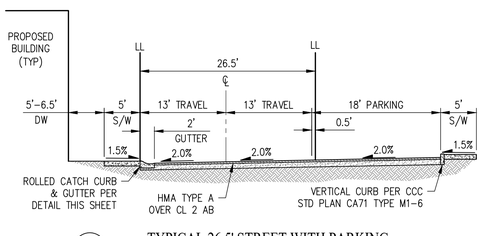
F TYPICAL 24.5' STREET
(ROLLED CURB & GUTTER AND VERTICAL CURB & GUTTER)



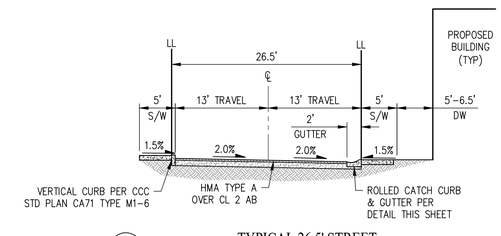
G TYPICAL 24.5' STREET WITH PARKING
(ROLLED CURB & GUTTER AND VERTICAL CURB & GUTTER)



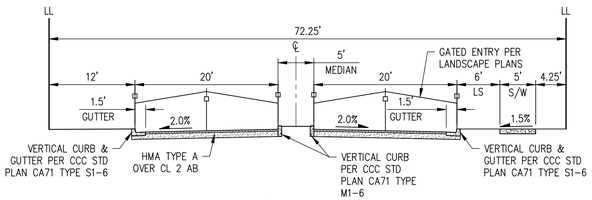
H TYPICAL 24.5' STREET WITH PARKING
(ROLLED CURB & GUTTER AND VERTICAL CURB)



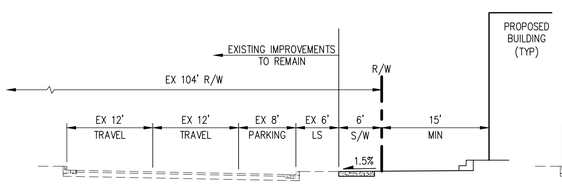
I TYPICAL 26.5' STREET WITH PARKING
(ROLLED CURB & GUTTER AND VERTICAL CURB)



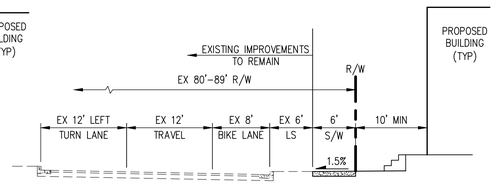
J TYPICAL 26.5' STREET
(VERTICAL CURB AND ROLLED CURB & GUTTER)



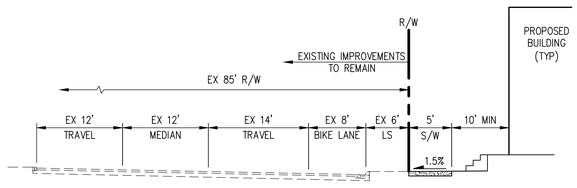
K A STREET ENTRY



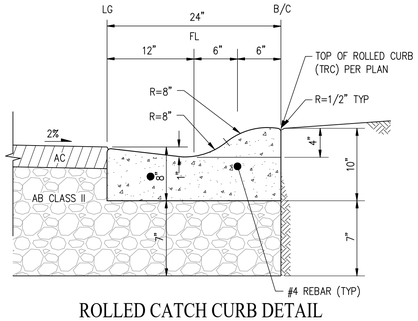
L SLATTEN RANCH ROAD



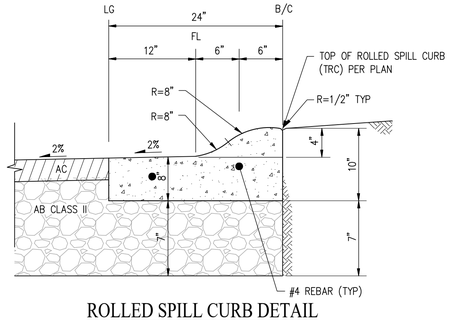
M WICKLOW WAY



N EMPIRE AVENUE



ROLLED CATCH CURB DETAIL
NOT TO SCALE



ROLLED SPILL CURB DETAIL
NOT TO SCALE

STREET SECTIONS & DETAILS

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: JANUARY 11, 2024

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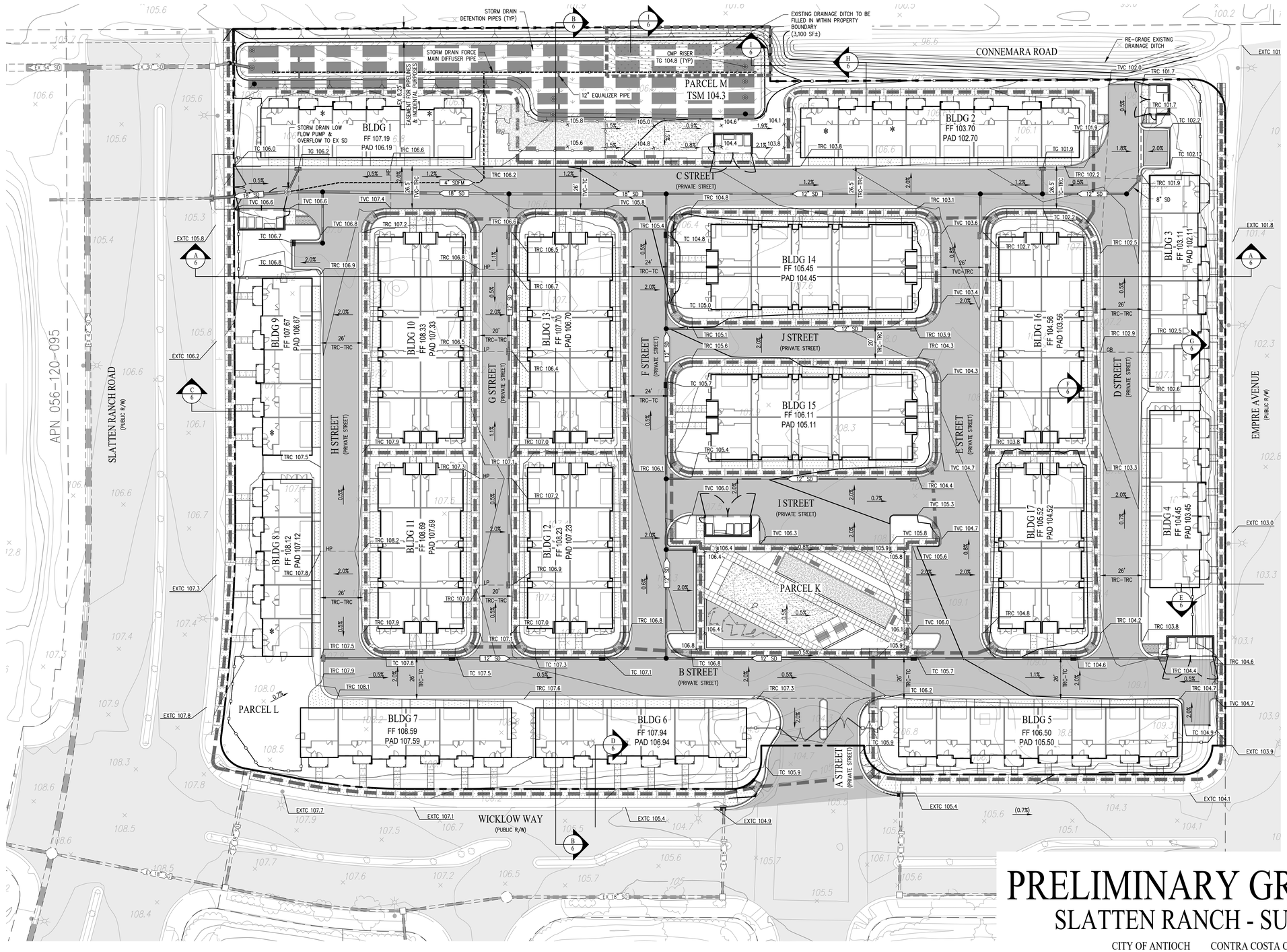
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SHEET NO. 4 OF 13 SHEETS

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A23



LEGEND

- EXISTING ADJACENT PROPERTY LINE
- PROPOSED PROJECT BOUNDARY
- PROPOSED STORM DRAIN (15" SD)
- STORM DRAIN FORCE MAIN (4" SDFM)
- EXISTING STORM DRAIN (EX 24"SD)
- PROPOSED PAVEMENT
- EXISTING PAVEMENT TO REMAIN
- PROPOSED SIDEWALK/DRIVEWAY
- ACCESSIBLE UNIT (6 UNITS)
- ADA PATH OF TRAVEL

EARTHWORK SUMMARY

CUT	24,000 CY±
FILL	3,000 CY±
NET (CUT)	21,000 CY±

NOTES:

1. DRIVEWAY APRON SLOPES ASSUMED TO BE 0.5%–10%
2. GARAGE SLOPES ASSUMED TO BE 0.5%–3.5%
3. FINISHED FLOOR TO BACK OF GARAGE STEP ASSUMED TO BE 0–12"
4. FINISHED FLOOR TO PORCH STEP ASSUMED TO BE 0–6"
5. PORCH SLOPE ASSUMED TO BE 2%
6. TOWNHOMES (R-3 OCCUPANCY) REQUIRE HANDRAILS FOR EXTERIOR STEPS EXCEEDING 3 RISERS
7. B2B TOWNHOMES (R-2 OCCUPANCY) REQUIRE HANDRAILS FOR EXTERIOR STEPS EXCEEDING 1 RISER
8. HANDRAIL EXTENSION ASSUMED 1' BEYOND TOP AND BOTTOM RISER
9. PATHWAY GRADING ASSUMED NOT TO EXCEED 4.5%

PRELIMINARY GRADING PLAN

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

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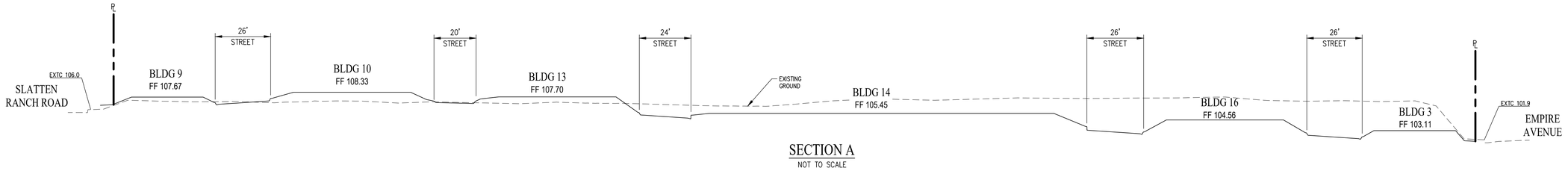
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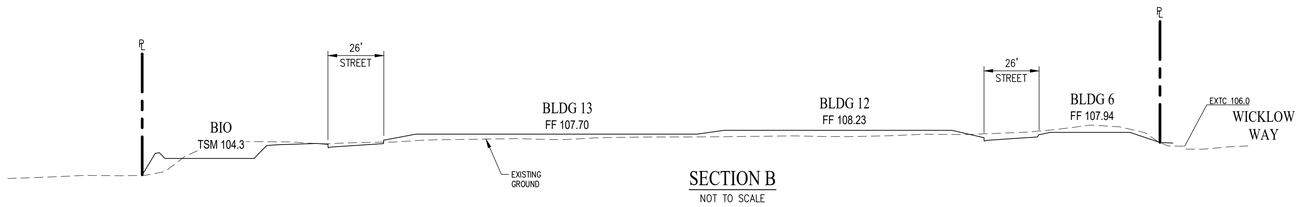
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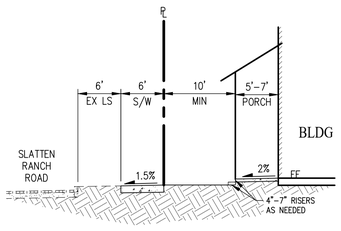
A24



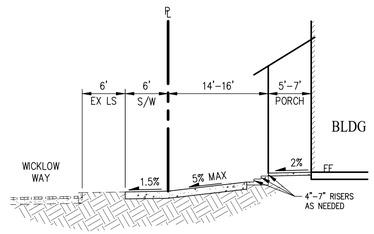
SECTION A
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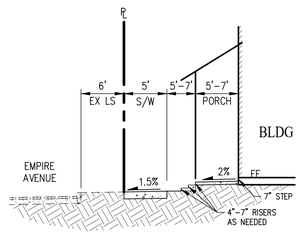
SECTION B
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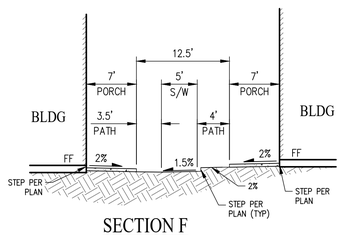
SECTION C
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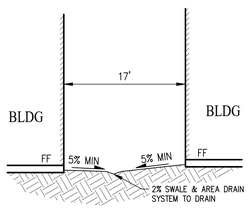
SECTION D
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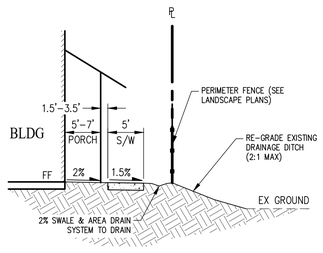
SECTION E
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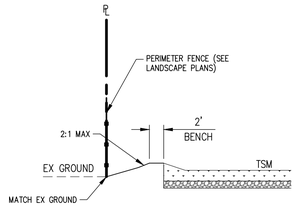
SECTION F
NOT TO SCALE



SECTION G
NOT TO SCALE



SECTION H
NOT TO SCALE



SECTION I
NOT TO SCALE

GRADING SECTIONS

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

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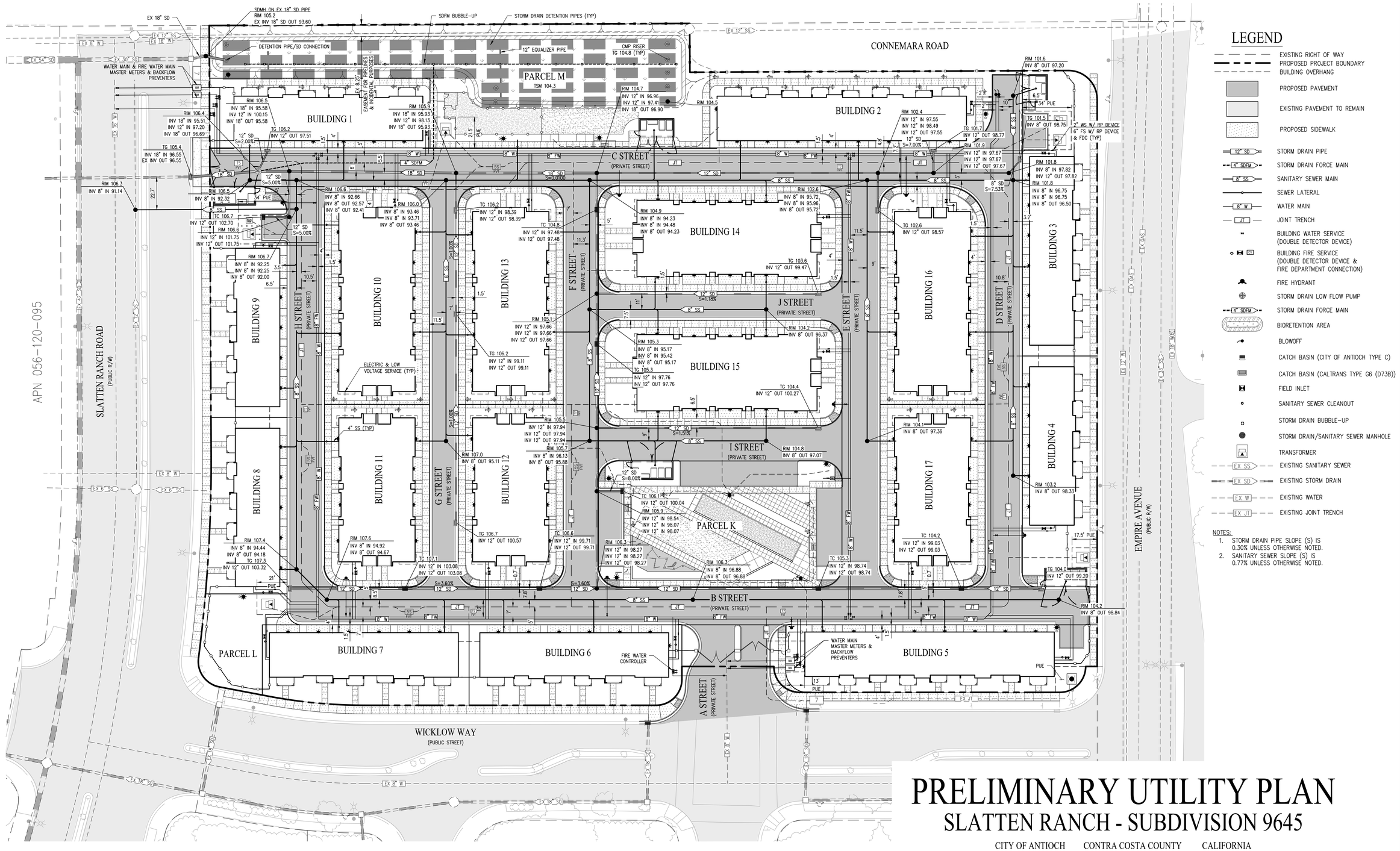
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SHEET NO. 6 OF 13 SHEETS

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A25



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED PROJECT BOUNDARY
- BUILDING OVERHANG
- PROPOSED PAVEMENT
- EXISTING PAVEMENT TO REMAIN
- PROPOSED SIDEWALK
- 12" SD — STORM DRAIN PIPE
- 4" SDFM — STORM DRAIN FORCE MAIN
- 8" SS — SANITARY SEWER MAIN
- SEWER LATERAL
- 8" W — WATER MAIN
- JT — JOINT TRENCH
- BUILDING WATER SERVICE (DOUBLE DETECTOR DEVICE)
- DD — BUILDING FIRE SERVICE (DOUBLE DETECTOR DEVICE & FIRE DEPARTMENT CONNECTION)
- FIRE HYDRANT
- STORM DRAIN LOW FLOW PUMP
- 4" SDFM — STORM DRAIN FORCE MAIN
- BIORETENTION AREA
- BLOWOFF
- CATCH BASIN (CITY OF ANTIOCH TYPE C)
- CATCH BASIN (CALTRANS TYPE G6 (D73B))
- FIELD INLET
- SANITARY SEWER CLEANOUT
- STORM DRAIN BUBBLE-UP
- STORM DRAIN/SANITARY SEWER MANHOLE
- TRANSFORMER
- EX SS — EXISTING SANITARY SEWER
- EX SD — EXISTING STORM DRAIN
- EX W — EXISTING WATER
- EX JT — EXISTING JOINT TRENCH

NOTES:
1. STORM DRAIN PIPE SLOPE (S) IS 0.30% UNLESS OTHERWISE NOTED.
2. SANITARY SEWER SLOPE (S) IS 0.77% UNLESS OTHERWISE NOTED.

PRELIMINARY UTILITY PLAN

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

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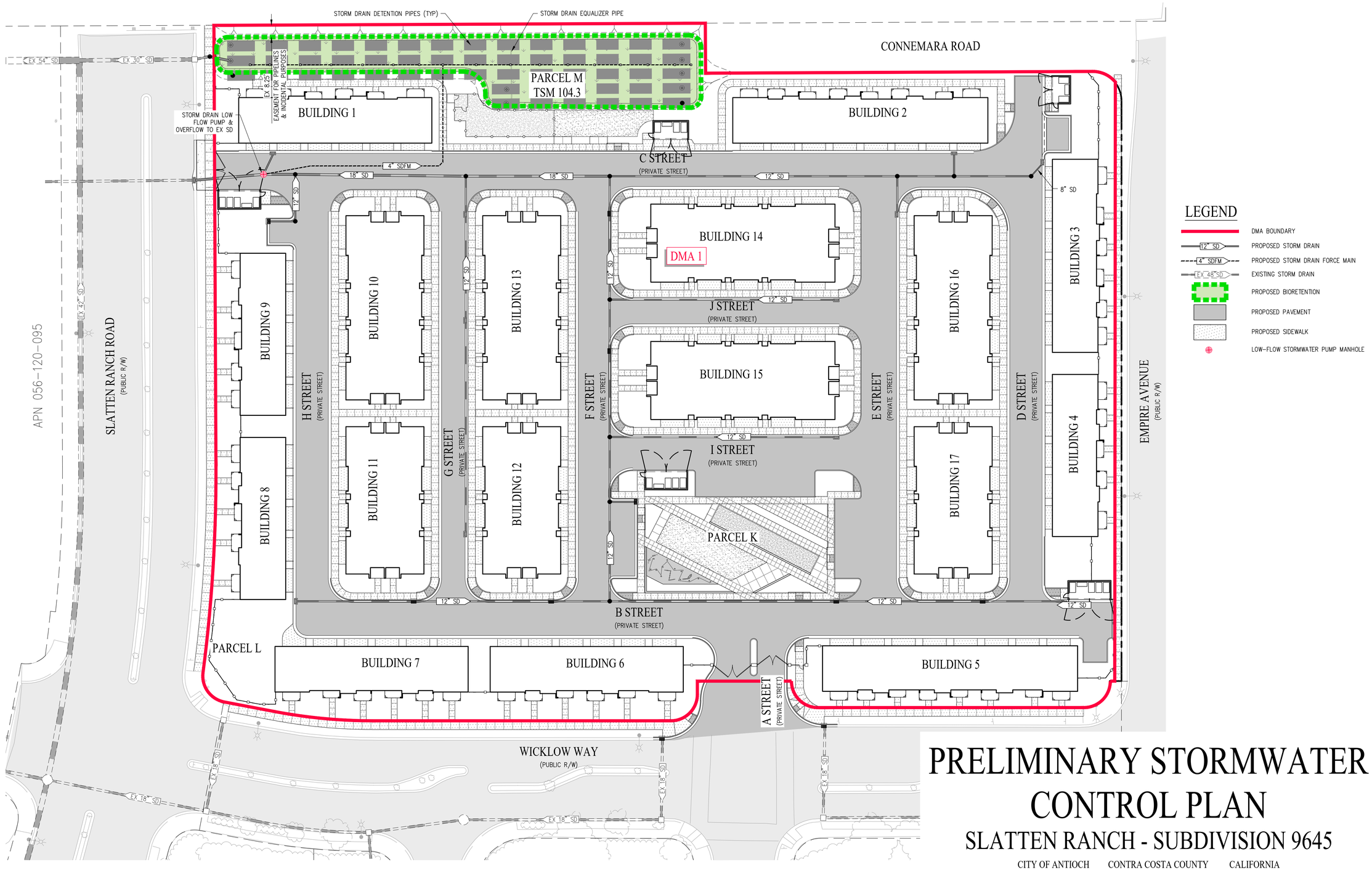
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SHEET NO. 7 OF 13 SHEETS

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A26



PRELIMINARY STORMWATER CONTROL PLAN

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: JANUARY 11, 2024

0 30 60 90

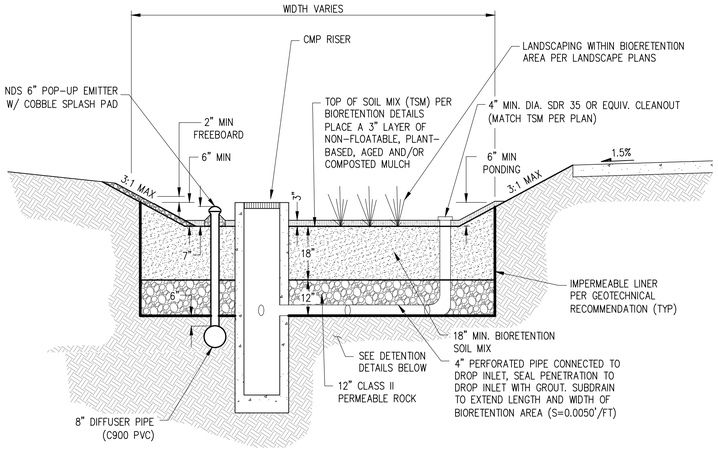
JOB NO.: 3476-000

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SHEET NO. 8 OF 13 SHEETS

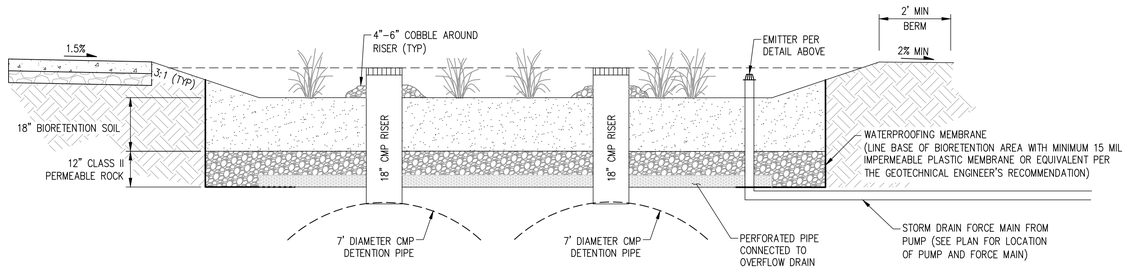
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A27



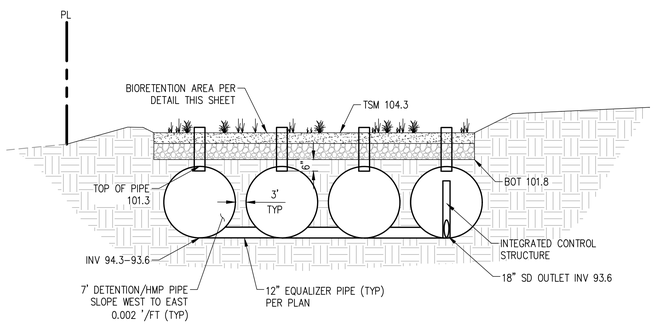
BIORETENTION AREA

NOT TO SCALE



BIORETENTION AREA

NOT TO SCALE



DETENTION BELOW BIORETENTION AREA

NOT TO SCALE

Project Name: Slatten Ranch
Project Type: Treatment and Flow Control
APN: 056-120-098
Drainage Area: 279,039
Mean Annual Precipitation: 12.5

IV. Areas Draining to IMPs

IMP Name: IMP1
IMP Type: Bioretention + Vault
Soil Group: IMP1

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 1A	96,425	Conventional Roof	1.00	96,425
DMA 1B	117,276	Concrete or Asphalt	1.00	117,276
DMA 1C	55,666	Landscape	0.50	27,801
			Total	241,502

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.040	1.000	9,660	9,672
Volume	0.152	1.282	47,072	47,451
Maximum Underdrain Flow (cfs)				0.19
Orifice Diameter (in)				2.01

IMP CALCULATOR OUTPUT

STORMWATER DETAILS

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

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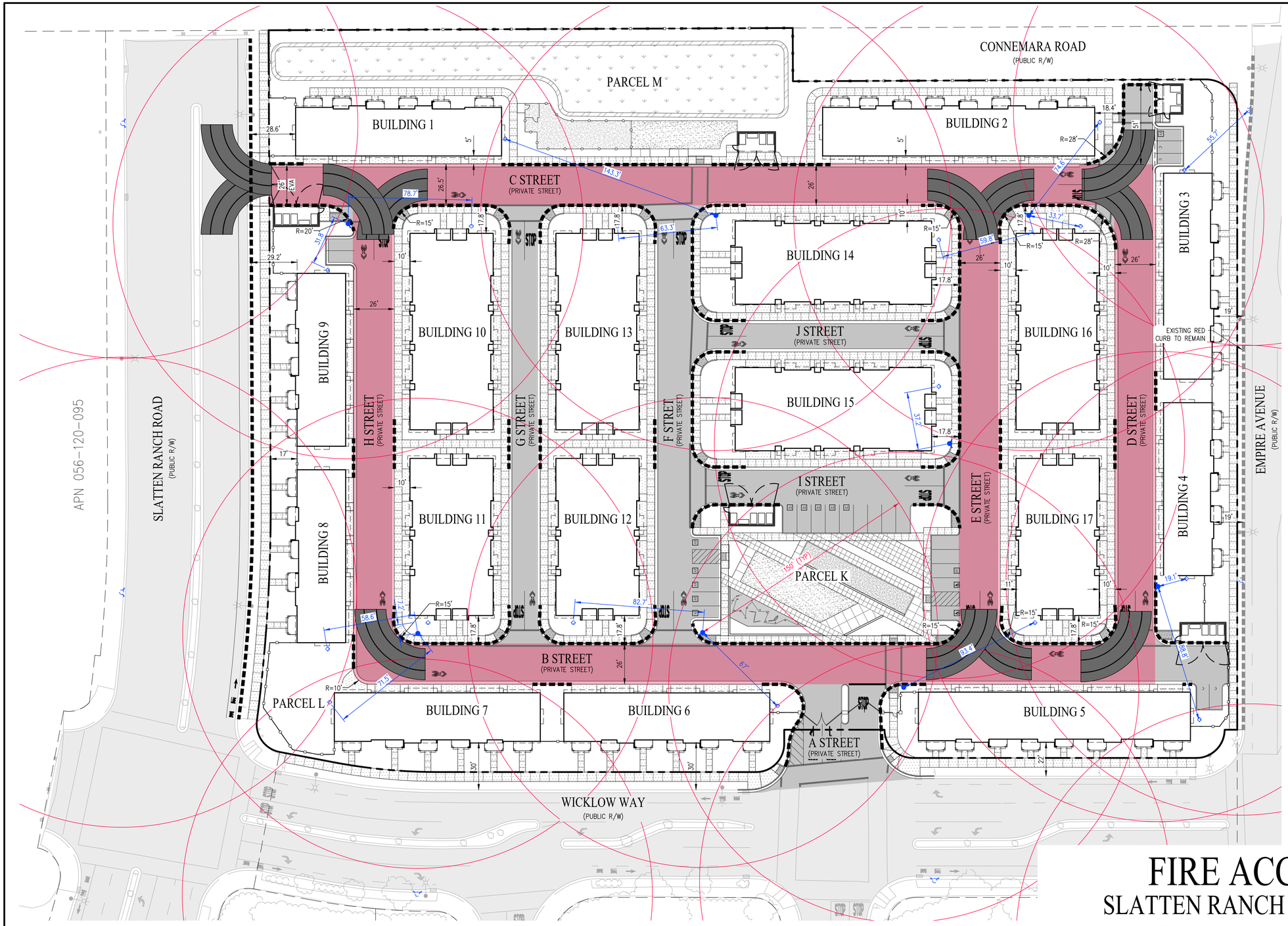
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SHEET NO. 9 OF 13 SHEETS

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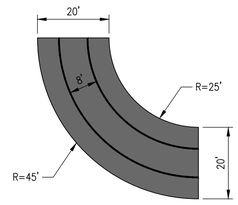


LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED PROJECT BOUNDARY
- BUILDING OVERHANG
- PROPOSED PAVEMENT
- EXISTING PAVEMENT TO REMAIN
- PROPOSED SIDEWALK
- 26' FIRE LANE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- RED CURB PAINTED WITH THE WORDS "NO PARKING – FIRE LANE"

NOTES:

1. ALL BUILDINGS NOT TO EXCEED 30' IN HEIGHT FROM FINISHED GRADE TO BOTTOM OF ROOF EAVE. REFER TO ARCHITECTURAL DRAWINGS FOR MORE DETAILED INFORMATION.
2. ACCESS ROADWAYS OF LESS THAN 28' UNOBSTRUCTED WIDTH SHALL HAVE SIGNS POSTED OR RED CURBS PAINTED WITH THE WORDS "NO PARKING – FIRE LANE" CLEARLY MARKED.
3. LADDER PADS ARE TO BE CLEAR OF OBSTRUCTIONS AND LOCATED WITH FINAL BUILDING PERMIT PLANS AND SITE CONSTRUCTION DOCUMENTS.



CCCFPD FIRE ACCESS TURNING TEMPLATE
NOT TO SCALE

FIRE ACCESS PLAN

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

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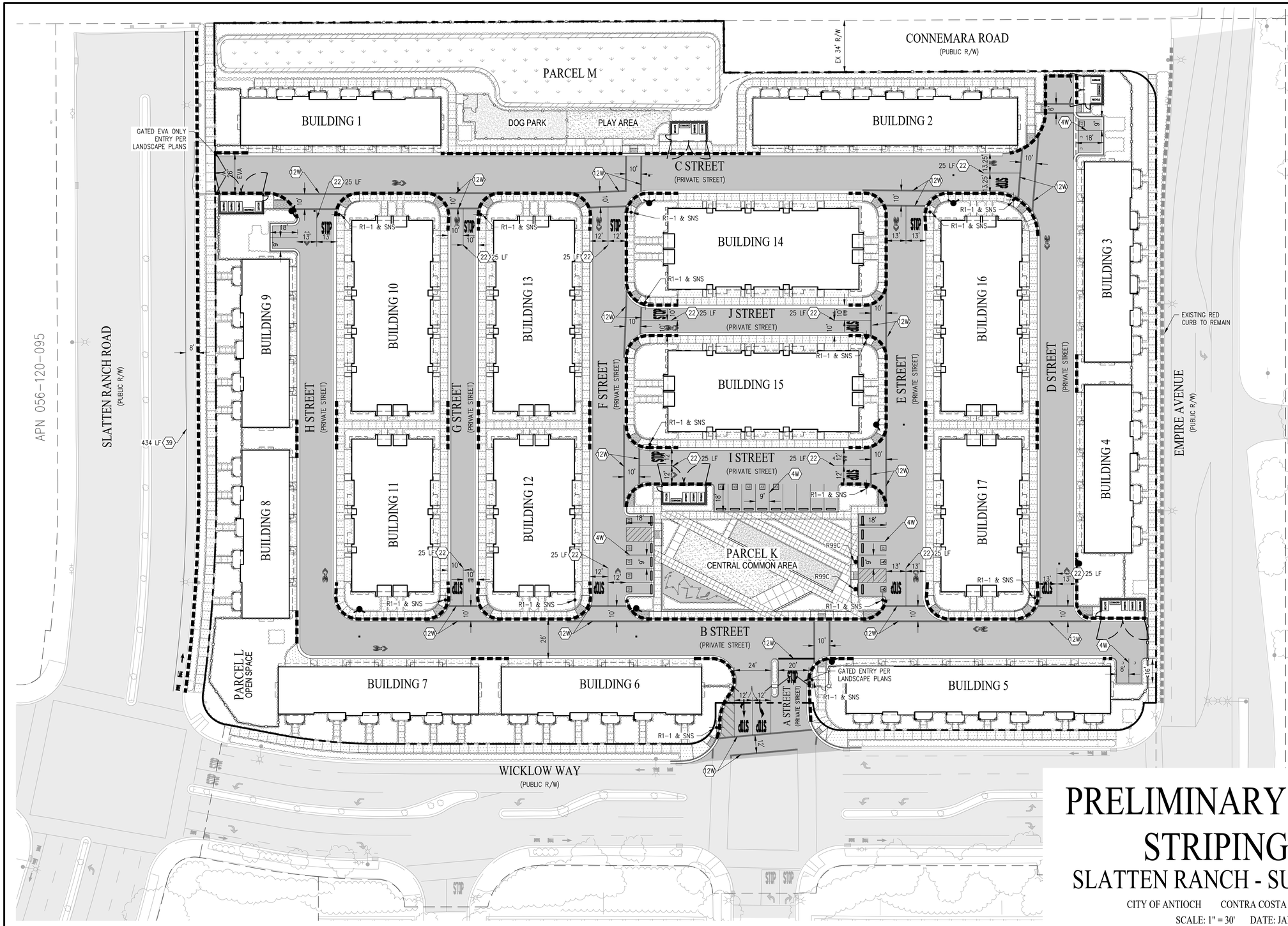
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SHEET NO. 10 OF 13 SHEETS

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A29

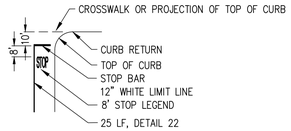


LEGEND

- R1-1 — STOP SIGN
- R99C (CA) — ACCESSIBLE PARKING ONLY – MINIMUM FINE $250 SIGN
- SNS — STREET NAME SIGN PER COUNTY STANDARD
- 22 — DETAIL 22 – DOUBLE YELLOW STRIPE PER CALTRANS STD. PLANS
- 39 — DETAIL 39 – 6" WHITE SOLID BIKE LAN PER CALTRANS STD. PLANS
- 4W — 4" WHITE STRIPE
- 12W — 12" WHITE STRIPE
- STOP — "STOP" PAVEMENT MARKING
- EV — ELECTRIC VEHICLE CHARGING SPACE
- ACCESSIBLE PARKING SPACE (PER CALTRANS STANDARD DETAIL A24C)
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- RED CURB PAINTED WITH THE WORDS "NO PARKING – FIRE LANE"
- FIRE HYDRANT MARKER
- WHEEL STOP
- C — THE WORD "COMPACT" SHALL BE PAINTED IN 12" HIGH WHITE LETTERS SO THAT IT IS VISIBLE TO TRAFFIC ENFORCEMENT OFFICIALS
- BIKE LANE ARROW & BIKE LANE PAVEMENT MARKINGS PER CALTRANS STD. PLANS
- BIKE LANE SHARROW PAVEMENT MARKINGS PER CALIFORNIA MUTCD

STRIPING NOTES

1. ALL STRIPING, PAVEMENT MARKING, AND SIGNING SHALL CONFORM TO THE LATEST EDITION OF THE CALTRANS CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND MOST CURRENT STANDARD DETAILS AND SPECIFICATIONS.
2. ALL DETAIL NUMBERS REFER TO CALTRANS STANDARD PLANS STRIPING DETAILS.
3. FINAL PLACEMENT FOR EV CAPABLE, EV READY, EVCS, & EV ACCESSIBLE SPACES TO BE DETERMINED AT CONSTRUCTION DOCUMENTS AND PERMITTING.



STRIPING DETAIL

PRELIMINARY SIGNING & STRIPING PLAN

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

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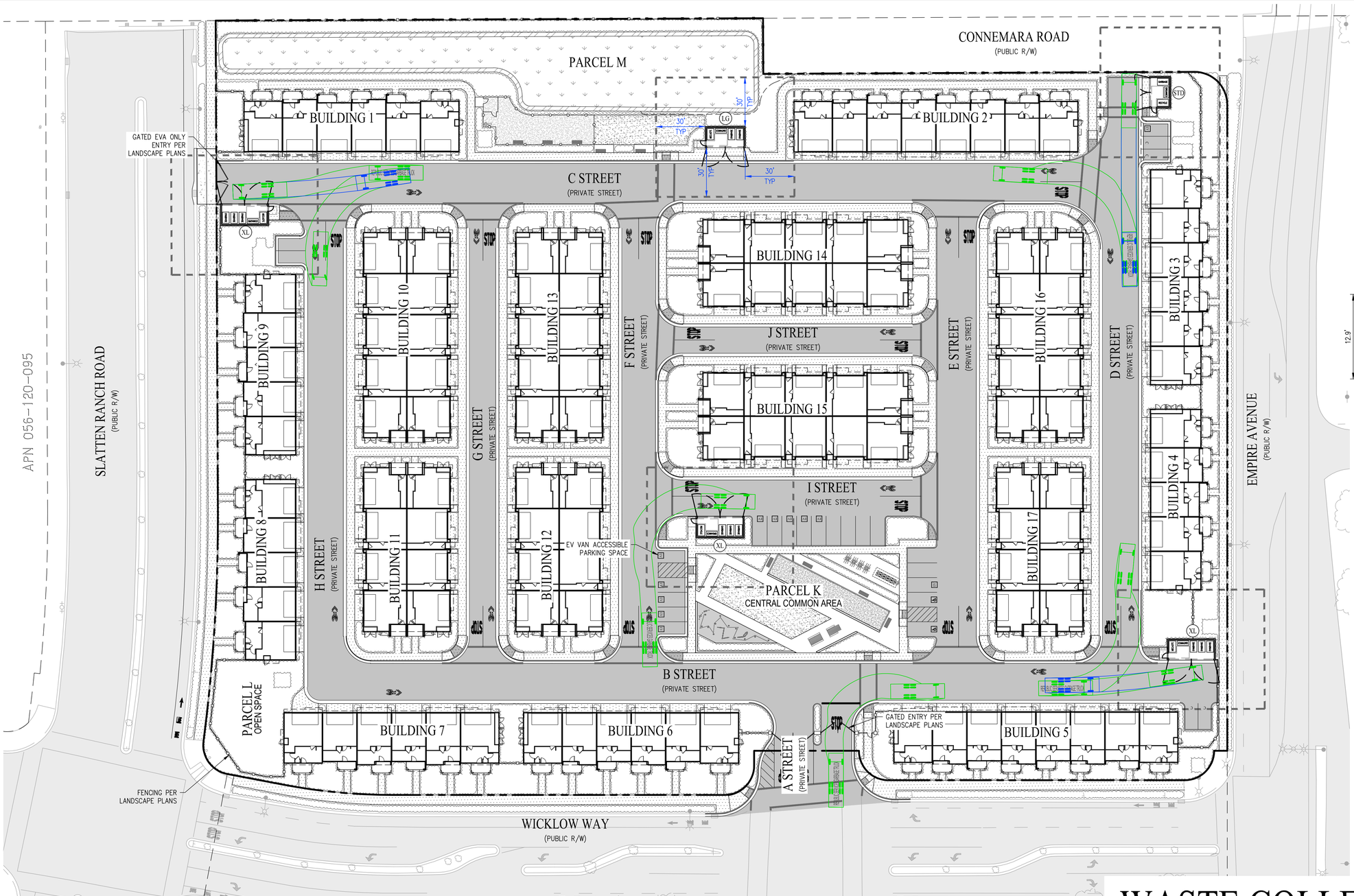
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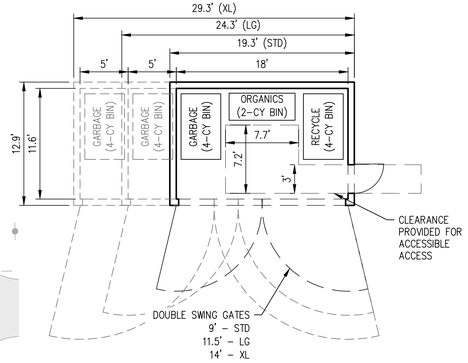
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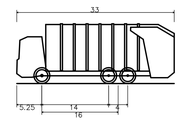
LEGEND

- PROPERTY BOUNDARY
- ADJACENT PARCEL LINE
- PROPOSED EASEMENT
- BUILDING OVERHANG
- 30' TRASH ENCLOSURE OFFSET
- BIORETENTION AREA
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT
- EXISTING PAVEMENT TO REMAIN

REFUSE, RECYCLABLES, & GREEN WASTE COLLECTION ENCLOSURE



1. ASSUME 5 NEEDED FOR SITE
2. STANDARD (STD), LARGE (LG) AND EXTRA LARGE (XL) ENCLOSURE SIZES AS NOTED ON PLAN.
3. UNITS WILL **NOT** HAVE INDIVIDUAL TOTES WITHIN PRIVATE GARAGES



REPUBLIC SERVICES GARBAGE TRUCK

Overall Length	33.000ft
Overall Width	9.000ft
Overall Body Height	12.538ft
Min Body Ground Clearance	1.227ft
Track Width	8.500ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	37.500ft

WASTE COLLECTION PLAN

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

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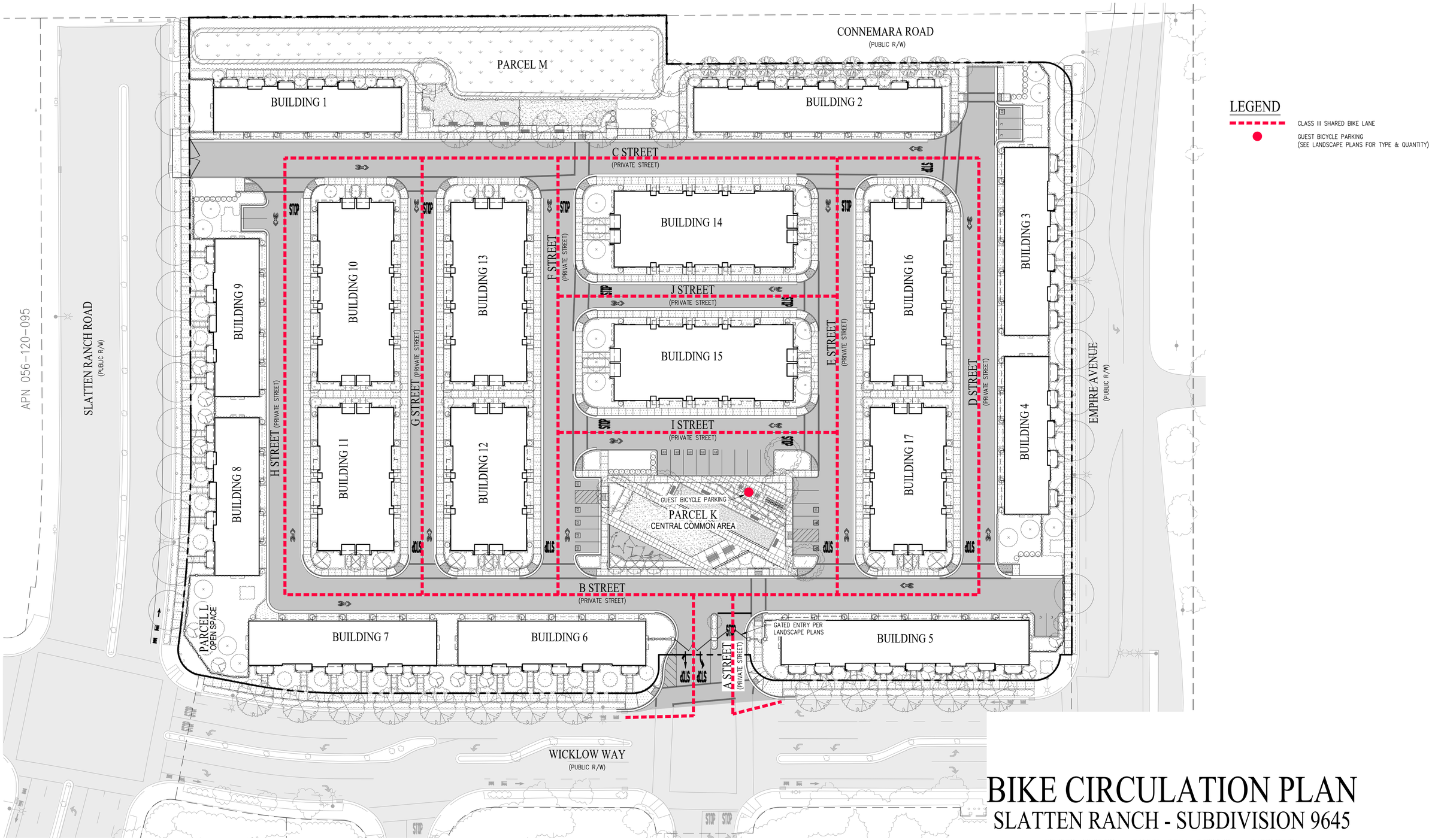
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SHEET NO. 12 OF 13 SHEETS

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LEGEND

CLASS III SHARED BIKE LANE

GUEST BICYCLE PARKING
(SEE LANDSCAPE PLANS FOR TYPE & QUANTITY)

BIKE CIRCULATION PLAN

SLATTEN RANCH - SUBDIVISION 9645

CITY OF ANTIOCH CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: JANUARY 11, 2024

0 30 60 90

JOB NO.: 3476-000

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PROJECT BOUNDARY

EX. PG&E #7 VAULT TO BE RELOCATED OR REMOVED BY PG&E PRIOR TO CONSTRUCTION

BLDG 1
7 UNITS

800A MAIN
120/240V 3ϕ
4 WIRE (TYP.)
8 METERS

E,T,C

PROPOSED PG&E 3ϕ PAD MOUNT TRANSFORMER (X 4 SEE JT2 DETAIL)
PAD SIZE-90" x 106", CABINET SIZE-89"w x 90"d x 96"h
SEE PROJ. NOTES #12, 14, 28 & 30 (TYP.) IF 9' CLEARANCE FROM PAD EDGE TO F/C CANNOT BE MET, BARRIER POSTS MAY BE REQUIRED, AT THE DIRECTION OF THE PG&E INSPECTOR. (TYP.)

EX. CONDUIT STUB-UP TO REMAIN

EX. TELEPHONE MAN-HOLE TO REMAIN

EX. PG&E #7 VAULT TO REMAIN

PROPOSED 4'X4' AT&T PFP PAD

EX. PG&E #7 VAULT J-21504 TO REMAIN

EX. STREET LIGHT BOX TO REMAIN
EX. PG&E #6 VAULT T-23481 TO REMAIN

EX. CHANNELL COMM CATV BOX TO REMAIN

EX. PG&E #7 VAULT TO REMAIN

EX. 4" GAS MAIN ± FROM PROPERTY LINE STUBBED TO 5 FEET FROM THE SIDE OF MAX.

EX. TRAFFIC SIGNAL BOX TO REMAIN

EX. SLATTAN RANCH ROAD

BLDG 9
6 UNITS

BLDG 8
6 UNITS

BLDG 10
10 UNITS

BLDG 11
8 UNITS

BLDG 13
10 UNITS

BLDG 12
8 UNITS

BLDG 7
6 UNITS

BLDG 6
6 UNITS

BLDG 14
12 UNITS

BLDG 15
12 UNITS

BLDG 16
10 UNITS

BLDG 17
8 UNITS

BLDG 2
8 UNITS

BLDG 3
7 UNITS

BLDG 4
7 UNITS

BLDG 5
8 UNITS

H STREET (PRIVATE STREET)

G STREET (PRIVATE STREET)

F STREET (PRIVATE STREET)

E STREET (PRIVATE STREET)

D STREET (PRIVATE STREET)

C STREET (PRIVATE STREET)

B STREET (PRIVATE STREET)

A STREET (PRIVATE STREET)

J STREET (PRIVATE STREET)

I STREET (PRIVATE STREET)

EX. WICKLOW WAY

PROPOSED SLATTEN RANCH - 6 ACRES
134 TOWNHOMES
EMPIRE AVENUE & WICKLOW WAY
ANTIOCH, CA 94561

EX. EMPIRE AVENUE

1000A MAIN
120/240V 3ϕ
4 WIRE (TYP.)
11 METERS

1200A MAIN
120/240V 3ϕ
4 WIRE (TYP.)
13 METERS

STA. XX+XX± PROPOSED 3'x5'x4'6" PG&E SUBSURFACE SPLICE BOX. SEE PROJECT NOTES #3, 5, & 25 ON SHEET JT2. MAINTAIN 3' LONG SIDE AND 3' SHORT SIDE CLEAR LEVEL WORK SPACE AROUND BOX. (SEE 1 3 DETAIL JT2 JT2 X)

PROPOSED PRIVATE LIGHTING BOLLARD (TYP.)

PROPOSED PRIVATE POST TOP STREET LIGHT (TYP.)

PROPOSED PRIVATE STREET LIGHT, POST TOP (BY OTHERS) (TYP.)

PROPOSED EXTERIOR LIGHT, WALL MOUNT (BY OTHERS) (TYP.)

EXISTING PG&E PAD MOUNT SWITCH TO BE RELOCATED PRIOR TO CONSTRUCTION.

EX. 12' WATT LED COBRA HEAD STREET LIGHT TO REMAIN

EX. STREET LIGHT BOX TO REMAIN

CAUTION!!
EXERCISE EXTREME CAUTION WHEN WORKING AROUND ENERGIZED ELECTRIC FACILITIES.

CAUTION!! ENERGIZED ELECTRIC
PG&E TO DE-ENERGIZE PRIOR TO TRENCHING OR EXCAVATING IN AREA.

EXPOSE DE-ENERGIZED ELECTRIC CABLES AS NECESSARY TO ALLOW RE-ROUTING OF CABLES INTO EXISTING UNDERGROUND SERVICE.

EX. PG&E #7 VAULT SW-17667, SW-21503 & SW-21502 TO REMAIN

EX. TELEPHONE VAULT TO REMAIN

EX. PG&E #7 VAULT 2227677 W/O TO REMAIN & PROPOSED ELECTRIC TIE-IN. EX. RISER TO BE RELOCATED PRIOR TO CONSTRUCTION.

EX. PG&E #6 VAULT T-23481 TO REMAIN

EX. 4" EMPTY CONDUIT, STUB AND EXISTING UG ELECTRIC LINES SHOWN SCHEMATICALLY. LOCATION TO BE FIELD VERIFIED BY CONTRACTOR.

MISCELLANEOUS PAD-MOUNTED EQUIPMENT

EX. PG&E #6 VAULT T-23480 TO REMAIN

EX. INTERCONNECT BOX TO REMAIN

EX. CHANNELL COMM CATV BOX TO REMAIN

EX. METER SERVICE PEDESTAL METER # UNDETECTABLE TO REMAIN

EX. POLE WITH PRIMARY ELECTRIC, SECONDARY ELECTRIC & TELEPHONE TO REMAIN

CAUTION !! CAUTION !! CAUTION !!
EX. JOINT TRENCH AND EX. GAS AND ALL OTHER UTILITY LOCATIONS ARE SHOWN BASED UPON INFORMATION PROVIDED BY OTHERS AND FIELD OBSERVATION. JOINT TRENCH CONTRACTOR TO VERIFY EXACT LOCATION OF ALL EXISTING FACILITIES PRIOR OF ANY JOINT TRENCH CONSTRUCTION. POTHOLE IF NECESSARY. CONTACT U.S.A. DIG ALERT 2 WORKING DAYS IN ADVANCE.

CONTRACTOR WILL COMPLY WITH ALL LAWS, ORDINANCES AND REGULATIONS. CONTRACTOR SHALL BE FAMILIAR WITH O.S.H.A. INDUSTRIAL ORDERS AND SHALL CONDUCT HIS WORK ACCORDINGLY. WHEN WORKING AROUND ENERGIZED EQUIPMENT, THE UTILITY OWNER SHALL BE NOTIFIED TO SUPPLY THE APPROPRIATE MAN POWER AND SAFETY PRECAUTIONS AS NEEDED. THE CONTRACTOR IS RESPONSIBLE FOR PUBLIC SAFETY AND TRAFFIC CONTROL MEASURES.

JOINT TRENCH OCCUPANCY GUIDE

TRENCH SECTION	A*	B*	C*	D*	E*	F*	G*	H*	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
GAS	X	X	X		X				X	X	X		X	X	X		X		X				
TELEPHONE	X	X		X		X			X	X		X	X	X		X		X			X		
CABLE T.V.	X		X	X			X		X		X	X		X	X		X			X			X
ELECTRIC SEC.	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X					X
ELECTRIC PRI.	X	X	X	X	X	X	X	X															

*THESE SECTIONS MAY OR MAY NOT CONTAIN SECONDARY

EX. POLE WITH PRIMARY ELECTRIC, 15KVA POLE-MOUNTED TRANSFORMER, SECONDARY ELECTRIC & TELEPHONE TO REMAIN

EX. POLE WITH PRIMARY ELECTRIC RISER, SECONDARY ELECTRIC & TELEPHONE TO REMAIN

EX. POLE WITH PRIMARY ELECTRIC (2) 10KVA POLE-MOUNTED TRANSFORMERS, SECONDARY ELECTRIC & ANCHOR TO REMAIN

EX. POLE WITH SECONDARY ELECTRIC RISER TO REMAIN

EX. POLE WITH PRIMARY ELECTRIC & SECONDARY ELECTRIC TO REMAIN

EX. POLE WITH PRIMARY ELECTRIC RISER TO REMAIN

TARRAR UTILITY CONSULTANTS
APPROVED FOR SUBMITTAL
KARA PEDERSEN
QUALIFIED APPLICANT DESIGNER

0 15 30 60
SCALE: 1" = 30'

813 First Street
Brentwood, CA 94513
(925) 240-2595
(925) 240-7013 fax
www.tarrar.com

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- Joint Trench
- Street Lighting
- Fiber Optic
- T-24
- PG&E Gas Design
- PG&E Elec Design
- M.E.P. Design
- Cost Analysis
- Due Diligence

JOINT TRENCH COMPOSITE PLAN

DENOVA HOMES, INC.
SLATTEN RANCH – 6 ACRES
ANTIOCH CALIFORNIA

NO.	REVISIONS	BY	DATE

DATE: JUNE 2023 | DATE LAST WORKED ON: 1/9/2024
SCALE: 1" = 30' | DRAWN: KK | CHECKED: KP
JOB NO.: 222167

INTENT TO CONSTRUCT

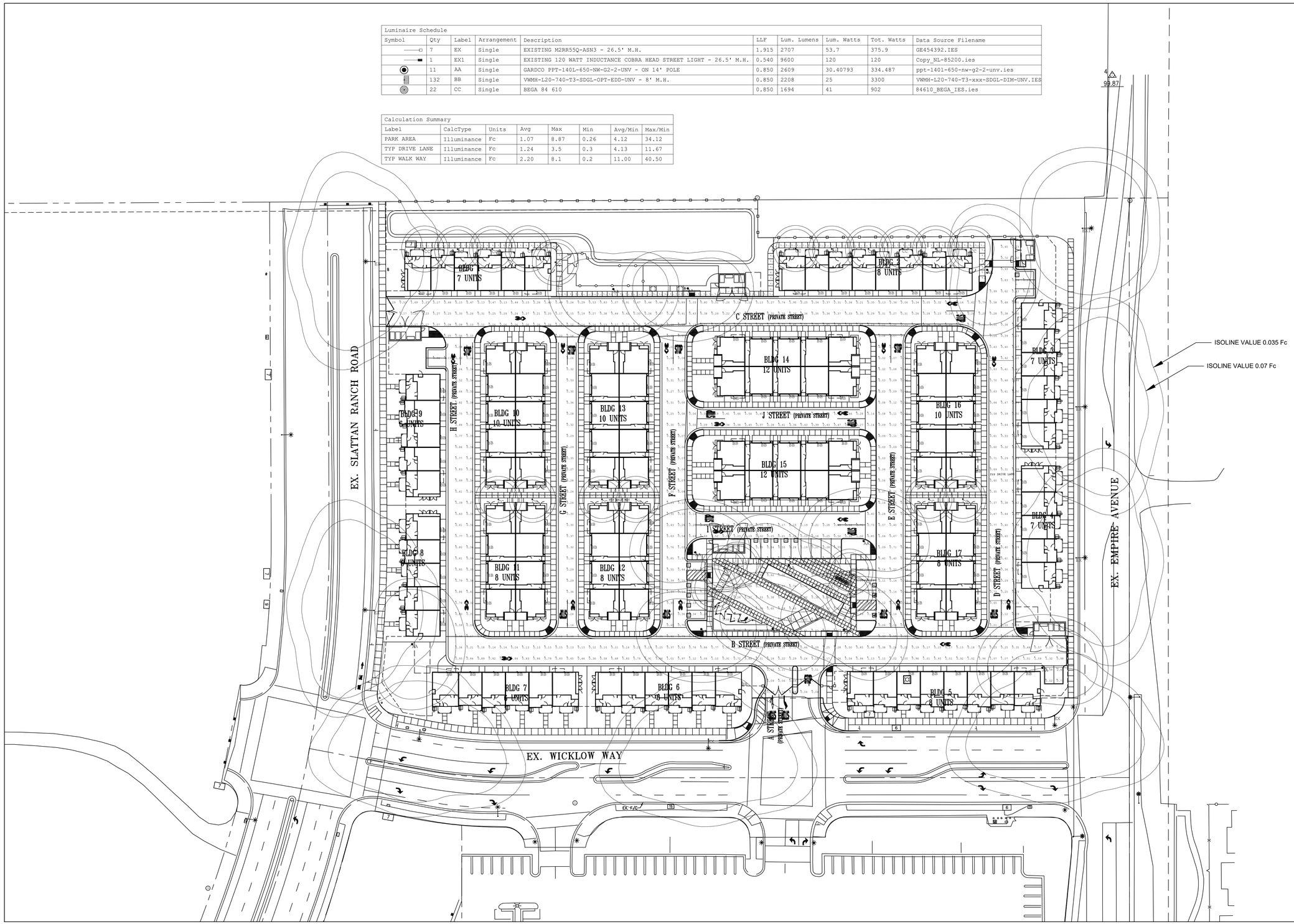
811 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER KISTA HULLAH ALLEN Exp. 06/30/2025 CIVIL STATE OF CALIFORNIA

SHEET JT4 OF JT4 SHEETS
A33

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	LLF	Lum. Lumens	Lum. Watts	Tot. Watts	Data Source Filename
	7	EX	Single	EXISTING M2RR55Q-ASN3 - 26.5' M.H.	1.915	2707	53.7	375.9	GE454392.IES
	1	EX1	Single	EXISTING 120 WATT INDUCTANCE COBRA HEAD STREET LIGHT - 26.5' M.H.	0.540	9600	120	120	Copy_NL-85200.ies
	11	AA	Single	GARDCO PPT-140L-650-NW-G2-2-UNV - ON 14' POLE	0.850	2609	30.40793	334.487	ppt-1401-650-nw-g2-2-unv.ies
	132	BB	Single	VWMH-L20-740-T3-SDGL-OPT-EDD-UNV - 8' M.H.	0.850	2208	25	3300	VWMH-L20-740-T3-xxx-SDGL-DIM-UNV.IES
	22	CC	Single	BEGA 84 610	0.850	1694	41	902	84610_BEGA_IES.ies

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PARK AREA	Illuminance	Fc	1.07	8.87	0.26	4.12	34.12
TYP DRIVE LANE	Illuminance	Fc	1.24	3.5	0.3	4.13	11.67
TYP WALK WAY	Illuminance	Fc	2.20	8.1	0.2	11.00	40.50



SCALE: 1" = 40'-0"

PLAN VIEW

Note: Unless otherwise specified - the lamp lumen depreciation (LLD) for legacy sources used in these calculations is based on published mean lumen ratings by major lamp manufacturers; 0.80 LLD for pulse start metal halide; 0.90 LLD for high pressure sodium; 0.95 LLD for linear T8 and T5 fluorescent; 0.86 LLD for compact fluorescent and induction; 0.88 LLD for Cosmo and Elite lamps. 0.94 LDD for all LED sources. Unless otherwise noted - 0.90 luminaire dirt depreciation (LDD) is commonly applied. In cases where appropriate - ballast factor (BF) is applied. Additional user defind factors (UDF) may be applied if necessary to represent luminaire performance to a higher degree of accruracy. Total light loss factor (LLF) is the product of all multiplied loss factors.

LIGHTING PLAN - PHOTOMETRIC ANALYSIS - LAYOUT VERIFICATION

(ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT FINISHED GRADE, U.O.N.)

PRELIMINARY - NOT FOR CONSTRUCTION
NOT FOR QUOTING PURPOSES

Associated Lighting Representatives, Inc.
Tim Haley — 9670 Trade Center Pkwy, Rancho Cucamo, CA 91730 — 909-481-9770
Jim Haley — 2725 Jefferson, Suite 2-201, Carlsbad, CA 92010 — 760-438-4444
Jeff Haley — 1812 Del Paso Rd, Sacramento, CA 95834 — 916-285-4545
Jim Summers — 7777 Fenwick Lane, Fort Worth, TX 76118 — 817-595-3000

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON LABORATORY TESTING PERFORMED ACCORDING TO IESNA PUBLISHED LAMP/LUMINAIRE FIELD PERFORMANCE WILL DEPEND ON ACTUAL INSTALLATION CONDITIONS AND MAINTENANCE PROCEDURES

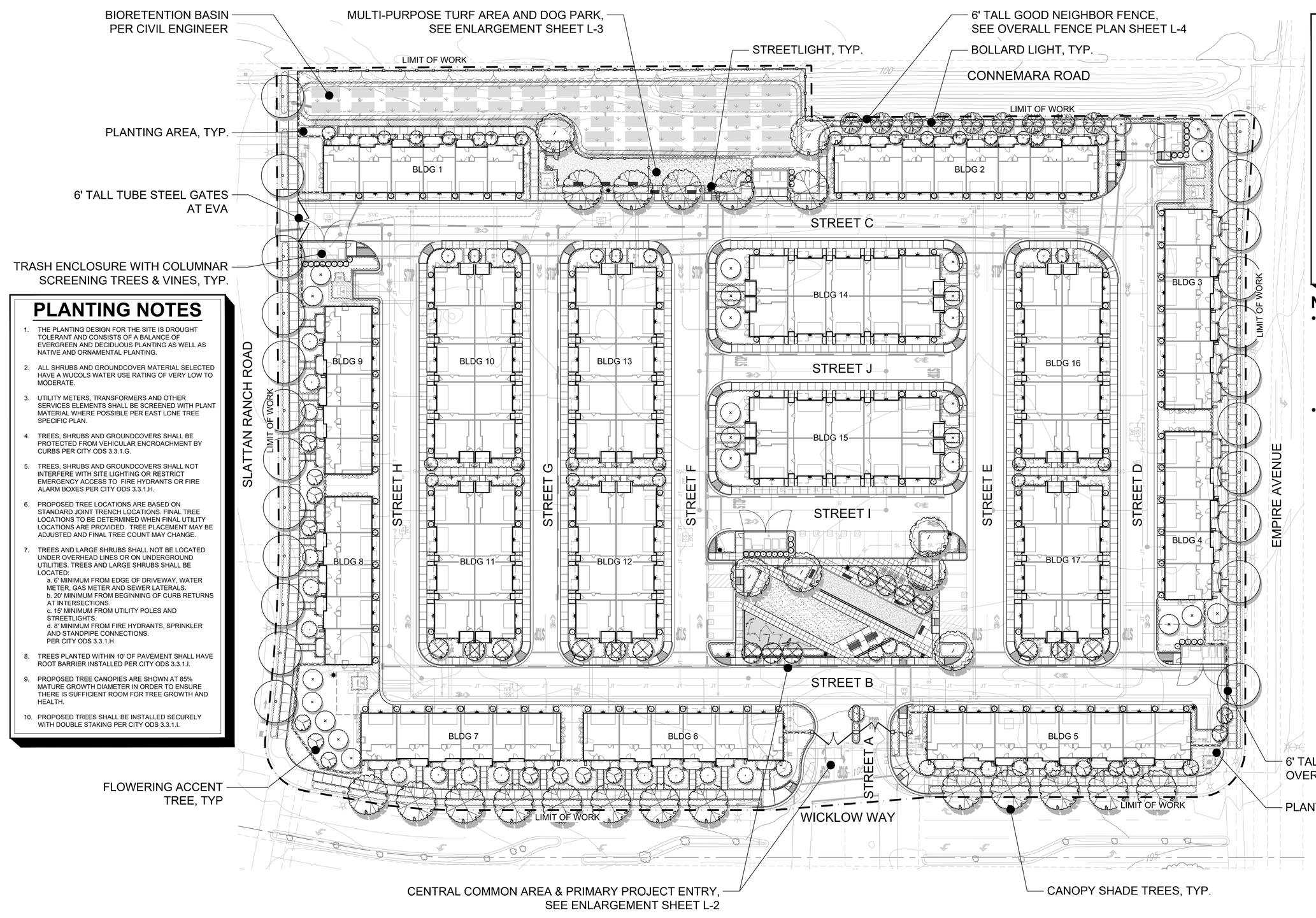
Calculations have been performed according to IESNA standards and good practice. Because of variations in lamp and ballast characteristics, manufacturing tolerances in calculation methods, testing procedures, component performance, installation conditions and maintenance procedures, actual performance may vary. Unless otherwise noted, calculations are based on new luminaires with a room surface maintenance factor of 0.90 and a dirt depreciation factor of 0.90. Actual performance of any manufacturer's luminaire may differ from the values shown if variations from the specified lighting conditions do not match the input data. Tolerance on values shown is +/- 10%.

AGI32 VERSION 20.0
ALTHOUGH ALL POSSIBLE CARE HAS BEEN TAKEN IN PREPARING THIS DRAWING, ASSOCIATED LIGHTING REPRESENTATIVES, INC. ASSUMES NO RESPONSIBILITY FOR ERRORS OR OMISSIONS WHICH MAY APPEAR IN THIS DRAWING
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10288 W CENTENNIAL ROAD, SUITE 202, LITTLETON, CO USA 80127

REPORT FOR: TARRAR UTILITY CONSULTANTS
SALES REPRESENTATIVE: TIM HALEY — ASSOCIATED LIGHTING REPRESENTATIVES, INC.
ANALYST: HUNTER SIMMERS — ASSOCIATED LIGHTING REPRESENTATIVES, INC.

PROJECT DESCRIPTION: 222167 SLATTEN RANCH ANTIOCH, CA
DRAWING NO. / SHOT FILE: 21619HAL-R4.DWG/.A32
REV: 4
SHEET: 1 OF 1
DATE: 01-09-2024
SCALE: 1" = 40'-0"

A34



PLANTING NOTES

1. THE PLANTING DESIGN FOR THE SITE IS DROUGHT TOLERANT AND CONSISTS OF A BALANCE OF EVERGREEN AND DECIDUOUS PLANTING AS WELL AS NATIVE AND ORNAMENTAL PLANTING.
2. ALL SHRUBS AND GROUNDCOVER MATERIAL SELECTED HAVE A WUCOLS WATER USE RATING OF VERY LOW TO MODERATE.
3. UTILITY METERS, TRANSFORMERS AND OTHER SERVICES ELEMENTS SHALL BE SCREENED WITH PLANT MATERIAL WHERE POSSIBLE PER EAST LONE TREE SPECIFIC PLAN.
4. TREES, SHRUBS AND GROUNDCOVERS SHALL BE PROTECTED FROM VEHICULAR ENCROACHMENT BY CURBS PER CITY ODS 3.3.1.G.
5. TREES, SHRUBS AND GROUNDCOVERS SHALL NOT INTERFERE WITH SITE LIGHTING OR RESTRICT EMERGENCY ACCESS TO FIRE HYDRANTS OR FIRE ALARM BOXES PER CITY ODS 3.3.1.H.
6. PROPOSED TREE LOCATIONS ARE BASED ON STANDARD JOINT TRENCH LOCATIONS. FINAL TREE LOCATIONS TO BE DETERMINED WHEN FINAL UTILITY LOCATIONS ARE PROVIDED. TREE PLACEMENT MAY BE ADJUSTED AND FINAL TREE COUNT MAY CHANGE.
7. TREES AND LARGE SHRUBS SHALL NOT BE LOCATED UNDER OVERHEAD LINES OR ON UNDERGROUND UTILITIES. TREES AND LARGE SHRUBS SHALL BE LOCATED:
   a. 6' MINIMUM FROM EDGE OF DRIVEWAY, WATER METER, GAS METER AND SEWER LATERALS.
   b. 20' MINIMUM FROM BEGINNING OF CURB RETURNS AT INTERSECTIONS.
   c. 15' MINIMUM FROM UTILITY POLES AND STREETLIGHTS.
   d. 8' MINIMUM FROM FIRE HYDRANTS, SPRINKLER AND STANDPIPE CONNECTIONS.
   PER CITY ODS 3.3.1.H
8. TREES PLANTED WITHIN 10' OF PAVEMENT SHALL HAVE ROOT BARRIER INSTALLED PER CITY ODS 3.3.1.I.
9. PROPOSED TREE CANOPIES ARE SHOWN AT 85% MATURE GROWTH DIAMETER IN ORDER TO ENSURE THERE IS SUFFICIENT ROOM FOR TREE GROWTH AND HEALTH.
10. PROPOSED TREES SHALL BE INSTALLED SECURELY WITH DOUBLE STAKING PER CITY ODS 3.3.1.I.

PROPOSED TREE LEGEND

BOTANICAL NAME	COMMON NAME
ACER R. 'ARMSTRONG'	ARMSTRONG MAPLE
ARBUTUS 'MARINA'	MADRONE
CARPINUS B. 'FRANS FONTAINE'	HORNBEAM
GINKGO B. 'PRINCETON SENTRY'	MAIDENHAIR TREE
LAGERSTROEMIA I. 'MUSKOGEE'	CRAPE MYRTLE
LAURUS 'SARATOGA'	SARATOGA SWEET BAY
LIRIODENDRON TULIPIFERA	TULIP TREE
PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE
PLATANUS A. 'COLUMBIA'	LONDON PLANE TREE
PODOCARPUS M. 'MAKI'	SHRUBBY YEW PINE
PRUNUS C. 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM
QUERCUS ILEX	HOLLY OAK
ZELKOVA S. 'MUSASHINO'	SAWLEAF ZELKOVA

NOTES:

- SEE SHEET L-7 FOR COMPLETE PLANT PALETTE INCLUDING PROPOSED TREES, SHRUBS, GROUNDCOVERS, GRASSES, BIORETENTION PLANTING, AND TURF. COMPLETE PLANT PALETTE IDENTIFIES BOTANICAL NAME, COMMON NAME, WATER USE, SPECIES NATIVE OR ADAPTIVE, CONTAINER SIZE, AND HEIGHT AND WIDTH OF PROPOSED PLANT MATERIAL.
- LANDSCAPED AREAS SHALL INCORPORATE PLANTINGS UTILIZING THREE-TIER SYSTEM: (1) GRASSES AND GROUNDCOVERS, (2) SHRUBS AND VINES, AND (3) TREES PER CITY OF ANTIOCH ODS 3.3.1.C.

OPEN SPACE CHART

	REQUIRED	PROVIDED
OPEN SPACE (AMC 9-5.706):	200 SF/UNIT	219 SF/UNIT
*TOTAL SF	25,800 SF	28,288 SF
PRIVATE (60 SF/UNIT MIN.)	7,740 SF	11,760 SF
COMMON:		
CENTRAL OPEN AREA		10,826 SF
DOG PARK		2,739 SF
OPEN PLAY AREA		2,963 SF
TOTAL SF		16,528 SF
**LANDSCAPING (AMC 9-5.708):	25% OF SITE (1.6 AC)	26.5% OF SITE (1.77 AC)

*OPEN SPACE TOTAL DOES NOT INCLUDE BIORETENTION AREA.
**LANDSCAPING TOTAL INCLUDES BIORETENTION AREA.

MWELO STATEMENT OF COMPLIANCE

"I HAVE COMPLIED WITH THE CRITERIA OF THE CITY OF ANTIOCH WATER EFFICIENT LANDSCAPING ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND IRRIGATION DESIGN PLAN."

PHILIP A. VANDERTOOLEN, PRESIDENT
VANDERTOOLEN ASSOCIATES, INC.
CA LICENSE # 2798

DeNova Homes
Building a Better Community
1500 WILLOW PASS COURT
CONCORD, CA 94520
(925) 685-0110

SLATTEN RANCH

Antioch, California

OVERALL SITE PLAN

CONCEPTUAL LANDSCAPE PLAN
JANUARY 8, 2024

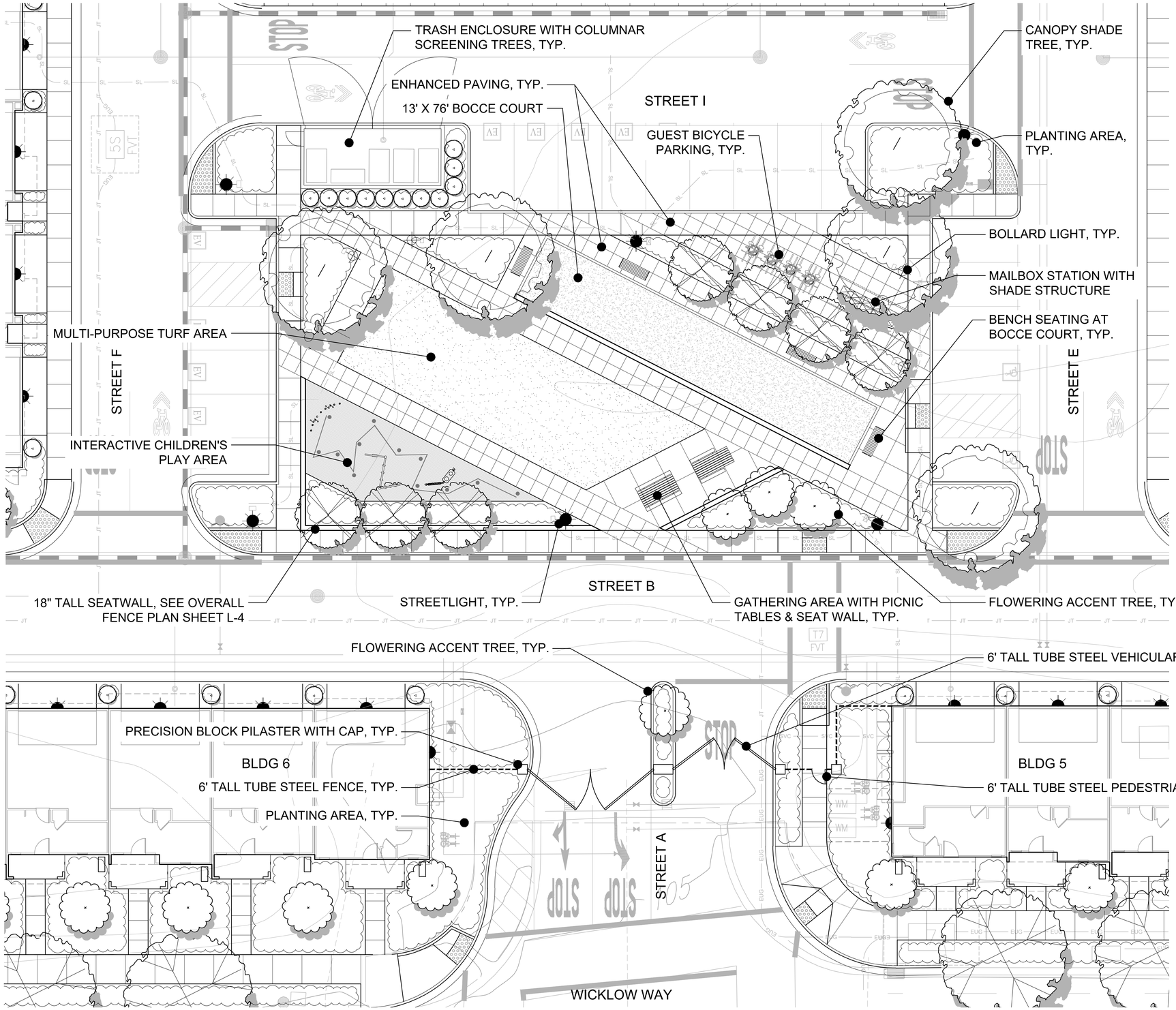
vanderToolen Associates
700 Ygnacio Valley Rd.
Suite 100
Walnut Creek, CA 94596
tel: 925.274.1305
www.vandertoolen.com

SCALE: 1" = 30'-0" (0' 15' 30' 60')
NORTH

L-1
Project No. 00323

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A35



PROPOSED TREE LEGEND

BOTANICAL NAME	COMMON NAME
ACER R. 'ARMSTRONG'	ARMSTRONG MAPLE
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PODOCARPUS M. 'MAKI'	SHRUBBY YEW PINE
PRUNUS C. 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM
QUERCUS ILEX	HOLLY OAK
ZELKOVA S. 'MUSASHINO'	SAWLEAF ZELKOVA

NOTES:

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SLATTEN RANCH

Antioch, California

CENTRAL COMMON AREA & PRIMARY ENTRY

SITE ENLARGEMENT
JANUARY 8, 2024

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SCALE: 1" = 10'-0"

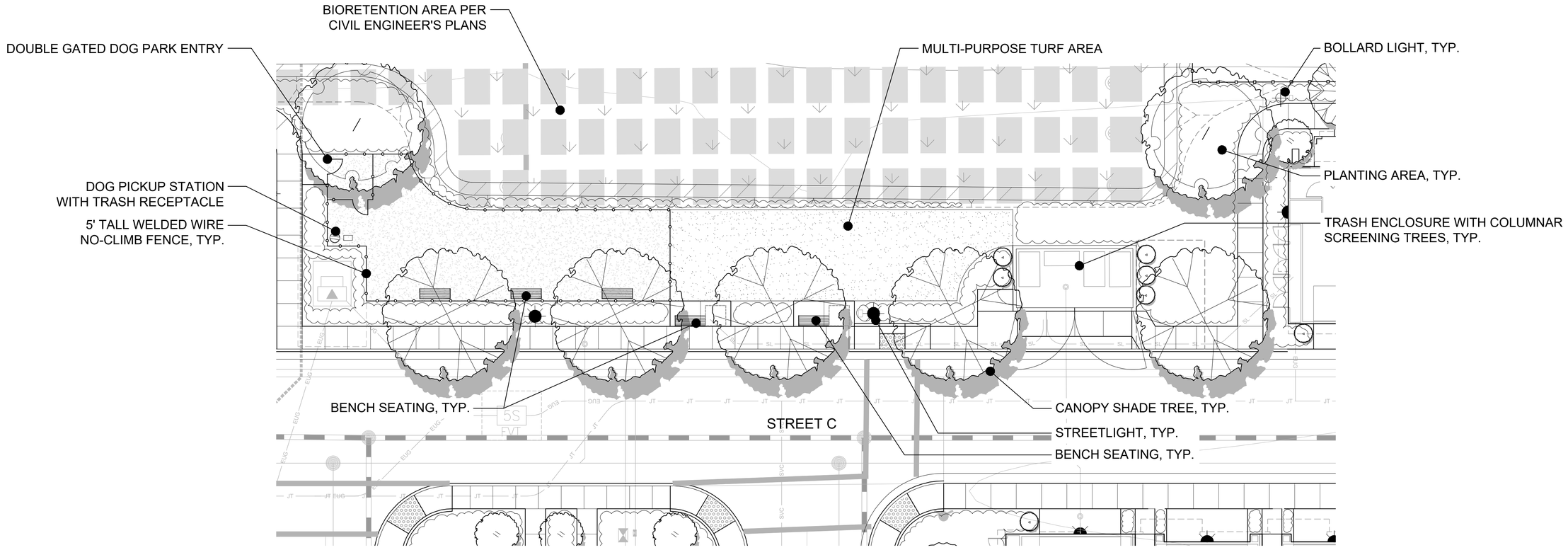
NORTH

L-2

Project No. 00323

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A36



PROPOSED TREE LEGEND

BOTANICAL NAME	COMMON NAME
ACER R. 'ARMSTRONG'	ARMSTRONG MAPLE
ARBUTUS 'MARINA'	MADRONE
CARPINUS B. 'FRANS FONTAINE'	HORNBEAM
GINKGO B. 'PRINCETON SENTRY'	MAIDENHAIR TREE
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ZELKOVA S. 'MUSASHINO'	SAWLEAF ZELKOVA

NOTES:

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Antioch, California

RECREATIONAL AREA
SITE ENLARGEMENT
JANUARY 8, 2024

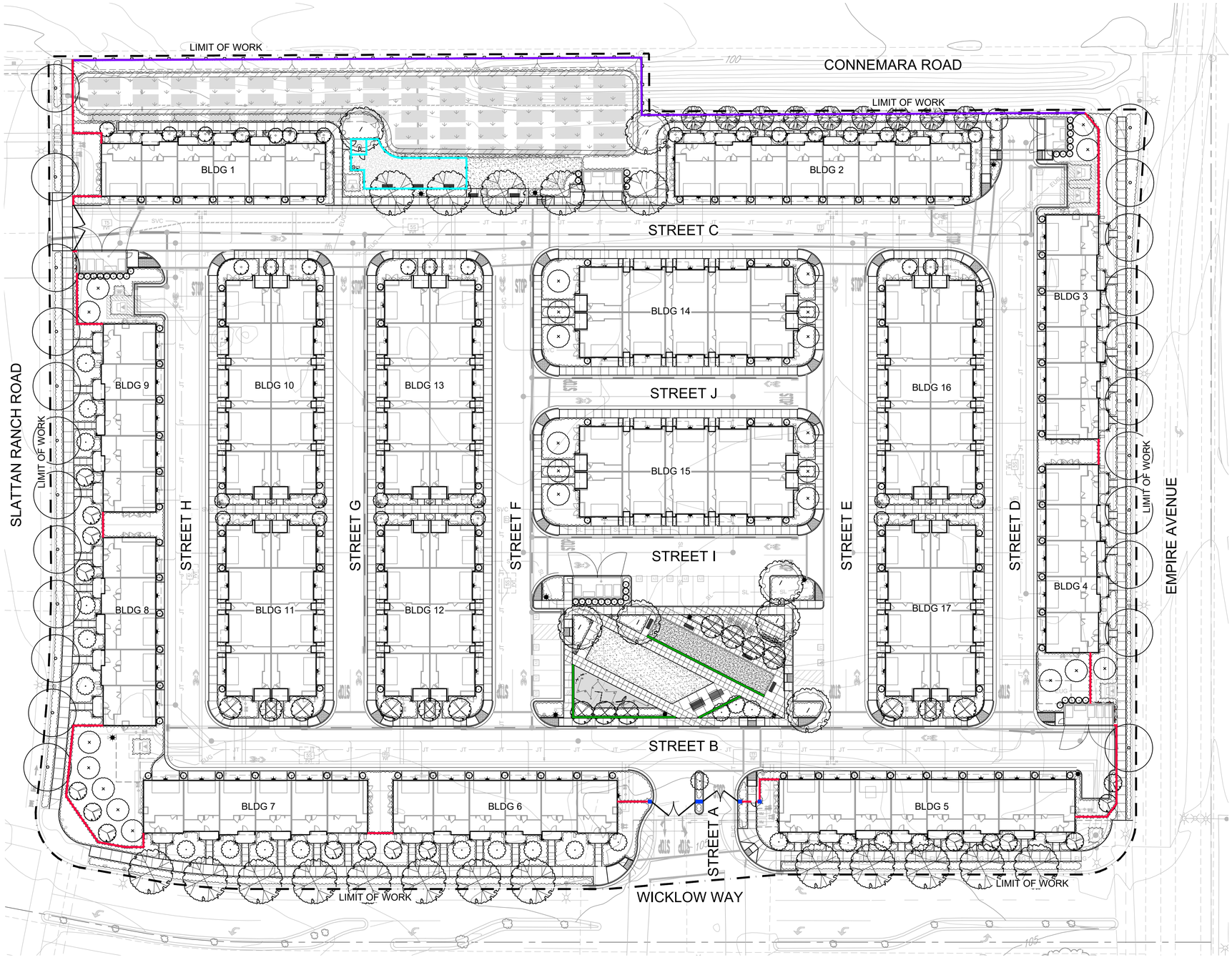
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SCALE: 1" = 10'-0" NORTH

L-2
Project No. 00323

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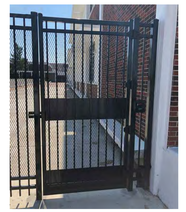


WALL & FENCE LEGEND

- 6' TALL TUBE STEEL FENCE
- PILASTER
- 5' TALL DOG PARK FENCE
- 6' TALL GOOD NEIGHBOR FENCE
- 18" TALL BLOCK WALL WITH CAP



6' TALL TUBE STEEL FENCE.



6' TALL TUBE STEEL PEDESTRIAN GATE AT MAIN ENTRY.



6' TALL TUBE STEEL VEHICULAR SWING GATE AT MAIN ENTRY.



BLOCK PILASTER WITH PRECAST CAP AT MAIN ENTRY.



6' TALL TUBE STEEL VEHICULAR SWING GATE AT EVA.



5' TALL WELDED WIRE NO-CLIMB DOG PARK FENCE.



6' TALL WOOD GOOD NEIGHBOR FENCE.



18" TALL BLOCK SEAT WALL WITH CAP.

NOTE: THE PROPOSED FENCE & WALL DESIGNS ARE CONCEPTUAL. SIMILARLY THEMED DESIGN, COLORS & MATERIALS MAY BE SELECTED BASED UPON PRODUCT AVAILABILITY AT TIME OF INSTALLATION.

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SLATTEN RANCH

Antioch, California

OVERALL FENCE PLAN

CONCEPTUAL LANDSCAPE PLAN
JANUARY 8, 2024

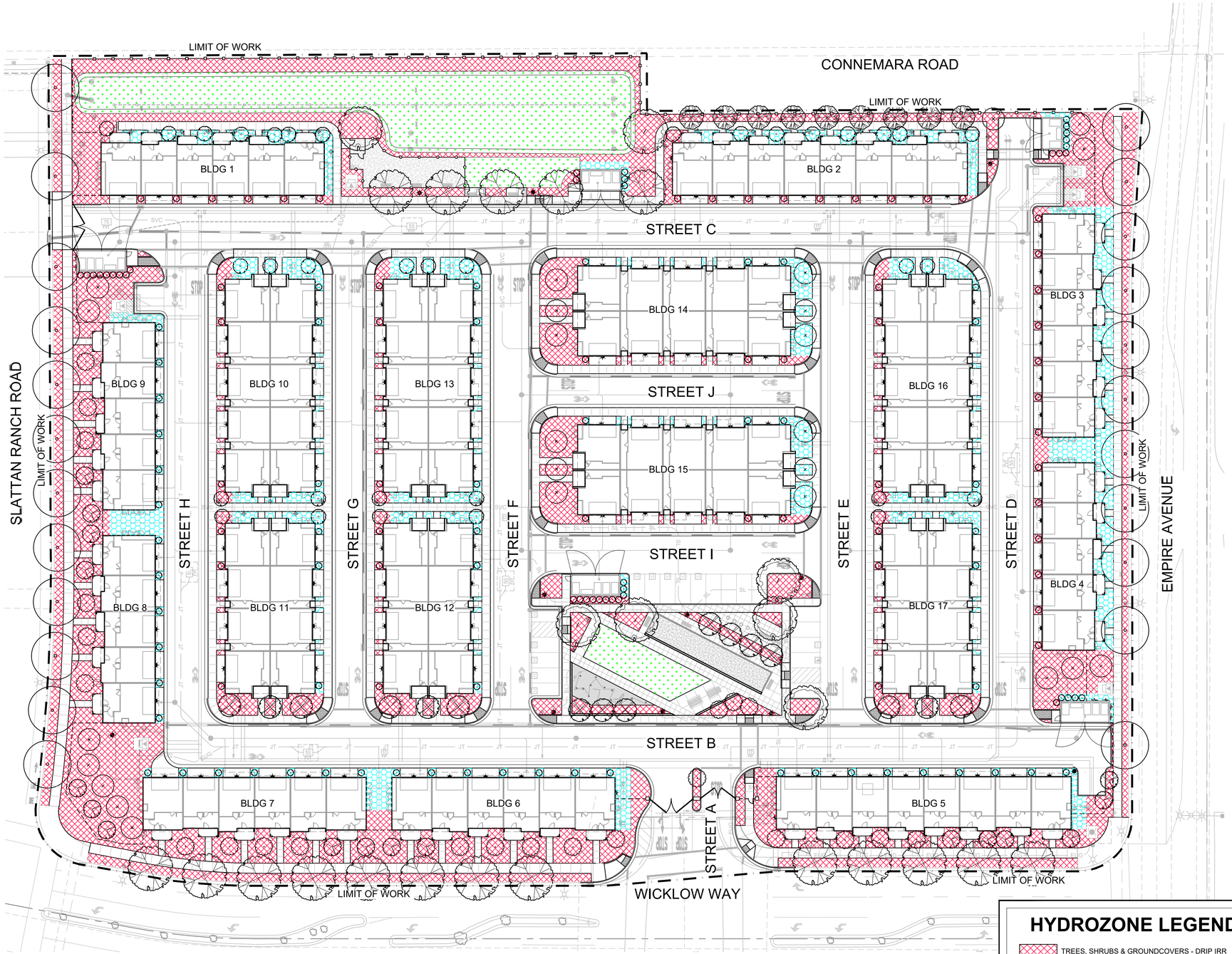
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0' 15' 30' 60'
SCALE: 1" = 30'-0"
NORTH

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HYDROZONE LEGEND

- TREES, SHRUBS & GROUNDCOVERS - DRIP IRR SOUTH/ WEST EXPOSURE
- TREES, SHRUBS & GROUNDCOVERS - DRIP IRR NORTH/ EAST EXPOSURE
- TURF & BIORETENTION AREAS - MP ROTATOR SPRAY

Water Efficient Landscape Worksheet

Adapted from California Code of Regulations Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance

Use drop down menus or type in values in white cells only. Results appear in Yellow or Red highlighted cells below.

Site Information

Site Name → Slatten Ranch
Site Type → Residential — Allowed ETAF → 0.55
Annual Eto (inches/yr) → 55.43

Hydrozone or Planting Description (a)	Plant Factor (PF)	Irrigation Method (b)	Irrigation Efficiency (IE) (c)	ETAF (PF/IE)	Landscape Area (sqft.)	ETAF x Area	*Estimated Total Water Use (gal./yr.)
Regular Landscape Areas							
Low/Mod. Water Use Shrubs	0.4	Mod./Ave.	Drip	0.81	0.5	53,897	26,636	914,695
Low/Mod. Water Use Trees	0.4	Mod./Ave.	Bubbler	0.81	0.5	1,988	982	33,739
Turf	0.7	High	Overhead Spray	0.75	0.9	2,577	2,405	82,659
Bioretention	0.4	Mod./Ave.	Overhead Spray	0.75	0.5	11,484	6,125	210,489
					SUBTOTAL →	69,946	36,128	1,241,580
Special Landscape Areas								
1					1		0	0
2					1	0	0	0
3					1	0	0	0
					SUBTOTAL →	0	0	0
					**Estimated Total Water Use (ETWU) →			1,241,580
					Maximum Allowed Water Allowance (MAWA) →			1,322,093

(a) Hydrozone #/Planting Description
1.) Front Lawn
2.) low water use planting
3.) medium water use

(b) Irrigation Method
Overhead Spray
Drip
Bubbler

(c) Irrigation Efficiency
0.75 for spray head
0.81 for drip

(*) ETWU (Annual Gallons Required)=
Eto x 0.62 x ETAF x Area where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year

(**) MAWA (Annual Gallons Allowed)=
(Eto) x (0.62) x [(ETAF x LA) + ((1-ETAF) x SLA)]
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, and ETAF is 0.55 for residential areas and 0.45 for non-residential areas.

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	36,128
Total Area	69,946
Average ETAF	0.52

All Landscape Areas

Total ETAF x Area	36,128
Total Area	69,946
Sitewide ETAF	0.52

Notes:

Average ETAF (ET adjustment Factor) for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

Calculator developed to meet code effective Dec. 1, 2015
This calculator is for estimating purposes only.

MWELO STATEMENT OF COMPLIANCE

"I HAVE COMPLIED WITH THE CRITERIA OF THE CITY OF ANTIOCH WATER EFFICIENT LANDSCAPING ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND IRRIGATION DESIGN PLAN."

PHILIP A. VANDERTOOLEN, PRESIDENT
VANDERTOOLEN ASSOCIATES, INC.
CA LICENSE # 2798

IRRIGATION CONCEPT STATEMENT

THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE 23 - DIVISION 2-CHAPTER 2.7) AND THE CITY OF ANTIOCH WATER EFFICIENT LANDSCAPE STANDARDS.

THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.

THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS.

PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPO-TRANSPIRATION RATES. THE ENTIRE SITE WILL BE DESIGNED TO RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFICIENT.

IRRIGATION NOTES

1. IRRIGATION ZONES: ALL LANDSCAPED AREAS HAVE AN IRRIGATION ZONE DESIGNATION OF "SHRUBS / GROUNDCOVERS/ TREES' OR 'TURF." NO IRRIGATION ZONES FOR ANNUALS AND TURFED SLOPES EXCEEDING 10% ARE PROPOSED.

2. DEPTH OF IRRIGATION LINES: ALL ON-GRADE LATERAL LINES SHALL BE BURIED TO A DEPTH OF 18" MIN. ALL ON-GRADE MAINLINES SHALL BE BURIED TO A DEPTH OF 24" MIN.

3. BACKFLOW PREVENTER: BACKFLOW PREVENTER SHALL BE A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER (FEBCO 825Y OR EQUAL) TYPE AS APPROVED BY WATER PURVEYOR.

4. IRRIGATION SPRINKLER TYPES: ALL SPRINKLERS SHALL UTILIZE MATCHED PRECIPITATION, PRESSURE COMPENSATING NOZZLES FOR MAXIMUM UNIFORMITY OF DISTRIBUTION. IRRIGATION SYSTEMS TO BE INSPECTED PERIODICALLY FOR BROKEN OR DEFICIENT EQUIPMENT.

5. IRRIGATION CONTROLLERS: CONTROLLER SHALL BE AN AUTOMATIC ET (EVAPOTRANSPIRATION) WITH MULTIPLE PROGRAMMING CAPABILITY. CONTROLLER TO BE REPROGRAMMED SEASONALLY TO MINIMIZE RUNOFF OR OVER WATERING. MOISTURE SENSING DEVICES SHALL BE UTILIZED TO CONTROL IRRIGATION CYCLES ACCORDING TO SPECIFIC IRRIGATION REQUIREMENTS.

6. CLASS OF IRRIGATION PIPE: ALL MAINLINE SHALL BE PVC 315 FOR DIAMETERS 2" OR LARGER & PVC SCHEDULE 40 FOR DIAMETERS LESS THAN 2". ALL LATERAL LINE SHALL BE CLASS 200 PVC.

7. IRRIGATION EMITTERS: ALL SHRUB/ GROUNDCOVER AREAS SHALL BE IRRIGATED USING DRIP IRRIGATION SYSTEM. ALL TREE AREAS SHALL BE IRRIGATED USING BUBBLER IRRIGATION SYSTEM.

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SLATTEN RANCH

Antioch, California

HYDROZONE PLAN

CONCEPTUAL LANDSCAPE PLAN
JANUARY 8, 2024

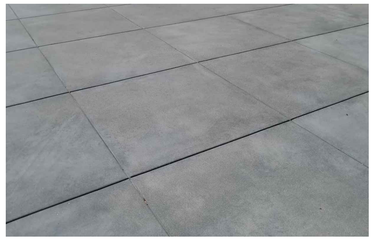
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0' 15' 30' 60'
SCALE: 1" = 30'-0"
NORTH

L-5
Project No. 00323

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A DECORATIVE PAVING



B DOG PARK



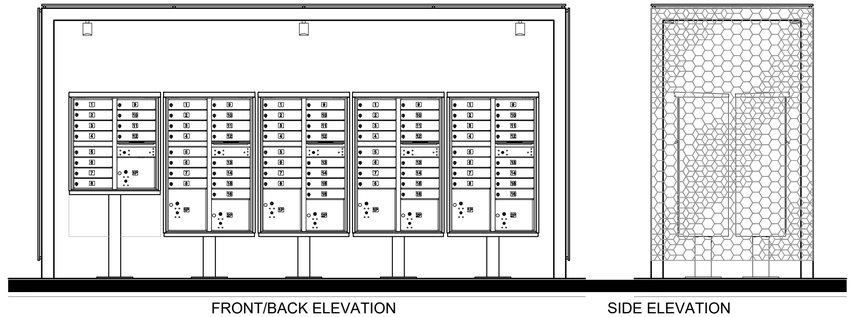
C BOCCE



D MULTIPURPOSE TURF AREA



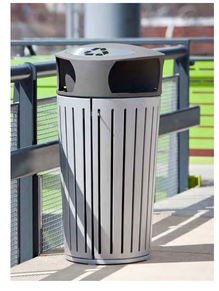
D CHILDREN'S PLAY AREA



FRONT/BACK ELEVATION

SIDE ELEVATION

F CLUSTER MAILBOX



G RECEPTACLE



H BIKE RACK



I BENCH



J PICNIC TABLE



K POST TOP LIGHT & BOLLARD

POST TOP LIGHT HEIGHT: 16 FT
BOLLARD LIGHT HEIGHT: 3 FT

NOTE: THE PROPOSED SITE AMENITY DESIGNS ARE CONCEPTUAL. SIMILARLY THEMED DESIGN, COLORS & MATERIALS MAY BE SELECTED BASED UPON PRODUCT AVAILABILITY AT TIME OF INSTALLATION.

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SLATTEN RANCH
Antioch, California

HARDSCAPE AND FURNISHING IMAGERY

JANUARY 8, 2024

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L-6

Project No. 00323

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TREES (TIER 3)


ACER R. 'ARMSTRONG'


ARBUTUS 'MARINA'


CARPINUS B. 'FRANS FONTAINE'


GINKGO B. 'PRINCETON SENTRY'


LAGERSTROEMIA I. 'MUSKOGEE'


LAURUS 'SARATOGA'


LIRIODENDRON TULIPIFERA


PISTACIA C. 'KEITH DAVEY'


PLATANUS A. 'COLUMBIA'


PRUNUS C. 'KRAUTER VESUVIUS'


QUERCUS ILEX


ZELKOVA S. 'MUSASHINO'

SHRUBS & VINES (TIER 2)


CALLISTEMON V. 'LITTLE JOHN'


CISTUS SPP.


DIETES SPP.


DODONAEA V. 'PURPUREA'


GALVEZIA S. 'FIRECRACKER'


NANDINA DOMESTICA


PARTHENOCISSUS TRICUSPIDATA


PHORMIUM SPP.


PITTOSPORUM TOBIRA


RHAPHIOLEPIS INDICA


SALVIA SPP.


TEUCRIUM F. 'COMPACTUM'

ACCENT SHRUBS & GROUNDCOVERS (TIER 1)


ACHILLEA SPP.


ANIGOZANTHOS 'KANGA RED'

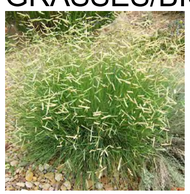

ERIGERON KARVINSKIANUS


LIRIOPE SPICATA

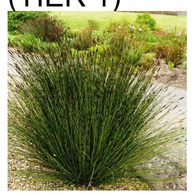

MYOPORUM PARVIFOLIUM


PENSTEMON H. 'MARGARITA BOP'

GRASSES/BIORETENTION (TIER 1)

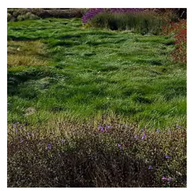

BOUTELOUA G. 'BLONDE AMBITION'


CALAMAGROSTIS X A. 'KARL FOERSTER'


CHONDROPETALUM TECTORUM


ELYMUS C. 'CANYON PRINCE'


MUHLENBERGIA RIGENS

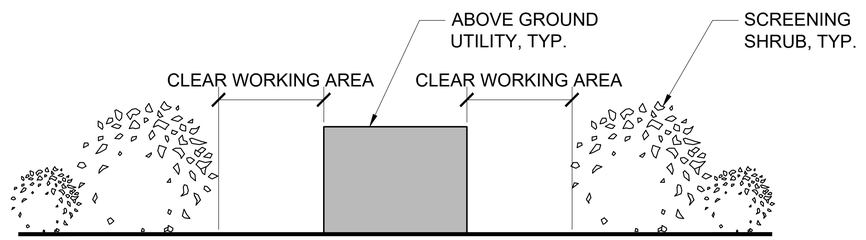

BIORETENTION SOD

PROPOSED PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	NATIVE/ ADAPTIVE	SIZE	H X W
	TREES (TIER 3)					
	ACER R. 'ARMSTRONG'	ARMSTRONG MAPLE	M	A	15 GAL	45' X 15'
	ARBUTUS 'MARINA'	MADRONE	L	A	15 GAL	35' X 25'
	CARPINUS B. 'FRANS FONTAINE'	HORNBEAM	M	A	15 GAL	35' X 12'
	GINKGO B. 'PRINCETON SENTRY'	MAIDENHAIR TREE	M	A	15 GAL	45' X 15'
	LAGERSTROEMIA I. 'MUSKOGEE'	CRAPE MYRTLE	L	A	24" BOX	20' X 12'
	LAURUS 'SARATOGA'	SARATOGA SWEET BAY	L	A	15 GAL	30' X 25'
	LIRIODENDRON TULIPIFERA	TULIP TREE	M	A	15 GAL	75' X 35'
	PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	L	A	15 GAL	50' X 50'
	PLATANUS A. 'COLUMBIA'	LONDON PLANE TREE	M	A	24" BOX	75' X 35'
	PODOCARPUS M. 'MAKI'	SHRUBBY YEW PINE	M	A	15 GAL	10' X 3'
	PRUNUS C. 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	M	A	15 GAL	18' X 12'
	QUERCUS ILEX	HOLLY OAK	L	A	15 GAL	50' X 50'
	ZELKOVA S. 'MUSASHINO'	SAWLEAF ZELKOVA	M	A	15 GAL	40' X 15'
	SHRUBS & VINES (TIER 2)					
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLEBRUSH	L	A	5 GAL	3' X 3'
	CISTUS SPP.	ROCKROSE	L	A	5 GAL	4' X 4'
	DIETES SPP.	FORTNIGHT LILY	L	A	5 GAL	3' X 3'
	DODONAEA V. 'PURPUREA'	HOPSEED BUSH	L	A	5 GAL	12' X 10'
	FICUS PUMILA	CREEPING FIG	M	A	5 GAL	30' X 30'
	GALVEZIA SPECIOSA 'FIRECRACKER'	ISLAND SNAPDRAGON	L	N	5 GAL	2' X 3'
	GREVILLEA X 'NOELLI'	GREVILLEA	L	A	5 GAL	4' X 4'
	LIGUSTRUM JAPONICUM 'TEXANUM'	WAXLEAF PRIVET	L	A	5 GAL	9' X 5'
	LOROPETALUM C. 'RAZZLEBERRI'	CHINESE FRINGE FLOWER	M	A	5 GAL	5' X 4'
	NANDINA DOMESTICA	HEAVENLY BAMBOO	L	A	5 GAL	6' X 3'
	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	M	A	5 GAL	30' X 30'
	PHORMIUM SPP.	NEW ZEALAND FLAX	L	A	5 GAL	3' X 3'
	PITTOSPORUM TOBIRA	TOBIRA	L	A	5 GAL	5' X 5'
	RHAMNUS CALIFORNICA 'EVE CASE'	COFFEE BERRY	L	N	5 GAL	6' X 6'
	RHAPHIOLEPIS INDICA	INDIA HAWTHORN	M	A	5 GAL	4' X 4'
	SALVIA SPP.	SAGE	L	A	5 GAL	3' X 3'
	SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELL CREEPER	L	A	5 GAL	4' X 4'
	TEUCRIUM FRUTICANS 'COMPACTUM'	BUSH GERMANDER	L	A	5 GAL	2' X 2'
	VERBENA LILACINA 'DE LA MINA'	CEDROS ISLAND VERBENA	L	A	5 GAL	2' X 3'
	WESTRINGIA FRUTICOSA	COASTAL ROSEMARY	L	A	5 GAL	5' X 8'
	ACCENT SHRUBS & GROUNDCOVERS (TIER 1)					
	ACHILLEA SPP.	YARROW	L	N	1 GAL	24" X 24"
	ANIGOZANTHOS 'KANGA RED'	KANGAROO PAW	L	A	1 GAL	24" X 24"
	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	L	A	1 GAL	12" X 36"
	LIRIOPE SPICATA	CREEPING LILY TURF	M	A	1 GAL	12" X 12"
	MYOPORUM PARVIFOLIUM	MYOPORUM	L	A	1 GAL	12" X 96"
	NEPETA FAASSENII 'WALKER'S LOW'	CATMINT	L	A	1 GAL	12" X 24"
	PENSTEMON H. 'MARGARITA BOP'	PENSTEMON	L	N	1 GAL	24" X 24"
	SCAEVOLA 'MAUVE CLUSTERS'	SCAEVOLA	L	A	1 GAL	6" X 48"
	GRASSES (TIER 1)					
	BOUTELOUA G. 'BLONDE AMBITION'	BLUE GRAMA	L	N	1 GAL	2' X 2'
	CALAMAGROSTIS X A. 'KARL FOERSTER'	FEATHER REED GRASS	L	A	1 GAL	3' X 2'
	CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	L	A	5 GAL	3' X 3'
	FESTUCA MAIREI	ATLAS FESCUE	L	A	1 GAL	2' X 3'
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	L	A	1 GAL	2' X 3'
	BIORETENTION (TIER 1)					
	CAREX TUMULICOLA	BERKELEY SEDGE	I	N	1 GAL	1' X 2'
	ELYMUS C. 'CANYON PRINCE'	WILD RYE GRASS	L	N	1 GAL	2' X 3'
	JUNCUS PATENS	CALIFORNIA GRAY RUSH	L	N	1 GAL	2' X 2'
	MUHLENBERGIA RIGENS	DEER GRASS	L	N	1 GAL	4' X 4'
	BIOFILTRATION SOD	AVAILABLE AT DELTA BLUEGRASS (800) 637-8873	L	N	SOD	N/A
	TURF (TIER 1)					
	RHIZOMATOUS TALL FESCUE (RTF)	SELF-HEALING TURF	H	A	SOD	N/A

NOTES:

1. LANDSCAPE WILL UTILIZE LOW WATER USE PLANT MATERIALS, HYDRO ZONING AND EMPLOY WATER EFFICIENT LOW VOLUME DRIP AND SPRAY IRRIGATION AND SMART CONTROLLERS, SEE L-5 FOR HYDROZONE PLAN AND WATER USE CALCULATIONS.
2. LANDSCAPED AREAS SHALL INCORPORATE PLANTINGS UTILIZING THREE-TIER SYSTEM: (1) GRASSES AND GROUNDCOVERS, (2) SHRUBS AND VINES, AND (3) TREES PER CITY OF ANTIOCH ODS 3.3.1.C.



SCREEN PLANTING FOR UTILITIES

DeNova Homes
Building a Better Community
1500 WILLOW PASS COURT
CONCORD, CA 94520
(925) 685-0110

SLATTEN RANCH
Antioch, California

PLANT IMAGERY
JANUARY 8, 2024

vanderToolen Associates
700 Ygnacio Valley Rd.
Suite 100
Walnut Creek, CA 94596
tel: 925.274.1305
www.vandertoolen.com

L-7
Project No. 00323

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SLATTEN RANCH

ANTIOCH, CA | DECEMBER 20, 2023



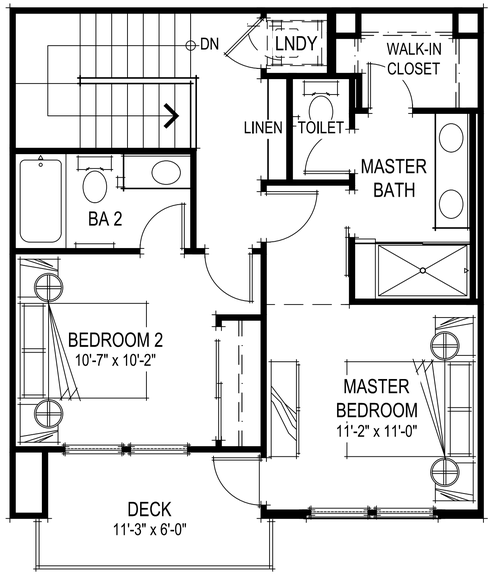
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December 20, 2023

COVER SHEET
A000

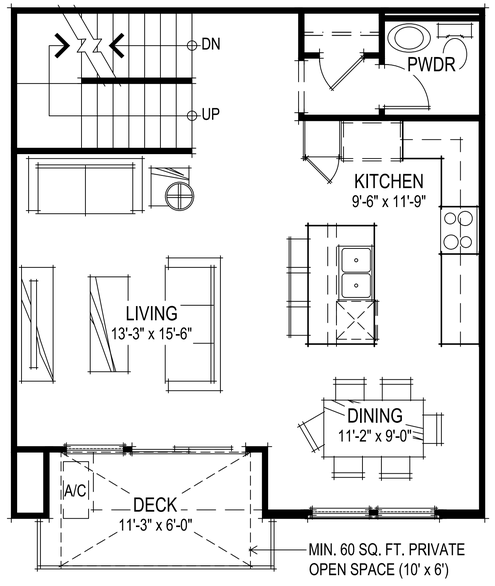
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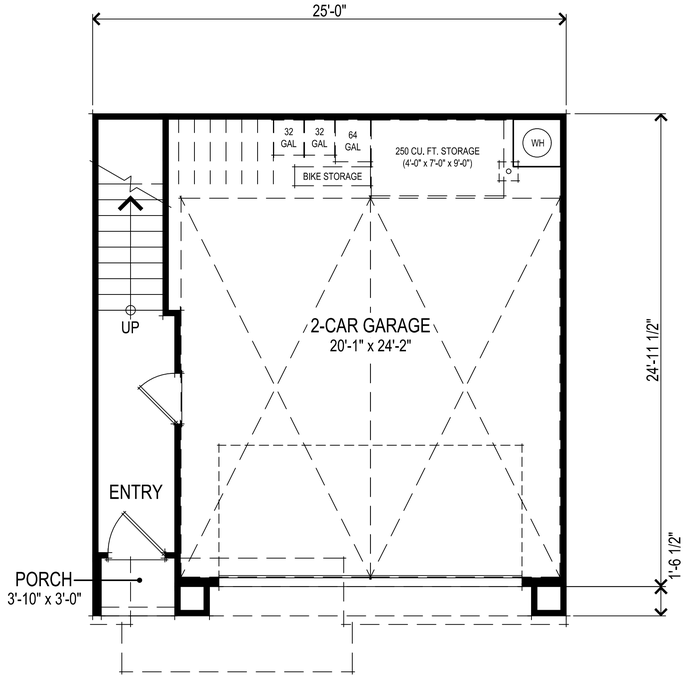
A42



THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	103 SQ. FT.
SECOND FLOOR	631 SQ. FT.
THIRD FLOOR	559 SQ. FT.
TOTAL LIVING	1293 SQ. FT.
2-CAR GARAGE	517 SQ. FT.
DECK	140 SQ. FT.

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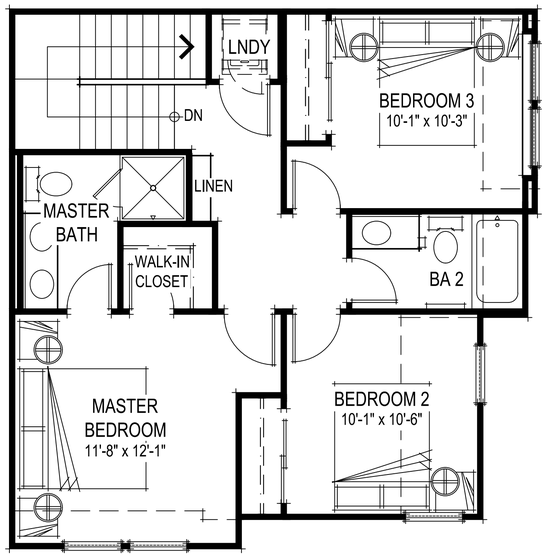
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Antioch, CA
December 20, 2023

BACK TO BACK TOWNHOMES

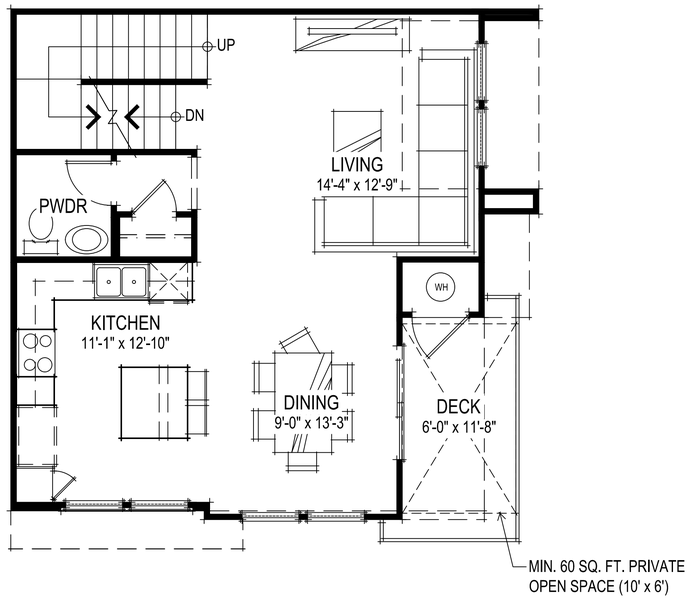
UNIT BB1 FLOOR PLANS
A001

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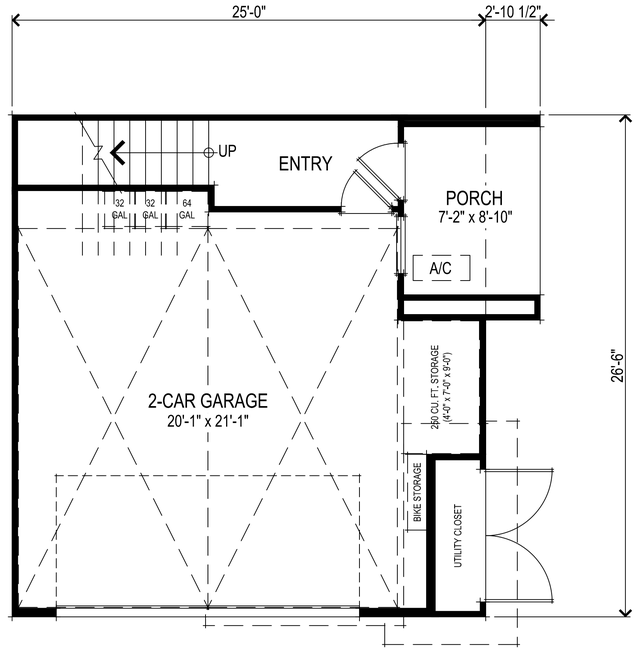
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THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	95 SQ. FT.
SECOND FLOOR	625 SQ. FT.
THIRD FLOOR	694 SQ. FT.
TOTAL LIVING	1414 SQ. FT.
2-CAR GARAGE	501 SQ. FT.
DECK	70 SQ. FT.

0 1' 2' 3' 4' 8'

307.081 Slatten Ranch
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December 20, 2023

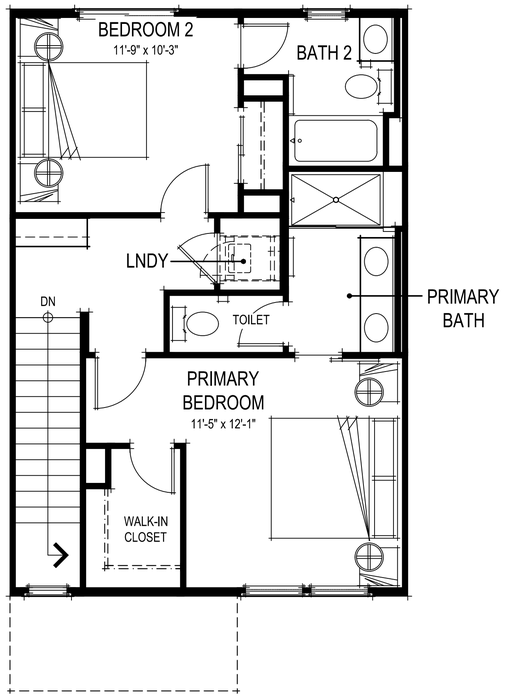
BACK TO BACK TOWNHOMES

UNIT BB2 FLOOR PLANS
A002

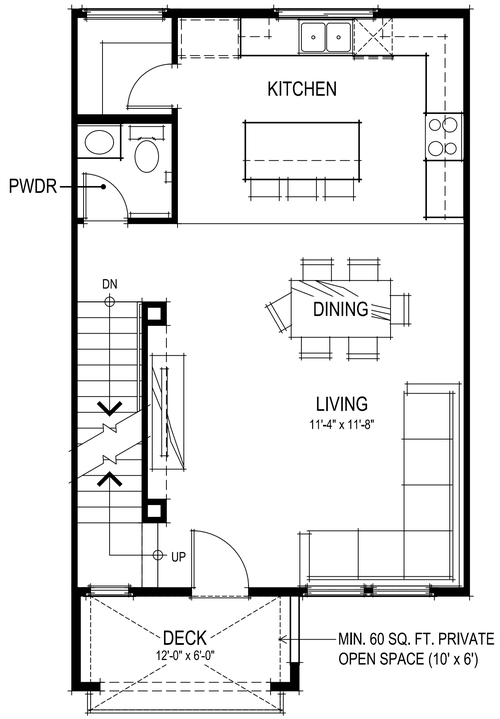
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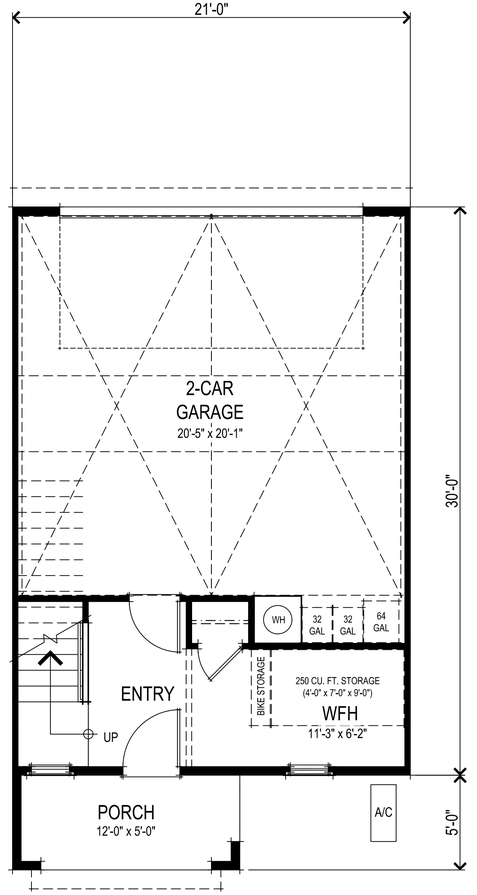
A44



THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	179 SQ. FT.
SECOND FLOOR	654 SQ. FT.
THIRD FLOOR	599 SQ. FT.
TOTAL LIVING	1432 SQ. FT.
2-CAR GARAGE	454 SQ. FT.
DECK	70 SQ. FT.

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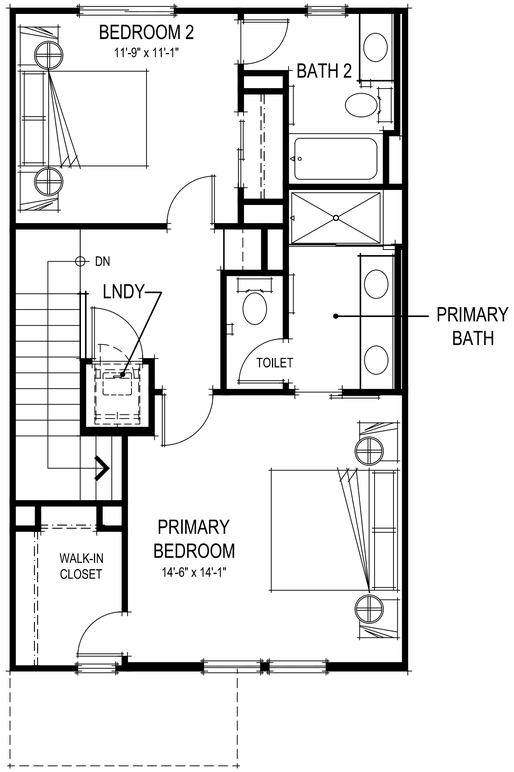
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ROW TOWNHOMES

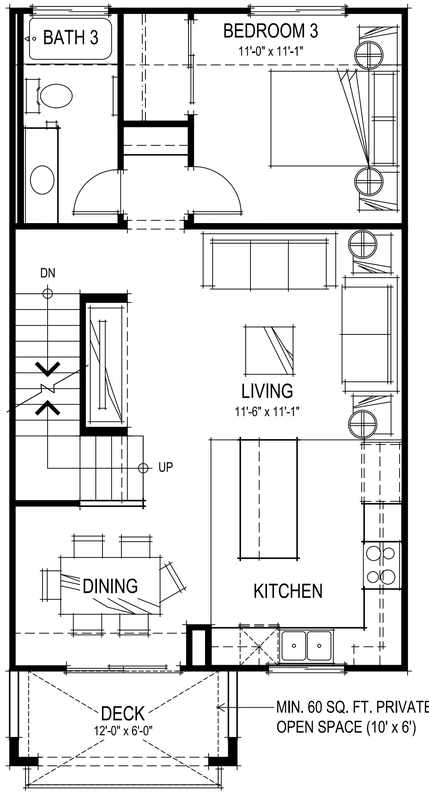
UNIT RT1 FLOOR PLANS
A003

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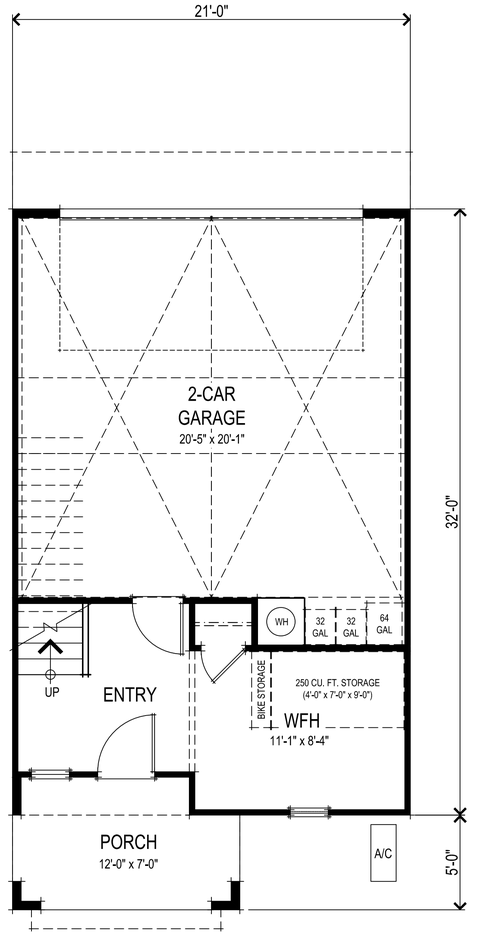
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THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	203 SQ. FT.
SECOND FLOOR	738 SQ. FT.
THIRD FLOOR	677 SQ. FT.
TOTAL LIVING	1618 SQ. FT.
2-CAR GARAGE	453 SQ. FT.
DECK	70 SQ. FT.

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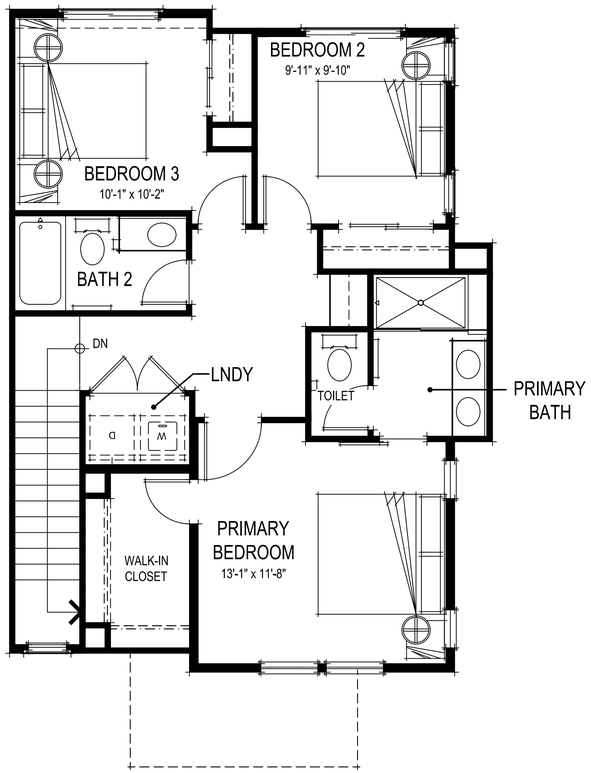
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ROW TOWNHOMES

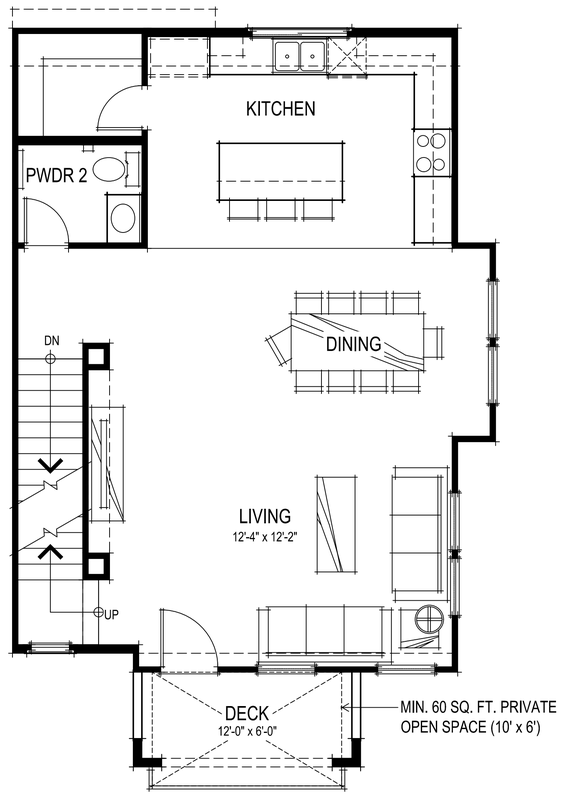
UNIT RT2 FLOOR PLANS
A004

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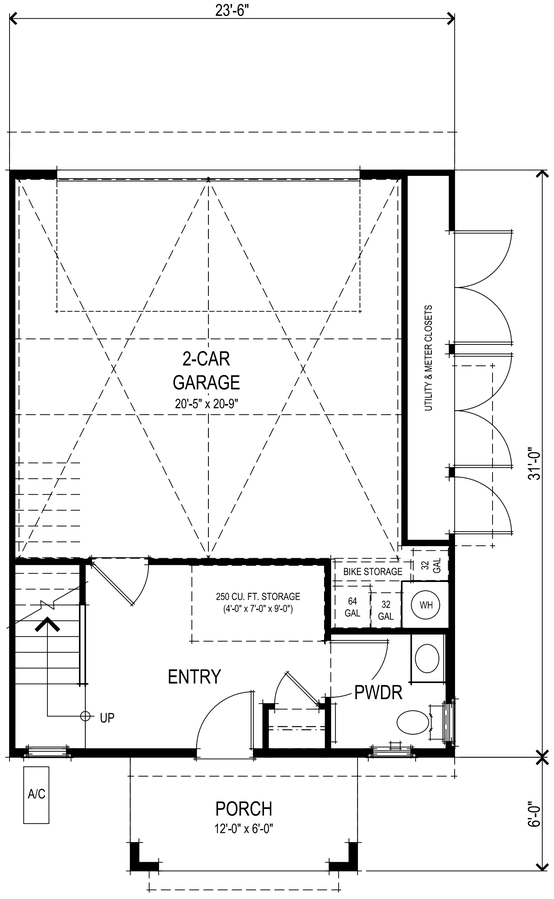
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THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	221 SQ. FT.
SECOND FLOOR	815 SQ. FT.
THIRD FLOOR	755 SQ. FT.
TOTAL LIVING	1791 SQ. FT.
2-CAR GARAGE	470 SQ. FT.
DECK	70 SQ. FT.

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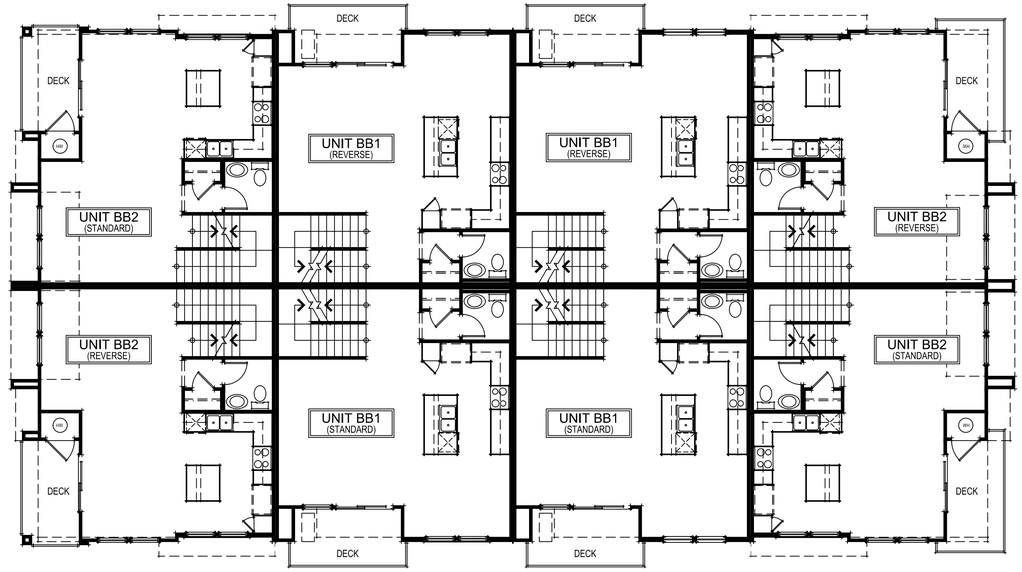
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ROW TOWNHOMES

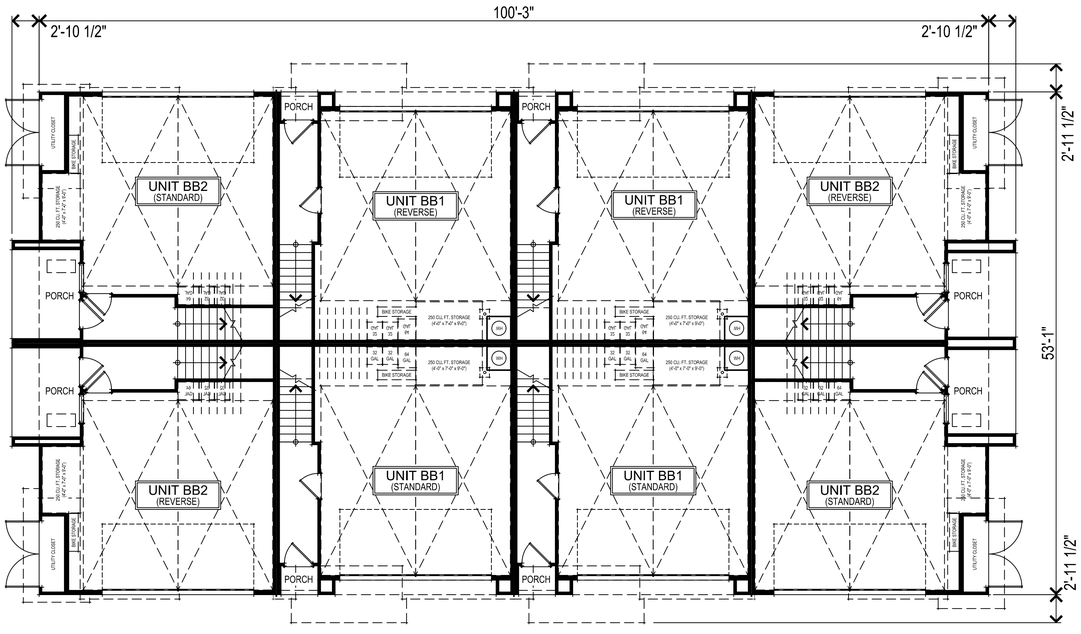
UNIT RT3 FLOOR PLANS
A005

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SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6 8' 16'

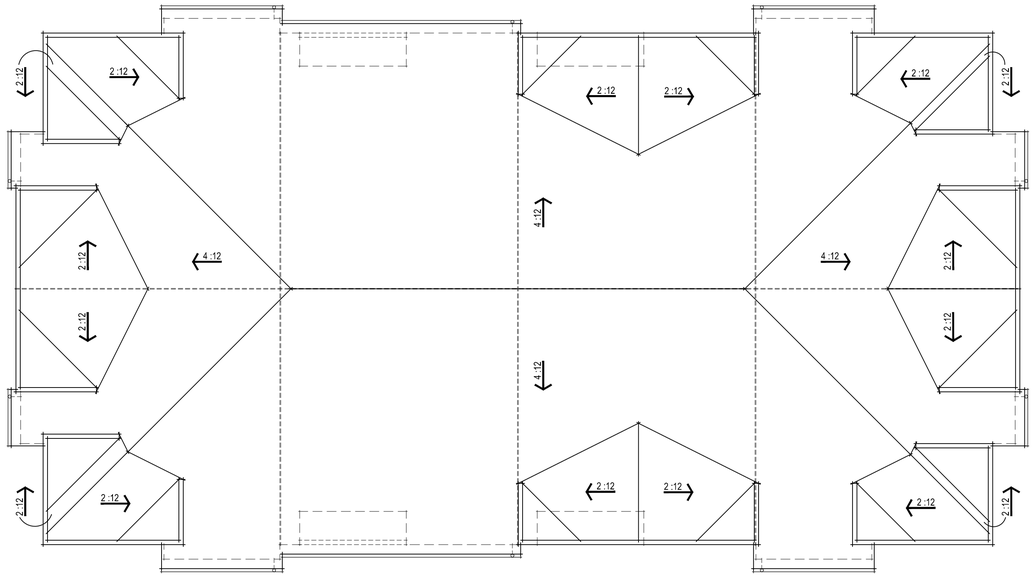
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BACK TO BACK TOWNHOMES

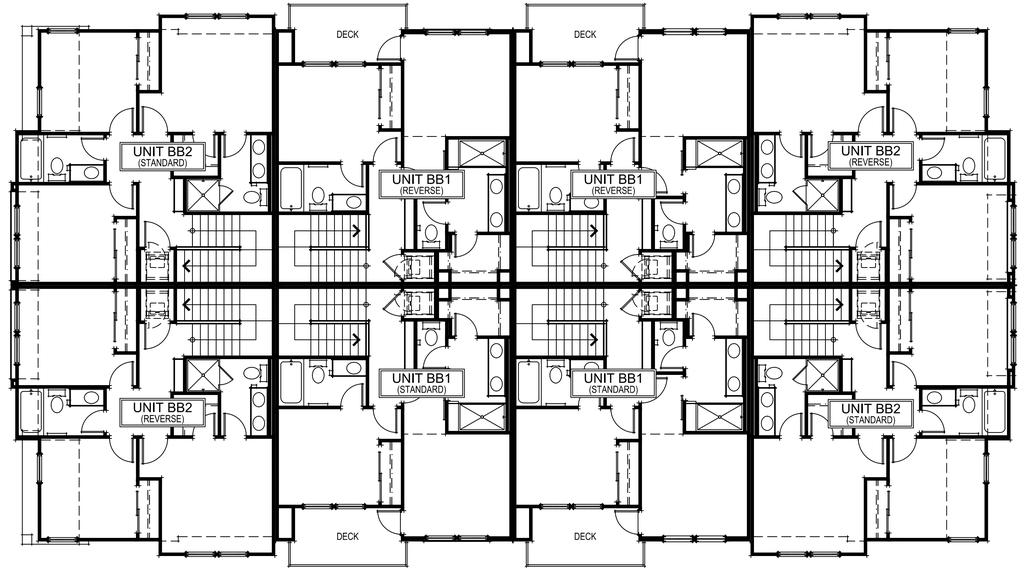
8 UNIT B2B BLDG FIRST & SECOND FLOOR PLANS
A006

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ROOF PLAN



THIRD FLOOR PLAN

0 2' 4' 6 8' 16'

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Antioch, CA
December 20, 2023

BACK TO BACK TOWNHOMES

8 UNIT B2B BLDG THIRD FLOOR & ROOF PLANS
A007

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RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

SHADED WINDOW CALCULATION	
TOTAL WINDOWS:	152
SHADED WINDOWS:	36
PERCENTAGE SHADED:	23.7%
PERCENTAGE REQUIRED:	20%

BACK TO BACK TOWNHOMES

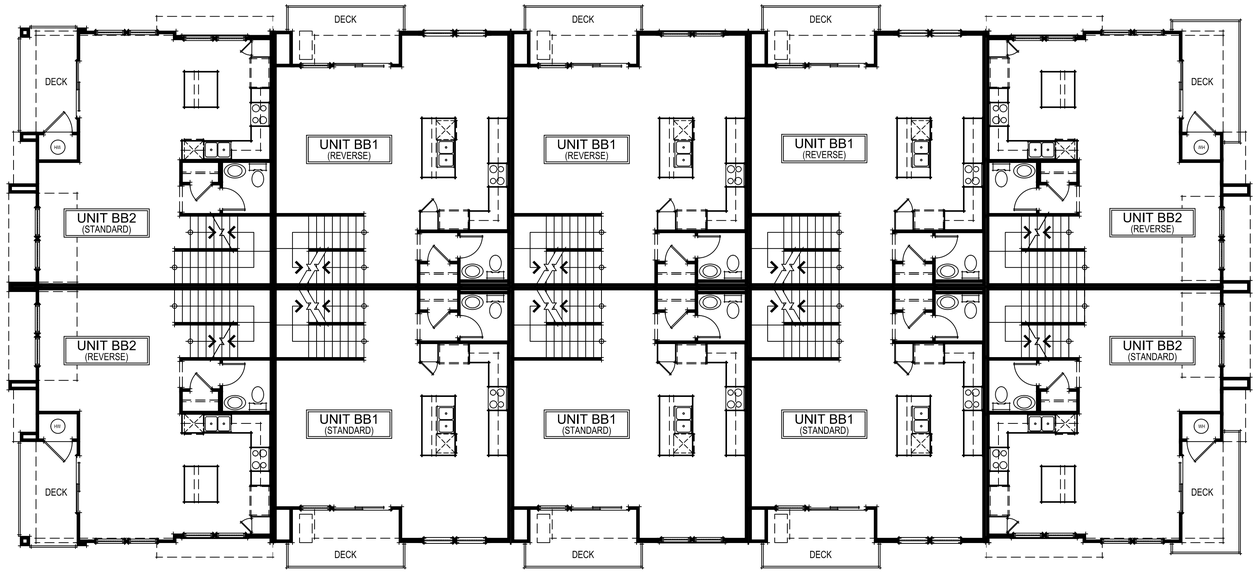
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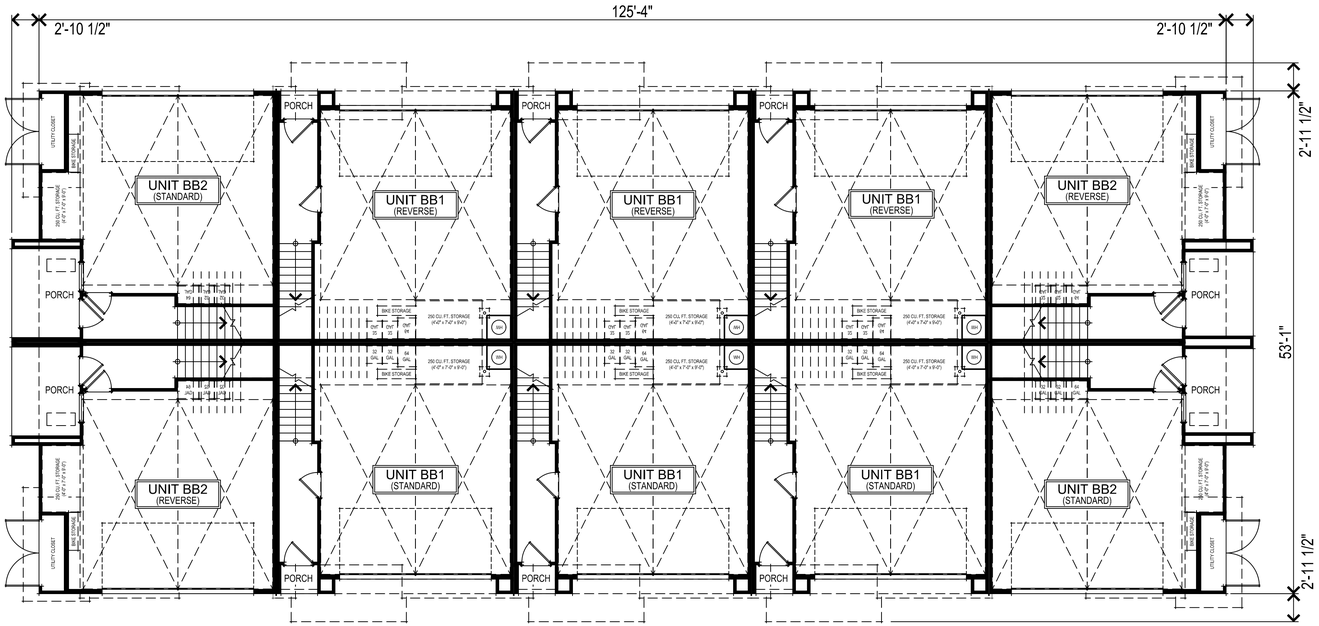
8 UNIT B2B BLDG ELEVATIONS
A008

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SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6 8' 16'

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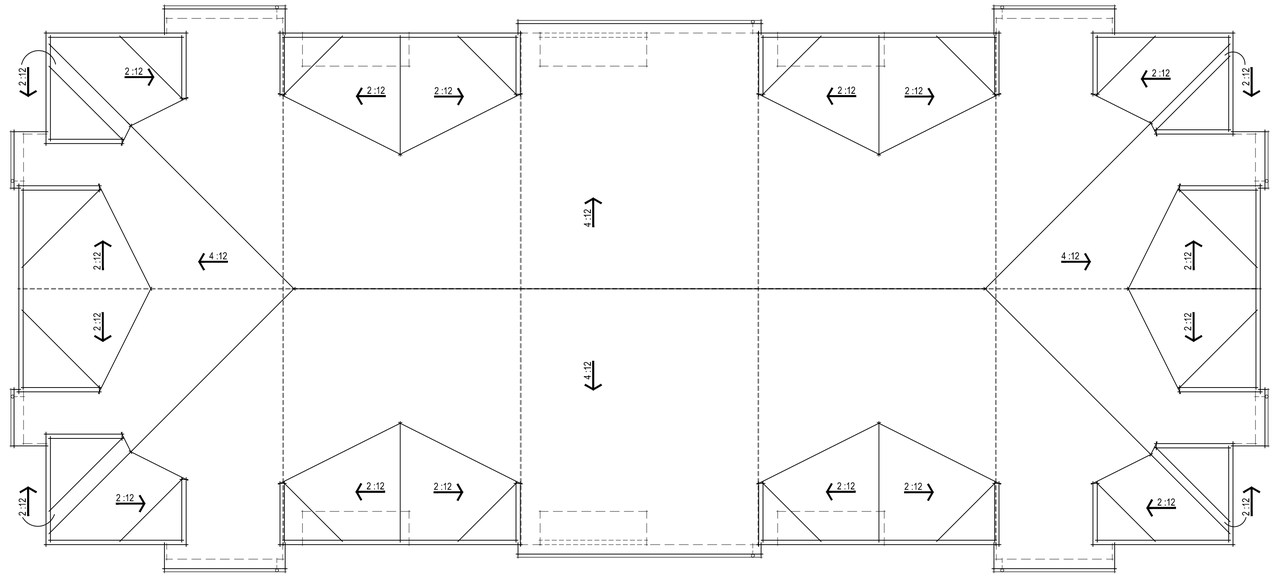
BACK TO BACK TOWNHOMES

10 UNIT B2B BLDG FIRST & SECOND FLOOR PLANS
A009

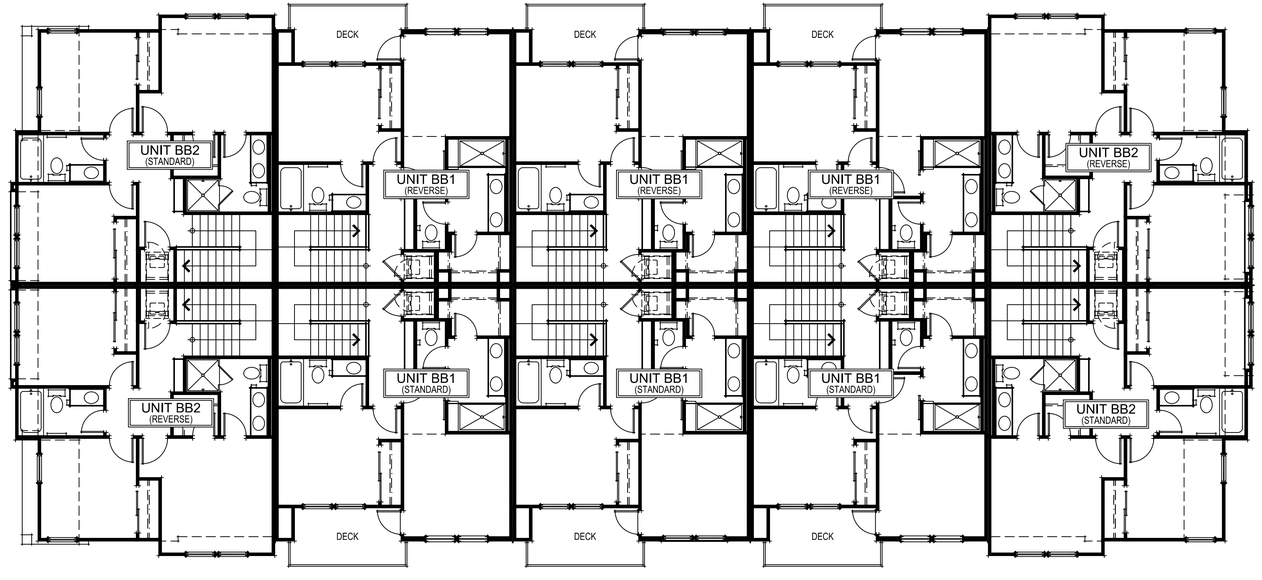
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925.634.7000 | sdgarchitectsinc.com

A51



ROOF PLAN



THIRD FLOOR PLAN

0 2' 4' 6 8' 16'

307.081 Slatten Ranch
Antioch, CA
December 20, 2023

BACK TO BACK TOWNHOMES

10 UNIT B2B BLDG THIRD FLOOR & ROOF PLANS
A010

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RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

SHADED WINDOW CALCULATION	
TOTAL WINDOWS:	178
SHADED WINDOWS:	46
PERCENTAGE SHADED:	25.8%
PERCENTAGE REQUIRED:	20%

BACK TO BACK TOWNHOMES

0 2' 4' 6 8' 16'

10 UNIT B2B BLDG ELEVATIONS

A011

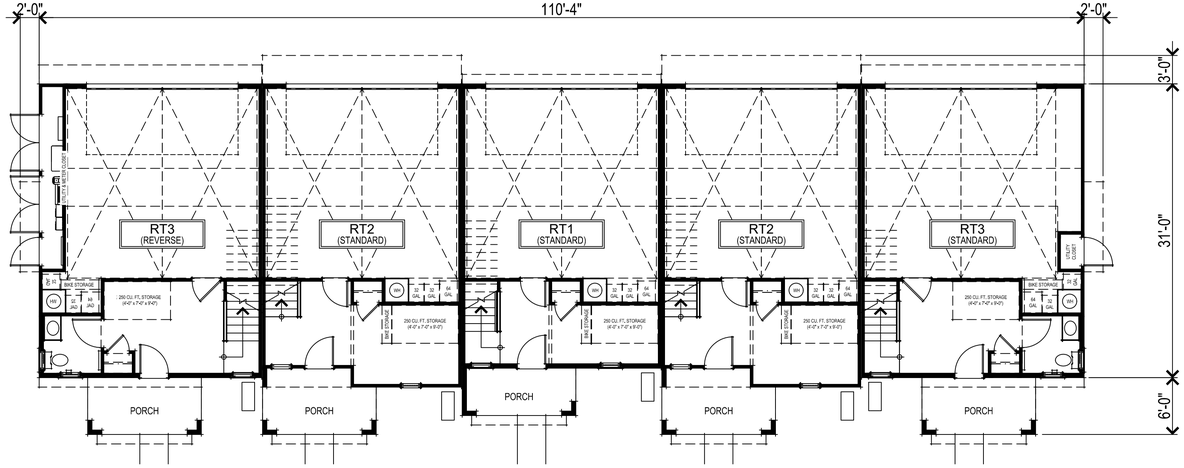
307.081 Slatten Ranch
Antioch, CA
December 20, 2023

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SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6' 8' 16'

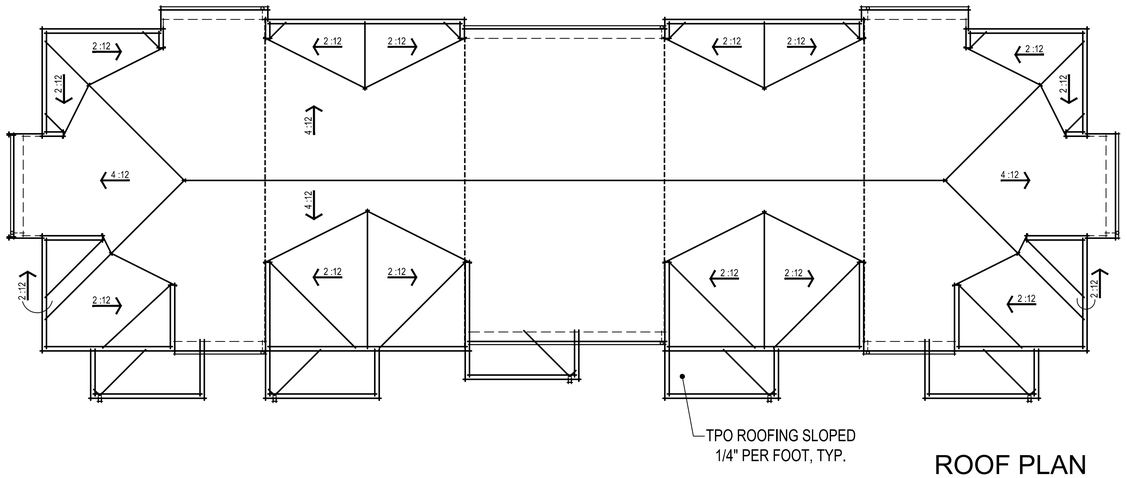
307.081 Slatten Ranch
Antioch, CA
December 20, 2023

ROW TOWNHOMES

5 UNIT RT BLDG FIRST & SECOND FLOOR PLANS
A012

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ROOF PLAN



THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

307.081 Slatten Ranch
Antioch, CA
December 20, 2023

ROW TOWNHOMES

5 UNIT RT BLDG THIRD FLOOR & ROOF PLANS
A013

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UTILITY CLOSET

RIGHT ELEVATION



REAR ELEVATION



UTILITY CLOSET

LEFT ELEVATION



FRONT ELEVATION

SHADED WINDOW CALCULATION	
TOTAL WINDOWS:	86
SHADED WINDOWS:	18
PERCENTAGE SHADED:	20.9%
PERCENTAGE REQUIRED:	20%

ROW TOWNHOMES

307.081 Slatten Ranch
Antioch, CA
December 20, 2023

0 2' 4' 6' 8' 16'

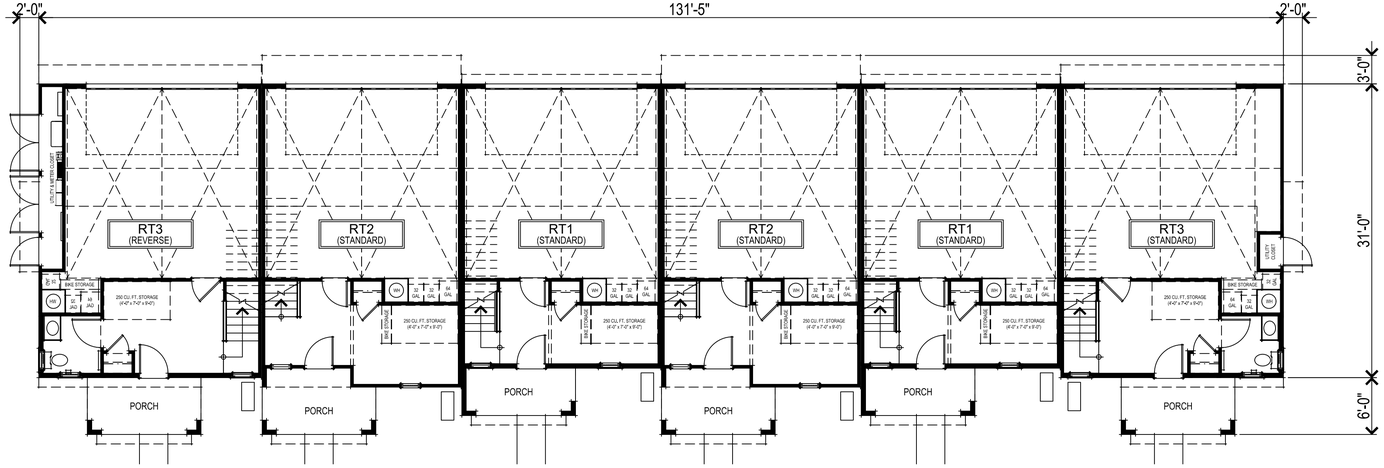
5 UNIT RT BLDG ELEVATIONS
A014

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SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6' 8' 16'

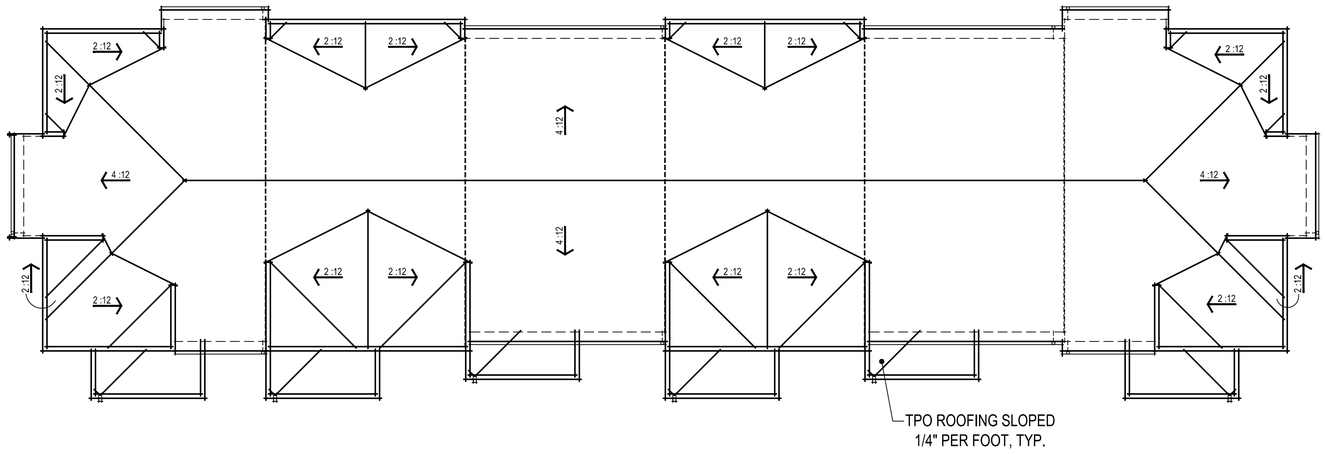
307.081 Slatten Ranch
Antioch, CA
December 20, 2023

ROW TOWNHOMES

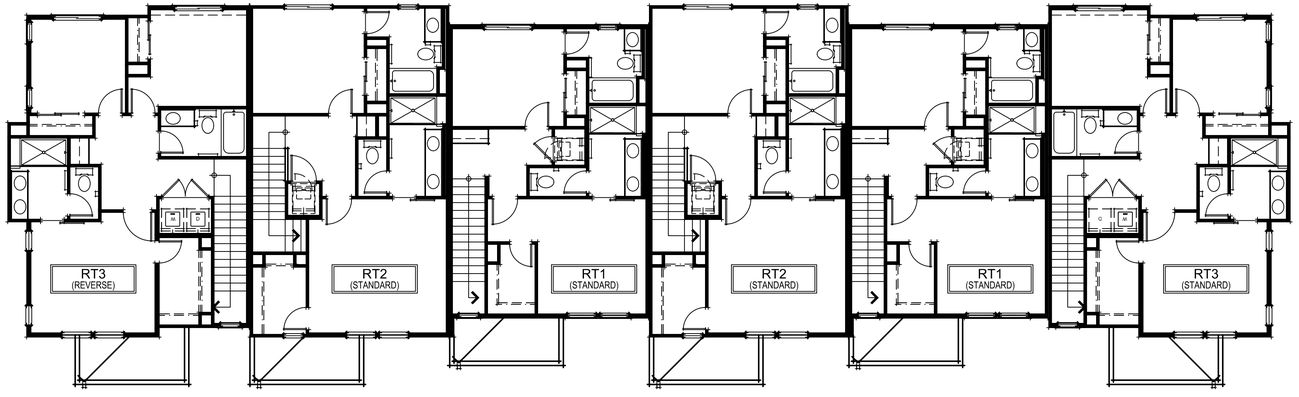
6 UNIT RT BLDG FIRST & SECOND FLOOR PLANS
A015

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ROOF PLAN



THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

307.081 Slatten Ranch
Antioch, CA
December 20, 2023

ROW TOWNHOMES

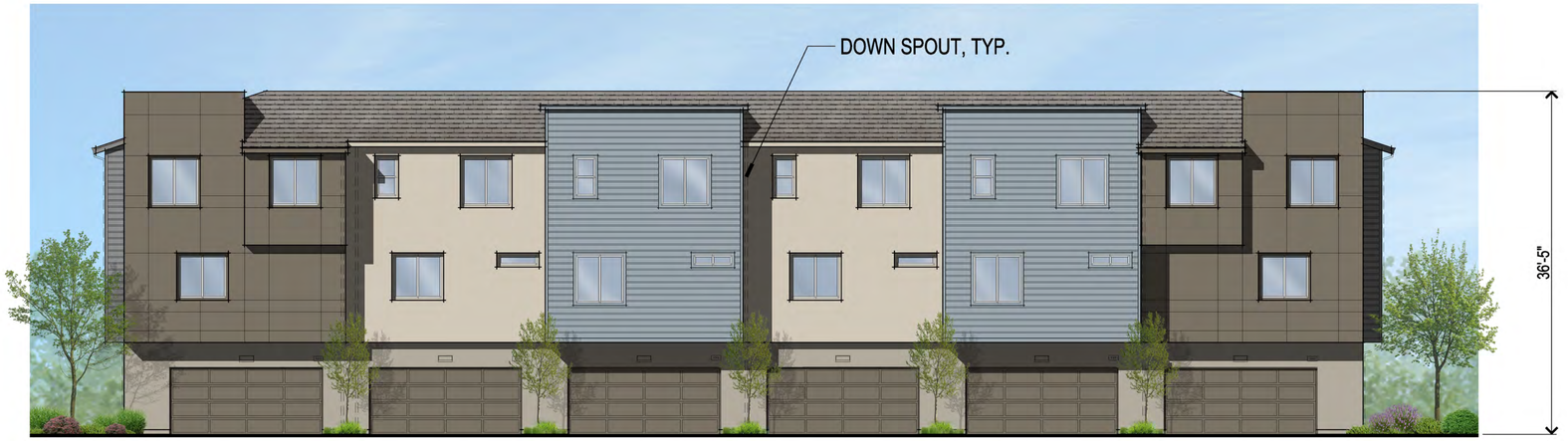
6 UNIT RT BLDG THIRD FLOOR & ROOF PLANS
A016

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RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

SHADED WINDOW CALCULATION	
TOTAL WINDOWS:	102
SHADED WINDOWS:	24
PERCENTAGE SHADED:	23.5%
PERCENTAGE REQUIRED:	20%

ROW TOWNHOMES

307.081 Slatten Ranch
Antioch, CA
December 20, 2023

0 2' 4' 6' 8' 16'

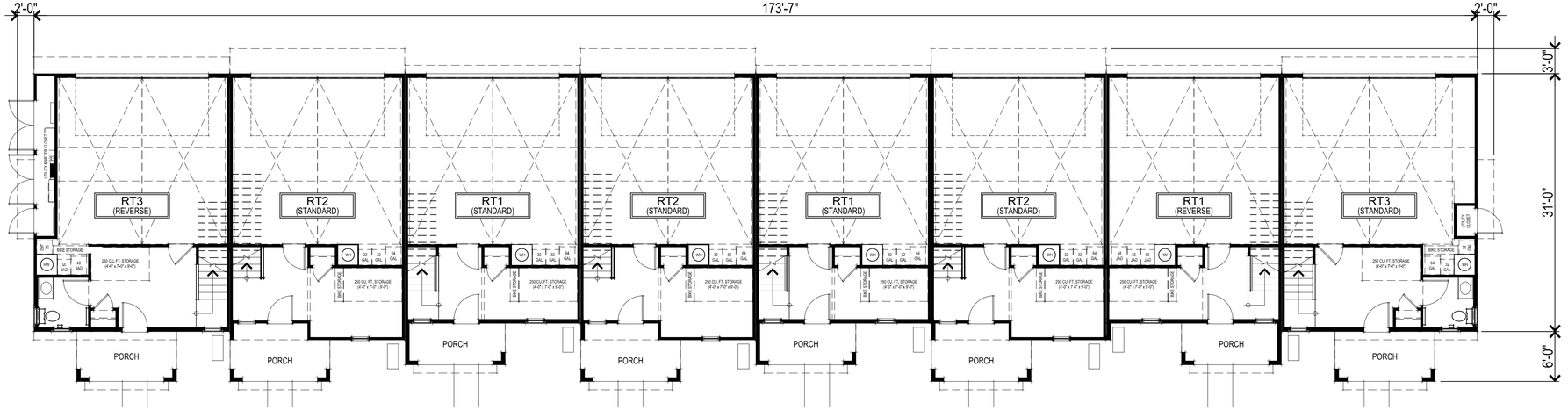
6 UNIT RT BLDG ELEVATIONS
A017

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SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6' 8' 16'

307.081 Slatten Ranch
Antioch, CA
December 20, 2023

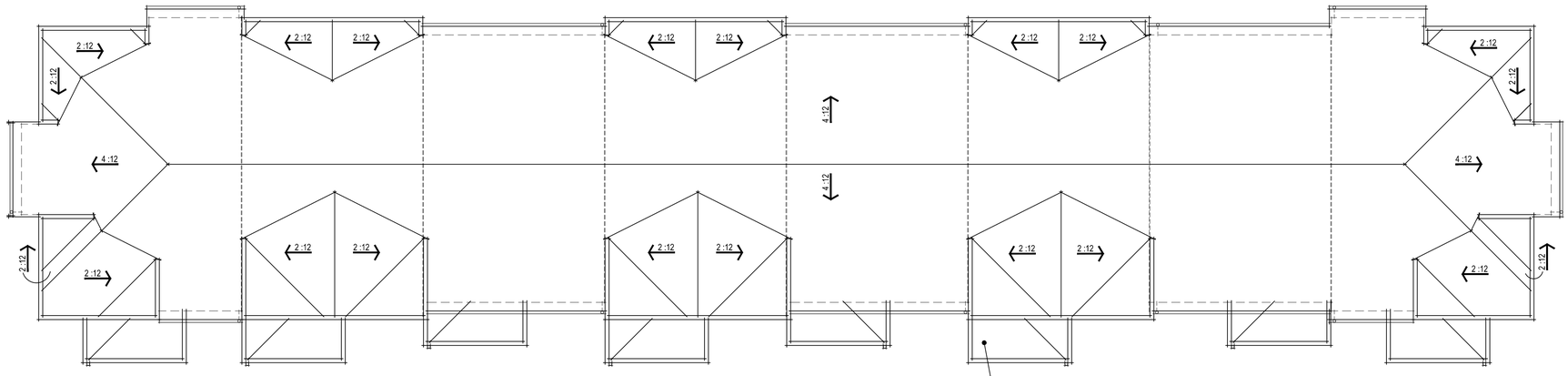
ROW TOWNHOMES

8 UNIT RT BLDG FIRST & SECOND FLOOR PLANS
A018

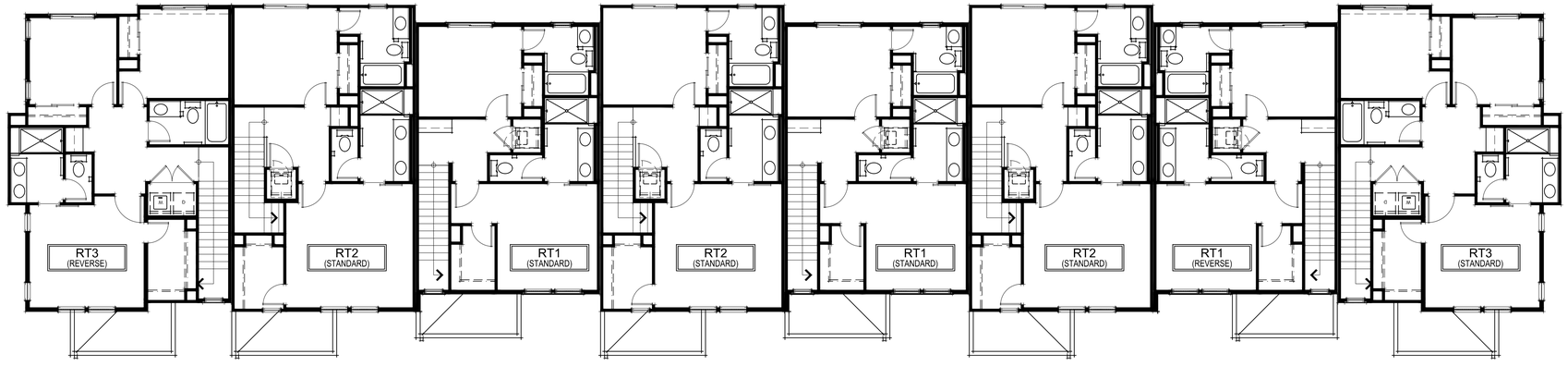
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A60



ROOF PLAN



THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

307.081 Slatten Ranch
Antioch, CA
December 20, 2023

ROW TOWNHOMES

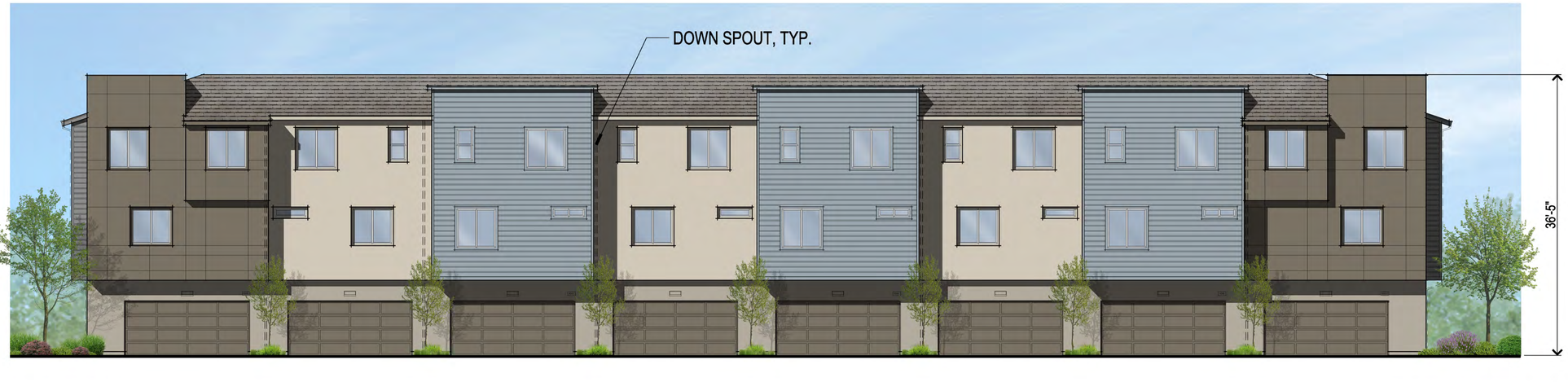
8 UNIT RT BLDG THIRD FLOOR & ROOF PLANS
A019

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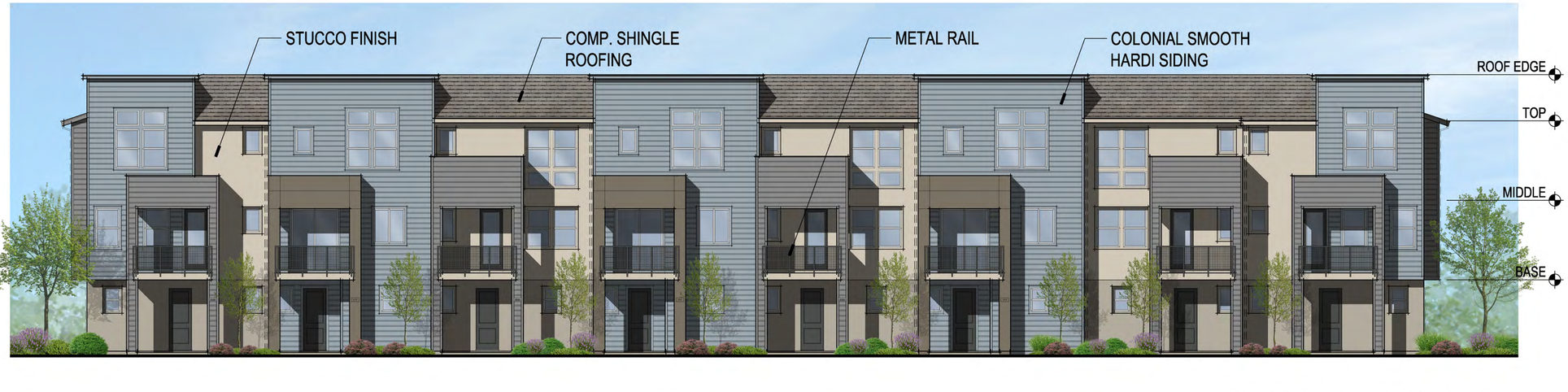
RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

SHADED WINDOW CALCULATION	
TOTAL WINDOWS:	126
SHADED WINDOWS:	32
PERCENTAGE SHADED:	25.4%
PERCENTAGE REQUIRED:	20%

ROW TOWNHOMES

307.081 Slatten Ranch
Antioch, CA
December 20, 2023

0 2' 4' 6' 8' 16'

8 UNIT RT BLDG ELEVATIONS
A020

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COLOR SCHEME 1



Roofing
CertainTeed - Weathered Wood

Stucco 1
KM4571 Cobblestone Street

Stucco 2
KM4581 Bat Wing

Stucco 3
KM4572 Tungsten

Siding 1
KM5825 Not My Fault

Siding 2
KM5757 Farmers Market

Entry Door & Railing
KMA89-5 Black Oak

Garage Doors
KM4581 Bat Wing

COLOR SCHEME 2



Roofing
CertainTeed - Weathered Wood

Stucco 1
KM4571 Cobblestone Street

Stucco 2
KM4581 Bat Wing

Stucco 3
KM4572 Tungsten

Siding 1
KM5825 Not My Fault

Siding 2
KM54880 Thunder Storm

Entry Door & Railing
KMA89-5 Black Oak

Garage Doors
KM4581 Bat Wing

Note: *All colors and textures are representative samples only, pending verification of actual material suppliers and manufacturers for this particular project.*

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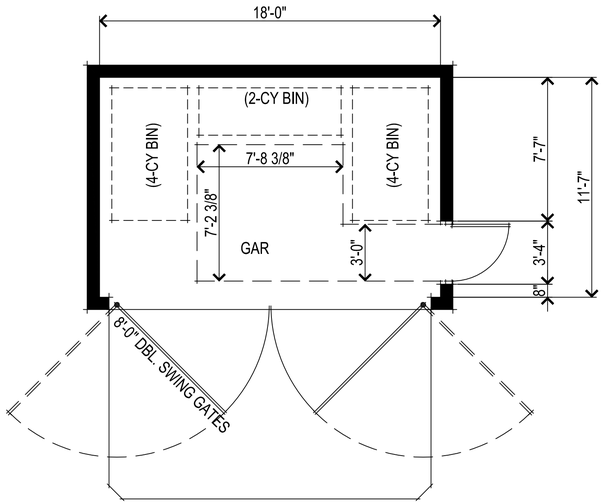
SW 7048 URBANE BRONZE



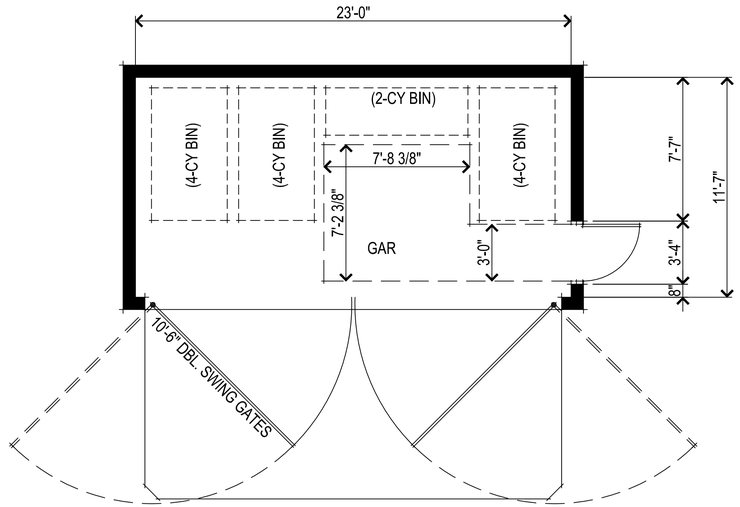
CALSTONE - AB CLASSIC STONE: TAN

EXTERIOR FINISH KEY NOTES

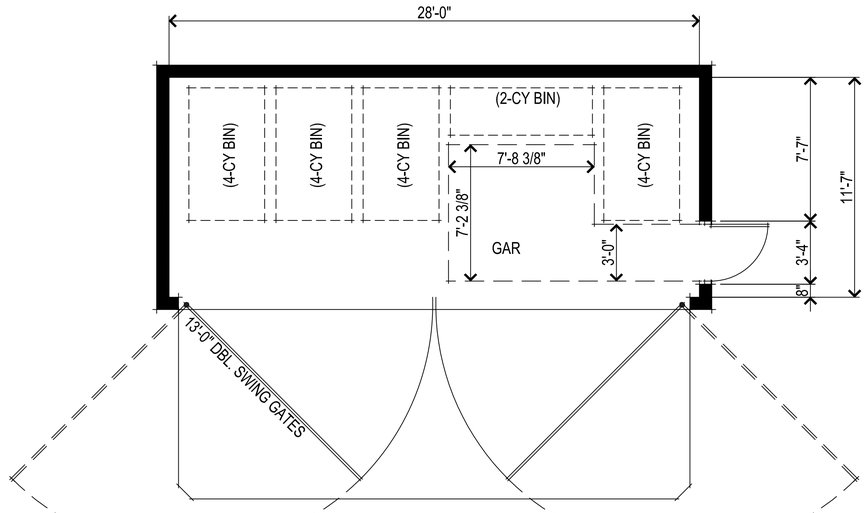
- A SHERWIN-WILLIAMS: 7048 URBANE BRONZE
- B CALSTONE-AB CLASSIC STONE: TAN



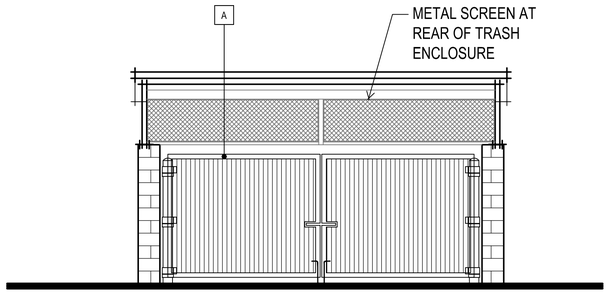
SMALL TRASH ENCLOSURE
FLOOR PLAN



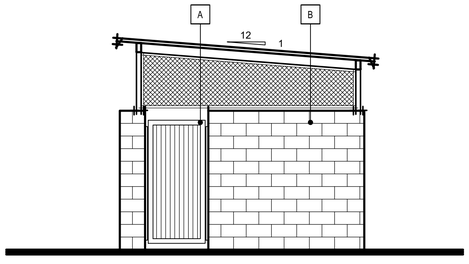
MEDIUM TRASH ENCLOSURE
FLOOR PLAN



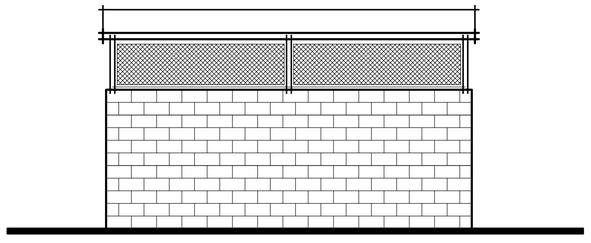
LARGE TRASH ENCLOSURE
FLOOR PLAN



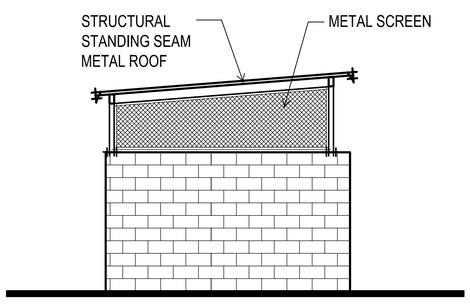
TYPICAL
FRONT ELEVATION



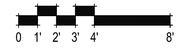
TYPICAL
RIGHT ELEVATION



TYPICAL
REAR ELEVATION



TYPICAL
LEFT ELEVATION



307.081 Slatten Ranch
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BACK TO BACK TOWNHOMES

TRASH ENCLOSURE PLAN & ELEVATIONS
A022

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VOLTAIRE MINI ARCHITECTURAL WALL PACK

VWM

LED

CATALOG #: | TYPE:

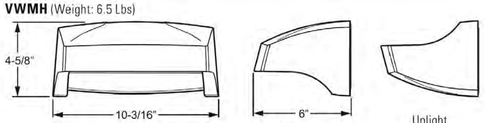
PROJECT: | NOTES:



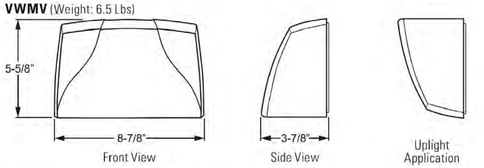
EXAMPLE: **VWM** (SERIES) **H** (TYPE) - **L20/740** (LUMEN PACKAGE, CRI & CCT) - **T3** (DISTRIBUTION) - **DBZ** (FINISH) - **SDGL** (SHIELDING) - **OPTIONS** (OPTIONS/ ACCESSORIES) - **DIM** (DRIVER) - **UNV** (VOLTAGE)

CROSS SECTIONS

VWMH (Weight: 6.5 Lbs)



VWMV (Weight: 6.5 Lbs)



ORDERING INFORMATION

SERIES
VWM Voltaire Mini Architectural Wall Pack

TYPE
H Horizontal
V Vertical

LED PACKAGE
See back for fixture performance data.

Example: L17/740			
LUMEN PACKAGE	NOMINAL LUMENS	MINIMUM CRI & CCT	AVERAGE SYSTEM WATTAGE
L10	1,000	**830** =80 CRI, 3000K **840** = 80 CRI, 4000K **750** = 70 CRI, 5000K	13
L17	1,700		16
L20	2000	**730** =70 CRI, 3000K **740** = 70 CRI, 4000K **750** = 70 CRI, 5000K	25

DISTRIBUTION
TL Lambertian distribution (L10 & L17 only)
T3 Type III (L20 only)

FINISH OPTIONS
For custom color, visit the VWM at hew.com.[1]
BLK Black (RAL #9004)
DBZ Dark bronze
DBR Medium bronze
GRAY Standard gray
SLV Satin aluminum (RAL #9006)
WHT White (RAL #9003)

SHIELDING
SDGL Solite® diffused textured tempered glass lens
CGL Clear tempered glass lens

OPTIONS
See back for option details.
PC Factory-installed button-style photocell (120V, 208V, or 277V only; must specify voltage)
SP10 10kA/10kV surge protection

DRIVER
DIM Dimming driver prewired for 0-10V controls

VOLTAGE
120 120V
208 208V
277 277V
UNV 120-277V

FEATURES

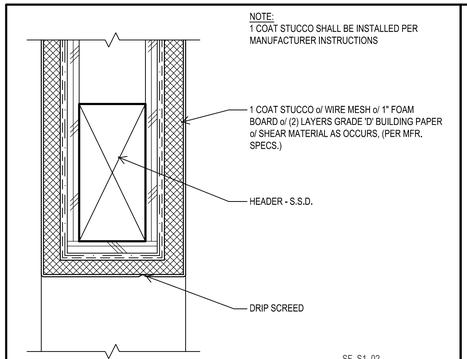
GENERAL
- Engineered with the highest quality materials to ensure reliability, performance, and quality.
- Provides security and accent lighting for walkways, entries, perimeters, and facades.
- Intended for use in both uplight and downlight applications.
- Aesthetically designed horizontal and vertical housings blend seamlessly with a variety of architectural styles.
- Purposefully modeled to allow runoff of dirt and water for an always-clean appearance.
- Optional energy-saving photocell available.
- Rated >50,000 hours at 70% lumen maintenance (L70).
- ANSI 3000K, 4000K, or 5000K CCT.
- Minimum 70 CRI.
- Available in six standard finish options.
- This fixture is proudly made in the USA.

THERMAL
- Integral die-cast aluminum heatsink provides optimal passive thermal management.
- Concealed heatsink design preserves architectural appearance.
- Rated ambient operating temperature -30°C to 50°C (L10, L17), -30°C to 45°C (L20).

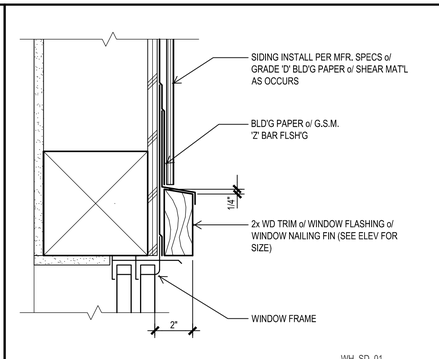
OPTICAL
- Full cutoff, dark-sky compliant optics (downlight applications only) place light where it's needed with minimal glare.

ELECTRICAL
- 0-10V dimming standard.
- 10kA/10kV surge protection optional.

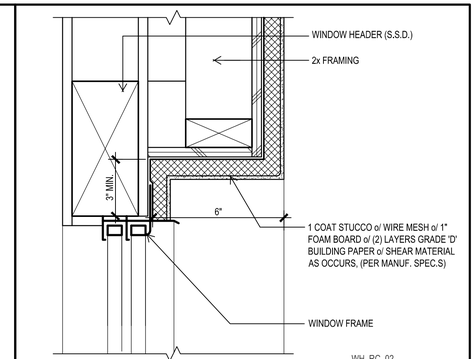
[1] For custom colors other than RAL, manufacturers' code plus two swatches (minimum 1" square) required.



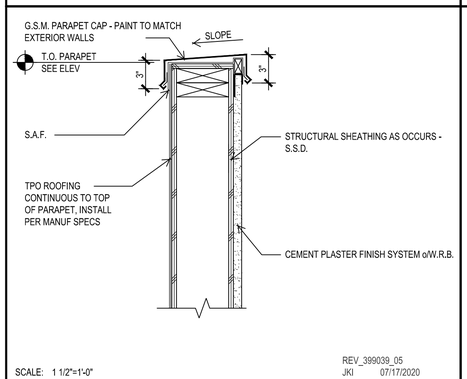
STUCCO SOFFIT



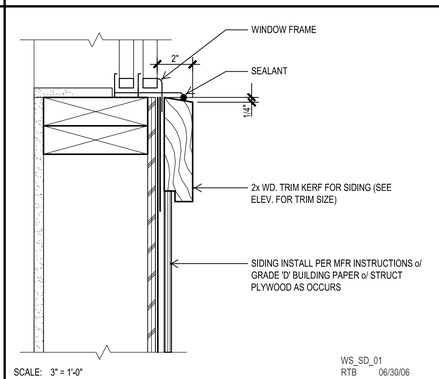
WINDOW HEAD w/ WOOD TRIM



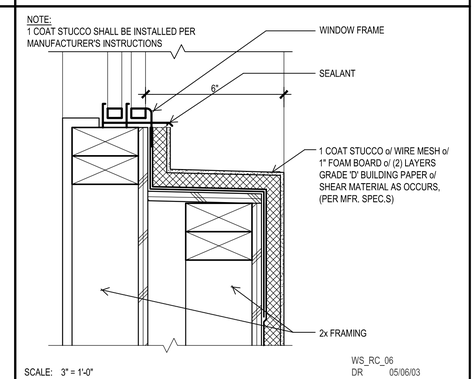
RECESSED WINDOW HEAD



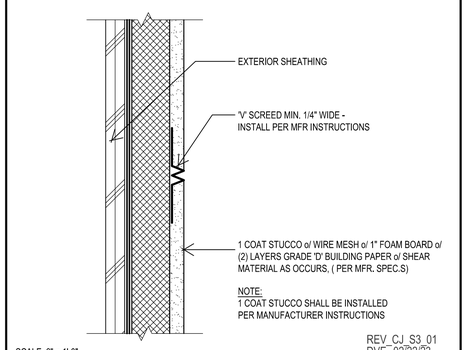
PARAPET



WINDOW SILL w/ WOOD TRIM



RECESSED WINDOW



'V' SCREED

307.081 Slatten Ranch
Antioch, CA
December 20, 2023

TYPICAL DETAILS
A023

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EXHIBIT C
CONDITIONS OF APPROVAL
SLATTEN RANCH – TM-01 | AR-23-01

GENERAL CONDITIONS

1. **Project Approval.** This Vesting Tentative Subdivision Map and Design Review approval is for the Slatten Ranch Townhome Project located at 5020 Slatten Ranch Road (APN: 056-120-098), as substantially shown and described on the project plans, except as required to be modified by conditions. Plans date received January 23, 2024, as presented to the Planning Commission on July 16, 2025 ("Approval Date."). For any condition herein that requires preparation of a Final Plan where the project applicant has submitted a conceptual plan, the project applicant shall submit final plan(s) in substantial conformance with the conceptual plan, but incorporate the modifications required by the conditions herein for approval by the City.

2. **Project Approval Expiration**. This approval expires on August 20, 2027 (two years from the date on which this approval becomes effective) or at an alternate time specified as a condition of approval unless a building permit has been issued and construction diligently pursued. All approval extensions shall be processed as stated in the Antioch Municipal Code.

3. **Appeals**. Pursuant to Antioch Municipal Code Section 9-5.2509, any decision made by the Planning Commission which would otherwise constitute final approval or denial may be appealed to the City Council. Such appeal shall be in writing and shall be filed with the City Clerk within five (5) working days after the decision. All appeals to the City Council from the Planning Commission shall be accompanied by a filing fee established by a resolution of the City Clerk.

4. **Requirement for Building Permit**. Approval granted by the Planning Commission does not constitute a building permit or authorization to begin any construction or demolition of an existing structure. An appropriate permit issued by the Community Development Department must be obtained before constructing, enlarging, moving, converting, or demolishing any building or structure within the city.

5. **Modification of Approved Plans.** The project shall be constructed as approved and with any additional changes required pursuant to the Zoning Administrator or Planning Commission, or City Council's Conditions of Approval. Planning staff may approve minor modifications in the project design as outlined in Antioch Municipal Code Section 9-5.2708.

6. **Hold Harmless Agreement/Indemnification**. The applicant (including any agent thereof) shall defend, indemnify, and hold harmless, the City of Antioch and its agents, and employees, from any claim, action, or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul the City's approvalconcerning this application. The city will promptly notify the

applicant of any such claim action or proceeding and cooperate fully in the defense.

7. **Final Approval.** A final and unchallenged approval of this project supersedes previous approvals that have been granted for this site.

8. **Compliance Matrix.** With the submittal of all grading plans, improvement plans, and building permit plans, the applicant shall submit to the Community Development Department a Conditions and Mitigation Measures Compliance Matrix that lists: each Condition of Approval and Mitigation Measure, the City division responsible for review, and how the applicant meets the Condition of Approval or Mitigation Measure. The applicant shall update the compliance matrix and provide it with each submittal.

FEES

9. **City Fees.** The applicant shall pay all City and other related fees applicable to the property, as may be modified by the conditions herein. Fees shall be limited to those applicable when the related SB 330 application was submitted and shall be based on the current fee structure in effect at the time provided that any increase since submittal of the project's SB 330 application reflects only the annual adjustments based on a published cost index. Fees shall be paid before issuance of said. Notice shall be taken specifically of Plan Check, Engineering, Fire, and Inspection Fees. The project applicant shall also reimburse the City for direct costs of planning, building and engineering plan check and inspection, as mutually agreed between the City and applicant.

   Neither discretionary nor ministerial permits/approvals will be considered if the developer is not current on fees, balances, and reimbursement that are outstanding and owed to the City.

10. **Pass-Through Fees.** The developer shall pay all pass-through fees. Fees include but are not limited to:
    - **a.** East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fee in effect at the time of building permit issuance.
    - **b.** Contra Costa County Fire Protection District Fire Development Fee in place at the time of building permit issuance.
    - **c.** Contra Costa County Map Maintenance Fee in affect at the time of recordation of the final map(s).
    - **d.** Contra Costa County Flood Control District Drainage Area fee.
    - **e.** School Impact Fees.
    - **f.** Delta Diablo Sanitation Sewer Fees.
    - **g.** Contra Costa Water District Fees.

11. **Proof of CFD Annexation.** Concurrent with, or prior to, submittal of the Final Map, the developer shall submit evidence of annexation into all required districts, including:
    a. The applicant shall annex into the existing Community Facilities District (CFD) 2018-02 (Police Protection).
    b. Public Services District (Police Services) CFD 2018-01 and accept a level of annual assessments sufficient to maintain public facilities in the vicinity of the project area at no cost to the City. The annual assessment shall cover the actual annual cost of police services as described in the Engineer's Report.
    c. Fire Services CFD**.** The applicant shall annex into CFD 2022-1 (Antioch Fire Protection and Emergency Response Services). This CFD is administered by the Contra Costa County Fire Protection District. To comply with this condition, the applicant must provide the City proof of annexation by furnishing a copy of the resolution passed by the County Board of Supervisors.

VESTING TENTATIVE MAP

12. **Subdivision Map Act Compliance.** The Vesting Tentative Map approval is subject to the timelines established in the State of California Subdivision Map Act or as extended by a Development Agreement.

13. **Map Approval.** Map approval is granted based on substantial conformance with the Vesting Tentative Map prepared on January 11, 2024, and received by the Community Development Department on January 23, 2024

    Approval of the Vesting Tentative Map shall not constitute the approval of any improvements on the Vesting Tentative Map and shall not be construed as a guarantee of future extension or reapprovals of this or similar maps.

PUBLIC WORKS' STANDARD CONDITIONS

14. **City Standards**. All proposed public improvements shall be designed and constructed to City standards or as otherwise approved by the City Engineer in writing or on approved improvement plans. The developer shall file for a City Encroachment permit for all improvements within the public right of way, a grading permit for grading of the site, and a building permit for all buildings and utilities to be installed on the site.

15. **Required Easements and Rights-of-Way.** If necessary, all required easements or rights-of-way for improvements shall be obtained by the developer at no cost to the City of Antioch prior to or concurrently with the recordation of the final map or subsequent final maps or separate recorded

documents as approved by the City Engineer. Advance permission shall be obtained from any property or, if required from easement holders, for any work done within such property or easements.

16. **Removal of Vacated Easements.** If necessary, all existing easements of record that are no longer required and will affect parcels within this project shall be removed prior to or concurrently with the recordation of the final map or subsequent final maps or separate recorded documents as approved by the City Engineer.

17. **Utility Construction.** Relocation of Public utilities and construction of new private utilities shall be constructed to their ultimate size and configuration, as shown on the preliminary entitlement plan documents and improvement plans approved by the City and constructed prior to occupancy of the first building.

18. **Utility Undergrounding.** To the extent possible all existing and proposed utilities shall be undergrounded (e.g., transformers and PMH boxes) and subsurface pursuant to Section 7-3 “Underground Utility Districts” of the Antioch Municipal Code prior to the final occupancy permit.

19. **Utility Mapping.** Prior to acceptance of public utilities, the developer shall provide GPS coordinates of all below ground and above ground utilities. This includes all Water Distribution Utility features, sewer collection Utility features, Storm Water Utility features, and inverts, locations of pipes, manholes, cleanouts and utility meters associated with these features. Developer shall include GPS coordinates of water meters, irrigation meters, sewer cleanouts, sewer manholes, subdivision entryway signs, street signs, light poles, storm drain manholes, drainage inlets and transformers and gas meters needed for recording the location of all proposed utilities in the project as defined by the City Engineer. These GPS coordinates must be taken on a survey-grade GPS data receiver/collector and provided in GIS shapefile format using the NAVD 88 (with conversion information. Submittal of as-built drawings in AutoCAD drawing format in NAVD 88 coordinates shall satisfy this condition prior to the final occupancy permit.

20. **Sewer**. All sewage shall flow by gravity to the sewer main located in the closest public street. The sewer connection shall comply with City standard plans and specifications. All sewer lines and utility connections to the City sewer system shall be in accordance with city and local sewer district specifications. Proper backfill, compaction and road repair shall also be in accordance with City specifications and standard plans. The Developer shall install all sewage laterals from the lot to flow by gravity to the public sewer main which will drain by gravity to existing City sewer trunk mains located close to the project per City standards.

21. **Requirement for Looped System.** Water systems shall be designed as a looped distribution system. The developer shall be responsible for installing any off-site water mains to create a looped system in accordance with City and Fire District requirements at no cost to the City.

22. **Water Pressure**. The developer shall provide adequate water pressure and volume for fire flow and domestic use to serve this development per City and Fire District requirements. See Fire Requirements for additional water flow conditions.

23. **Retaining Walls**

- **a.** **Public Right of Way.** Retaining walls shall not be constructed in City right-of-way or other City maintained parcels, unless otherwise approved by the City Engineer.
- **b.** **Materials.** All retaining walls shall be of concrete or masonry unit construction.
- **c.** **Height**. All retaining walls shall be reduced in height to the maximum extent practicable and the walls shall meet the height requirements in the frontage setback and sight distance triangles as required by the City Engineer.
- **d.** **Slope.** The 2:1 maximum slope above the retaining wall shall be landscaped with trees, ground cover, grass or erosion control vegetation as shown on the preliminary landscape plans to control erosion.

24. **Fences.** All perimeter fences shall be located in substantial conformance with the preliminary landscape plan approved by the Planning Commission/City Council and shown on the landscape improvement plans approved by the City Engineer.

- **a.** In cases where a fence is to be built in conjunction with a retaining wall, and the wall face is exposed to a side street, the fence shall be setback a minimum of three feet (3') behind the retaining wall per Antioch Municipal Code Section 9-5.1603, or as otherwise approved by the City Engineer in writing.
- **b.** All fencing shall be in substantial conformance with the preliminary landscape plan approved by the Planning Commission/City Council, or as shown on the landscape improvement plans approved by the City Engineer or as otherwise approved by the City Engineer in writing at the time of improvement plan approval.

25. **Storm Drain Design/Construction**. The developer shall design and construct all needed 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.

a. All public utilities, including storm drainpipes and ditches, shall be installed in all streets avoiding one lot draining over or between other lots. All proposed drainage facilities, including open ditches and detention basins shall be constructed of Portland Concrete Cement or as approved by the City Engineer. These public utilities shall be designed prior to building permit and constructed prior to occupancy.

b. Storm drains system shall flow to the Detention Basins shown within the project drainage study and as shown on the project grading and improvement plans with no diversion out of existing watershed(s).

c. The detention basin(s) and associated improvements shall be constructed and operational prior to occupancy of the first residential building permit.

d. Detention basins shall be designed within substantial conformance to the approved Preliminary Stormwater Control Plan within the approved Vesting Tentative Map for Condominium Purposes approved by the Planning Commission/City Council. All storm drain and storm water improvements are subject to final review and approval of an Operations and Maintenance Manual (for each basin) shall be submitted for basins prior to the issuance of the first building permit.

26. **Hydrology Analysis**. The developer shall submit hydrology and hydraulic analyses as part of the storm water control plan. The analysis shall demonstrate adequacy of the in-tract drainage system and downstream drainage system. The analysis shall be reviewed and approved by Contra Costa County Flood Control.

CONSERVATION / NPDES

27. **C.3 Compliance**. Per State Regulations, all onsite and offsite impervious surfaces including off-site roadways to be designed and constructed as part of the project are subject to State C.3 requirements. The design shall be approved prior to the first building permit and construction of the various facilities completed prior to occupancy of the first residential unit.

28. **NPDES.** The project shall comply with all Federal, State, and City regulations for the National Pollution Discharge Elimination System (NPDES) (AMC§6-9). (Note: Per State Regulations, NPDES Requirements are those in affect at the time of the Final Discretional Approval.) Under NPDES regulations, the project is subject to provision C.3: “New development and redevelopment regulations for storm water treatment.”

a. **Requirements.** Provision C.3 requires that the project include storm water treatment and source control measures, as well as run-off flow

controls so that post-project runoff does not exceed estimated pre-project runoff.

b. **Storm Water Control Plan.** C.3 regulations require the submittal of a Storm Water Control Plan (SWCP) that demonstrates plan compliance. The SWCP shall be submitted to the Building and City Engineering Department concurrently with site improvement plans.

c. **Operation and Maintenance Plan.** For the treatment and flow-controls identified in the approved SWCP, a separate Operation and Maintenance Plan (O&M) shall be submitted to the Building Department at the time of permit submittal and approved by the City Engineer.

d. **CC&Rs**. Both the approved SWCP and O&M plans shall be included in the project CC&Rs. The design shall be approved prior to the first building permit and construction of the various facilities completed prior to occupancy of the first residential unit, the developer shall execute any agreements identified in the Storm Water Control Plan that pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs.

29. **NPDES Plan Submittal Requirements**. The following requirements of the federally mandated NPDES program (National Pollutant Discharge Elimination System) shall be complied with as appropriate, or as required by the City Engineer:

a. **Application.** Prior to issuance of permits for building, site improvements, and/or landscaping, the developer shall submit a permit application consistent with the developer's approved C3 Storm Water Control Plan, and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious areas, pervious pavements, self-retaining areas, treatment BMPs, permanent source control BMPs, and other features that control storm water flow and potential storm water pollutants.

b. **Certified Professional.** The Storm Water Control Plan shall be stamped and signed by a registered civil engineer, or by a registered architect or landscape architect as applicable. Professionals certifying the Storm Water Control Plan shall be registered in the State of California on design of treatment measures for water quality, not more than three years prior to the signature date by an organization with storm water treatment measure design expertise (e.g., a university, American Society of Civil Engineers, American Society of Landscape Architects, American Public Works Association, or the California Water Environment Association), and verify understanding of groundwater protection principles applicable to the project site (see Provision C.3.i of Regional Water Quality Control Board Order R2 2003 0022).

c. **Final Operation & Maintenance Plan.** Prior to building permit final and issuance of a Certificate of Occupancy, the Developer shall submit, for

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

d. **Long Term Management.** Prior to building permit final and issuance of a Certificate of Occupancy, the Developer shall execute and record any agreements identified in the Storm Water Control Plan which pertain to the transfer of ownership and/or long-term maintenance of all storm water treatment facility and maintenance of the underground detention facility to the satisfaction of the City Engineer**.**

i. The project shall prevent site drainage from draining across public sidewalks and driveways in a concentrated manner by installing drainpipes within or under the sidewalks per city details.

ii. Install on all catch basins “No Dumping, Drains to River” decal buttons in curb at all new site curb inlets and drainage inlets.

e. **C3 Hydrology Calculations.** The developer shall prepare a C3 storm water report with calculations of anticipated conveyance all C3 storm water entering and originating from the site to an adequate downstream drainage facility without diversion of the watershed prior to building permit. The developer shall submit C3 hydrologic and hydraulic calculations with the Improvement Plans to the City Engineering Department for review and approval by the City Engineer and to Contra Costa County Flood Control District for review.

f. **Regional Water Quality Control.** Prior to issuance of the grading permit, the developer shall submit proof of filing of a Notice of Intent (NOI) by providing the unique Waste Discharge Identification Number (WDID#) issued from the Regional Water Quality Control Board.

g. **SWPPP**. The developer shall submit a copy of the Storm Water Pollution Prevention Plan (SWPPP) for review to the Engineering Department prior to issuance of a building and/or grading permit. The general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMP’s. Construction site cleanup and control of construction debris shall also be addressed in this program. Failure to comply with the approved construction BMP may result in the issuance of correction notices, citations, or a project stop work order.

h. **BMP.** The developer shall **i**nstall all appropriate clean water devices at all storm drain locations immediately prior to entering the public storm drain system and Implement Best Management Practices (BMP’s) at all times to the project before, during and after construction.

i. **Erosion Control.** Include erosion control/storm water quality measures in the grading plan that specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures

may include, but are not limited to, hydro seeding, gravel bags and siltation fences or other measures that are subject to review and approval of the City Engineer. A grading plan will be required with the necessary erosion control/storm water quality measures shall be shown on the site plan submitted for an on-site permit, subject to review and approval of the City Engineer. The developer shall be responsible for ensuring that all contractors and subcontractors are aware of and implement such measures.

i. The Developer or his assignee shall sweep and/or vacuum the paved parking lot(s) a minimum of once a month and prevent the accumulation of silt, litter, and debris on the site. Corners and hard to reach areas shall be swept manually.

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

iii. Ensure that the area surrounding the project such as the streets stay free and clear of construction debris such as silt, dirt, dust, and tracked mud coming in from the project construction. Areas that are exposed for extended periods shall be watered regularly to reduce wind erosion. Paved areas and access roads shall be swept on a regular basis. All loads in dump trucks shall be covered per City requirements.

iv. Clean all on-site storm drain facilities a minimum of twice a year, once immediately prior to October 15 and once in January. Additional cleaning may be required if found necessary by City Inspectors and/or City Engineer.

OUTSIDE AGENCIES

30. **Contra Costa County Fire Protection District**. The applicant shall comply with the conditions provided by the Contra Costa County Fire Protection District in the letter dated February 21, 2024, and attached in the staff report.

31. **Contra Costa County Flood Control District**. The applicant shall comply with the letter and conditions provided by the Contra Costa County Flood Control District in the email and attached documents received March 20, 2024, and attached in the staff report.

GRADING

32. **Requirement for Grading Permit.** Grading plans shall be submitted, processed, and issued prior to commencement of any grading operations within the project. The permit shall be obtained through the City's Engineering and Building Divisions, subject to review and approval by the City Engineer. The submitted plans shall incorporate any modifications required by the Conditions of Approval, applicable building codes.

33. **Grading Plans**. Locations of building exterior walls, fences and retaining walls, drainage swales, side slopes, top and bottom of slopes, parking lot drainage to catch basins with underground pipe drainage systems and pipe out falls shall be shown on the grading plans for review and approval. All the above features shall have proposed elevations shown on the grading plan and the grading of project will adequately drain to an above and underground drainage system in substantial conformance with the approved entitlement plans improvement plans.

34. **Elevations on Grading Plans.** All elevations shown on the grading and plot plans shall be based on actual surveyed NAVD 88 survey control vertical datum, and if needed, with conversion information, as approved by the City Engineer.

35. **Soils.** Prior to the approval of the grading plan(s), the City Engineer requires a registered soils engineer to review the grading plans, improvement plans, building permit plans, and project specifications submitted for this project. The soil engineers field inspections will be required to verify compliance with the approved plans and soils reports prior to final occupancy permit. Costs for these consulting services shall be incurred by the developer.

36. **Off-Site Grading**. All off-site grading is subject to the coordination and approval of the affected property owners and the City Engineer. The developer shall submit written authorization to "access, enter, and/or grade" adjacent properties prior to issuance of permit and shall have permission from the property owner to performing any and all work prior to issuance of the first building permit of each phase of the subdivision.

37. **Grading Easements.** Any sale of a portion (or portions) of this project to another developer shall include the necessary CCR's, and/or grading and drainage easements to assure that project-wide grading conforms to the approved development conditions of approval.

AT BUILDING PERMIT SUBMITTAL

38. **Requirement for Phasing Plan.** The Developer shall continuously build all improvements of this project in one phase. If the project becomes a phased project, then the developer shall provide a phasing plan to the Community Development Department and Engineering Department for review and approval.

39. **Final Landscape Plans.** The applicant shall submit final landscape plans that identify specific plant materials to be constructed, including all trees, shrubs and groundcover, and landscape features providing both common and botanical names, sizes, and quantities at the time of building permit submittal that are in substantial conformance with the Preliminary Landscape Plan approved by the Planning Commission/City Council and the approved improvement plans. See City approved plant list for installing approved plants in the public right of way.

40. **Water Efficient Landscape Ordinance**. Landscaping for the project shall be designed to comply with the applicable requirements of City of Antioch Ordinance No. 2162-C-S The State Model Water Efficient Landscape Ordinance (MWELO). The applicant shall demonstrate compliance with the applicable requirements of the MWELO in the landscape and irrigation plans submitted to the City.

41. **Site Landscaping** All site landscaping within the project site, including on all slopes, medians, C.3 drainage basins, retaining walls, bioretention basins, common areas, open space and park landscape areas, and any other areas that are to be landscaped shall be installed prior to issuance of final certificate of occupancy.

42. **Site Drainage.** All buildings in the site shall contain rain gutters and downspouts that catch rainwater from the roof and direct water into the underground storm drainpipe system and away from the foundation towards the closest drainage inlet structure or detention facility of the site in accordance with the applicable codes and as approved by the City Engineer. A detailed site grading drainage plan shall be prepared to drain water away from all proposed buildings into an acceptable drainage system. Temporary and permanent soil erosion control measures shall be designed and installed to prevent control soil erosion on the site.

43. **Utility Location on Private Property**. All existing improvements that are disturbed shall be relocated within (water meters, sewer cleanouts, etc.) the immediate area of site as defined by the preliminary utility plans approved by the Planning Commission /City Council and approved by the City Engineer.

44. **Construction Traffic Control Plan.** A Construction Traffic Control Plan shall be submitted for review and approval with the improvement plans for approval by the City Engineer.

45. **Vehicle Miles Traveled (VMT) Analysis.** Pursuant to Housing Element EIR Mitigation Measure TRANS-1, the project shall reduce VMT to the extent feasible in light of project objectives and the nature of the project, and a quantitative VMT analysis shall be submitted for review and approval with the improvement plans for approval by the Community Development Director.

46. **Noise Mitigation Plan.** Prior to the issuance of any grading permits, the applicant shall submit a noise mitigation plan in compliance with General Plan Policy 11.8.2(o).

AT BUILDING PERMIT ISSUANCE

47. **Encroachment Permit**. The applicant shall obtain an encroachment permit from the Engineering Division before commencing any construction activities within any existing or proposed public right- of-ways or easement.

MODEL HOMES AND SALES TRAILERS

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

49. **Parking Lot.** If applied for and applicable, a model home complex parking lot location and design shall be subject to the City Engineer's approval.

DURING CONSTRUCTION

50. **Collection of Construction Debris.** During construction, the Developer shall place onsite dumpsters or other containers to contain all construction debris. The dumpster or other container shall be emptied on a regular basis consistent with the Construction and Demolition Debris Ordinance. When appropriate, use tarps on the ground tocollect fallen debris or splatters that could contribute to stormwater pollution.

51. **Construction Hours**. Construction activity shall be as outlined in the Antioch Municipal Code Section 5-17.04 and 05(B). Construction activity is limited to 7:00 AM to 6:00 PM Monday-Friday except that activity within 300 feet of

occupied dwelling space is limited to the hours of 8:00 AM to 5:00 PM on weekdays. On weekends and holidays, construction activity is allowed 9:00 AM to 5:00 PM, irrespective of the distance from an occupied dwelling. Extended hours may be approved in writing by the City Manager or designee. These hours also ensure compliance with General Plan policy 11.8.2(o).

52. **Demolition, Debris, Recycling.** All debris, garbage spoils, unwanted materials and vegetation shall be removed from the project site in accordance with City requirements. All materials that can be recycled shall be taken to an approved recycling facility. The project shall be kept clean and in compliance with and supply all the necessary documentation for Antioch Municipal Code Section 6-3.2: Construction and Demolition Debris Recycling.

53. **Filter Materials at Storm Drain Inlet.** The developer shall Install filter materials (such as sandbags, filter fabric, etc.) at each storm drain inlet nearest the downstream side of the project site prior to:

a. start of the rainy season (October 1).
b. site dewatering activities.
c. street washing activities.
d. saw cutting asphalt or concrete; and
e. order to retain any debris or dirt flowing into the city stormdrain system.

Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness, prevent street flooding and further erosion of soil on City streets and draining into storm drain system. Dispose of used filter particles in the trash or at local approved landfill facility.

54. **Archeological Remains.** In the event subsurface archeological remains are discovered during any construction or preconstruction activities on the site, all construction work within 100 feet of the find shall be halted, the Community Development Department notified, and a professional archeologist, certified by the Society of California Archeology and/or the Society of Professional Archeology, shall be notified. Site work in this area shall not occur until the archeologist has had an opportunity to evaluate the significance of the find and to outline appropriate mitigation measures, if deemed necessary. If prehistoric archeological deposits are discovered during development of the site, local Native American organizations shall be consulted and involved in making resource management decisions.

55. **Erosion Control Measures.** The grading operation of the development shall take place at one time, and in a manner, to prevent soil erosion and sedimentation. The slopes shall be landscaped and reseeded as soon as possible after the grading operation ceases. Erosion measures shall be

implemented during all phases of construction in accordance with an approved erosion and sedimentation control plan.

56. **Dust Control.** Standard dust control methods and designs shall be used to stabilize the dust generated by construction activities. The developer shall post dust control signage with a contact number of the developer, City staff, and the air quality control board.

57. **Debris Removal During Construction.** The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.

FINAL MAP

58. **Requirements for Final Map.** The Final Subdivision Map submittal shall include all of the following required information described in Title 9, Chapter 4, Article 5: Final Maps, of the Antioch Municipal Code, including, but not limited to:

- **a.** Improvement security in one of the following forms:
  - **i.** Bond or bonds issued by one or more duly authorized corporate securities in an amount equal to 100% of the total estimated costs of the improvements for faithful performance, and in an amount equal to 100% of the total estimated costs of the improvements for labor and materials.
  - **ii.** A deposit, in an amount equal to 100% of the total estimated costs of the improvements, either with the city or a responsible escrow agent or trust company, at the option of the City Engineer, of money or negotiable bonds of the kind approved for securing deposits of public moneys, in the amounts and for security as specified above, to be released in the same manner as described above for bonds.
- **b.** An original, signed subdivision agreement, to be executed by the subdivider or his agent, guaranteeing the construction costs, completion of the construction of the improvements required by the governing body within a specified time and payment, satisfactory to the City Attorney and the City Engineer.
- **c.** A letter from the Tax Collector showing that all payable taxes have been paid and a bond for the payment of taxes, a lien on the property but not yet payable, as required by the Subdivision Map Act.
- **d.** A cash payment, or receipt therefore, of all the fees required for the checking and filing of the maps and the inspections of the construction; payment for the street signs to be furnished and installed by the city, if required by the subdivider; a cash deposit for the payment of such fire hydrant rental fees as may be established

by the fire districts or water company or district having jurisdiction; and any other applicable fees or deposits.

e. Deeds for all right of way dedications, easements for access and utility purposes as shown on the tentative and final maps.

f. Written evidence acceptable to the city, in the form of rights of entry or permanent easements across private property outside the subdivision, permitting or granting access to perform the necessary construction work and permitting the maintenance of the facility.

g. Agreements acceptable to the city, executed by the owners of existing utility easements within the proposed roads rights-of-way, consenting to the dedication of roads or consenting to the joint use of the rights-of-way as may be required by the city for the purpose use and convenience of the roads.

h. A surety bond acceptable to the city, guaranteeing the payment of the taxes and assessments which will be a lien on the property, as set forth in the Subdivision Map Act, when applicable.

i. Payment of map maintenance fee.

j. Payment of the assessment district apportionment fee, if applicable.

k. Evidence of annexation into Police Services Fee CFD

l. Evidence of payment of Contra Costa County Flood Control District fees.

m. A final soil report, prepared by a civil engineer who is registered by the state, based upon adequate test borings or excavations of every subdivision, as defined in Cal. Gov't Code §§ 66490 and 66491. The final soil report may be waived if the City Engineer shall determine that, due to the knowledge of such department as to the soil qualities of the subdivision, no preliminary analysis is necessary.

59. Postal Service. Provisions for mail delivery and locations of mailbox facilities shall be reviewed by the USPS and approved by the City Engineer.

PRIOR TO ISSUANCE OF OCCUPANCY PERMIT

60. Planning Inspection. Planning staff shall conduct a site visit to review exterior building elevations for architectural consistency with the approved plans and landscape installation (if required).All exterior finishing details including window trim, paint, gutters, downspouts, decking, guardrails, and driveway installation shall be in place prior to scheduling the final inspection.

61. Debris Removal. All mud, dirt, and construction debris shall be removed from the construction site prior to scheduling the final Planning inspection. No materials shall be discharged onto a sidewalk, street, gutter, storm drain or creek.

62. **Damage to Street Improvements**. Any damage occurring during construction to existing streets and site improvements or adjacent property improvements in the immediate area of the project, shall be repaired and/or rebuilt to the satisfaction of the City Engineer at the full expense of the developer. This shall include sidewalks, asphalt and concrete pavement, slurry seal existing AC pavements, parking lot curb and gutter, landscaping, street reconstruction along the project frontage, as may be required by the City Engineer to make the developed area to be looking like it is new.

63. **Right-of-Way Construction Standards**. All improvements within the public right-of-way, including curb, gutter, sidewalks, driveways, paving and utilities, shall be constructed inaccordance with the City approved improvement plans, standard plans and/or city specifications as directed by the City Engineer.

64. **Double Detector Check Valve Assembly.** The developer shall install the required sprinkler Double Detector Check Valve assemblies, and fire department connections in an enclosed area that is screened by landscaping or small 3.5' high masonry walls or placed within the building or in an underground vault so it is not visible from public view. as approved by City Engineer and Fire Marshal prior to building permit and installed prior occupancy.

65. **Trash Receptacles.** Trash receptacles located in common areas shall use City Park type three-sort trash receptables. All Trash receptacles shall be in place prior to the issuance of the first building certificate of occupancy.

SPECIAL CONDITIONS OF APPROVAL

66. All bioretention basins for the site and associated storm drain improvements shall be designed per details shown on the preliminary plans and approved prior to building permit and constructed and operational prior to issuance of the first occupancy permit of the residential complex.

67. **Open Space Construction.** The Central Common Area (Parcel K) shall be constructed prior to occupancy of the fourth (4^{th}) residential building.

68. **Private Park Construction.** The private park shall meet all the City's Park design standards current at the time of park construction and shall include a color scheme soothing for children with visual sensitivities

69. **Park In-Lieu Fee.** As recommended by the Parks and Recreation Commission on October 24, 2024, the following condition shall apply:

Prior to the issuance of the first building permit, the project shall pay the

required in-lieu fee of $122,550, as required in Antioch Municipal Code Section Title 9, Chapter 4, Article 10: Regulations for the Dedication of Land, the Payment of Fees, or Both, for Park and Recreation Lands.

70. The maximum backslopes, side slopes, natural grade transitions shall be a maximum grade slope of 3:1, and shall have proper drainage swales, benching and drainage ditches to adequately drain the site so no ponding occurs at base of the slope. All slopes shall be graded with property erosion control measures in place so not cause slope failures or erosion failures as approved by the City Engineer and soil engineer. A 2:1 slope may be used for slopes less than 10' high if approved by the project soil engineer for small grading transitions, and the slope is vegetated with erosion control measures.

71. The minimum longitudinal slope of concrete gutters and pavement slopes shall be 0.35% unless approved by the City Engineer. The minimum slope of asphalt is 1.5% and the minimum slope of concrete surface is .5% unless approved by the City Engineer.

72. The Developer shall implement project-specific geotechnical recommendations Prior to issuance of any grading permits, all recommendations and specifications set forth in the project specific Geotechnical Exploration Report prepared for the proposed project by the project Soils Engineers, shall be reflected on the project grading and foundation plans (inclusive of seismic design parameters), subject to review and approval by the City Engineer.

73. Grading and Foundation Plan Review and Construction inspection and monitoring shall be provided by the Developer. The Developer shall retain a geotechnical engineering firm to review the final grading and foundation plans and specifications to evaluate whether recommendations have been implemented from the project-specific Geotechnical Exploration Report, and to provide additional or modified recommendations, as needed. Construction monitoring shall be performed by a California Registered Geologist and/or Engineer to check the validity of the assumptions made in the geotechnical investigation. Earthwork operations shall be performed under the observation of a California Registered Geologist and/or Soils Engineer to check that the site is properly prepared, the selected fill materials are satisfactory, and that placement and compaction of the fills has been performed in accordance with recommendations and the project specifications.

74. The Developer shall dedicate the following easements on the Final Map in substantial conformance with the approved Vesting Tentative Map Sheet 1:

a) Public utility easements (PUE) shown all private streets and accessways as shown on the vesting tentative map and preliminary site plan C-3 including all the locations of water meters, water services and sanitary sewer

cleanouts to all buildings to the satisfaction of the City Engineer.

b) Emergency vehicle access easements (EVAE) shall be over all private streets, alleys and walkways as shown on the site plan C.3.

c) All new bioretention basins and underground detention basins shall be in a PUE or a separate storm drain easement.

d) Public utility easements all be over all roadways, alleys, and access for underground utilities.

e) All easements shall be dedicated on the first final map of the proposed development prior to the first building permit for the first unit.

75. In substantial conformance with the City-approved Traffic Impact Analysis (Abrams, Jan 16, 2024) and the approved Preliminary Signing & Striping Plan (Sheet 11), the Developer shall install stop legends and stop bars at all intersections with street C, street B and at public Wicklow Way shown on the improvement plan submitted prior to building permit and construction prior to occupancy of the first building unit.

76. The Developer shall remove the northbound stop legend at gate entrance to the development.

77. The developer shall build a retaining wall along the north parcel line or any other area that site grading does not match the existing grade out the project parcel boundary. Any grading outside the project boundary needs to have written permission from the adjacent landowner before grading permit released. If the grading plans approved by the City Engineer do not require grading outside of the project parcel boundary the developer will not need to obtain permission from the adjacent landowner before grading permit released.

78. With the recordation of the final map for the project, the developer shall dedicate the 5-foot-wide sidewalk easement along Slatten Ranch Road shown on the Vesting Tentative Map to the City of Antioch.

79. Based on the local transportation analysis (LTA) conducted according to the City's transportation impact analysis guidelines it is recommended the project pay a proportionate share of the cost to install a traffic signal at the intersection of Slatten Ranch Road and Wicklow Way. 1 This improvement would address the future LOS issues identified at the intersection so that the intersection would operate within acceptable parameters, per the local standards set forth by the City of Antioch. However, the queuing calculations that include the proposed traffic signal indicate the westbound left turn pocket on Wicklow way will exceed its storage by about 171 feet during the PM peak hour. The developer shall design this additional left turn storage prior to building permit and construct the improvement prior to occupancy of the 1st residential unit. The proportionate

share of the installation of the traffic signal at Slatten Ranch Road and Wicklow way should be at least ¼ the cost of the traffic signal.

80. As part of the project acceptance and prior to release of warranty bonds of the sewer and storm drain lines one year after installation of the project, the Developer shall video all sewer and storm drain lines installed to document the condition of the pipe one year after construction to see if there has been any settlement of the pipe or if there anything that will restrict the flow or capacity of the pipes. Any settlement in the pipes shall be repaired and any restriction in the flow or pipe capacity shall be removed prior to acceptance to the satisfaction of the City Engineer.

81. **Street Names**. The street names in the development shall be as follows. Changes to the street names shall require Planning Commission review and approval:

- Parcel A – Avoca Lane
- Parcel B – Blessington Lane
- Parcel C – Carnew Lane
- Parcel D – Dunlavin Lane
- Parcel E – Enniskerry Lane
- Parcel F – Rathfarnham Lane
- Parce G – New Forest Lane
- Parcel H – Liffey Lane
- Parel I – Dartmoor Lane
- Parcel J – Exmoor Lane

ATTACHMENT "B"

ANTIOCH
CALIFORNIA

PARKS & RECREATION COMMISSION SPECIAL MEETING

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

ANNOTTATED AGENDA/ MINUTES

I. CALL TO ORDER

Call to Order by Chair King at 7:02 pm

II. ROLL CALL

Commissioners Present: Ellis, Eubanks, Hunt, King
Commissioners Absent: Del Castillo (arrived 7:05pm), Williams (arrived 7:09pm)
Staff Present: Brad Helfenberger, Parks and Recreation Director
Scott Buenting, Acting Public Works Director/ City Engineer
Carlos Zepeda, Deputy Public Works Director

III. PLEDGE OF ALLEGIANCE

Chair King led the Pledge of Allegiance

VI. BUSINESS

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

Commissioner Del Castillo arrived at 7:05 pm
Commissioner Williams arrived at 7:09 pm

Acting Director Buenting introduced the project and presented the improvements and how grant funds would be used. Several clarifying questions were asked and answered. Commissioner Del Castillo asked about asking for increased funding for future projects. Director Buenting responded that the projects are more competitive at the current size. Commissioner Del Castillo requested a more thoughtful process for future projects, as he feels that this project is a band-aid fix.

Individuals may view the agenda and related writings on the City of Antioch website: www.antiochca.gov. In accordance with the Americans with Disabilities Act and California law, it is the policy of the City of Antioch to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact the ADA Coordinator at the number or address below at least 72 hours prior to the meeting or when you desire to receive services. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility. The City's ADA Coordinator can be reached @ Phone: (925) 779-6950, and e-mail: publicworks@ci.antioch.ca.us.

Motion to Recommend Approval of the Transportation Development Act Grant for School Zone Improvements at Marsh Elementary School and John Muir Elementary School.

Motion: Ellis
Second: Hunt
4 Yes
1 No (Del Castillo)
1 Abstain (King)
0 Absent

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

Acting Director Buenting introduced the project. The development will result $441,000 in Park in Lieu Fees. Commissioner Del Castillo asked about the role of the Commission in this process. Commissioner Ellis asked what happens to the funds. Director Helfenberger responded that they go into a fund for new parks or to renovate existing parks. A discussion was held on how the fees are determined and how the park-in-lieu program works.

Motion to recommend a determination that Albers Property Subdivision 9515 single family residential project is subject to a payment of $441,000 of park land dedication park-in-lieu fees.

Motion: Del Castillo
Second: Ellis
6 Yes/ 0 No
0 Absent

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

Acting Director Buenting introduced the project and the developer. The development will result $122,550 in Park in Lieu Fees. The developer, Trent Sanson with DeNova Homes provided some information on the project as well as further information about the Quimby Act, which governs how park-in-lieu fees are determined and how funds can be used. The Commission thanked Mr. Sanson for the explanation.

Motion to recommend a determination that Slatten Ranch Subdivision 9645 single family residential project is subject to a payment of $122,550 of park land dedication park-in-lieu fees.

Motion: Del Castillo
Second: Hunt
6 Yes/ 0 No
0 Absent

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

Acting Director Buenting introduced the project and the developer, Trent Sanson with DeNova Homes. The development will result $151,050 in Park in Lieu Fees.

Motion to recommend a determination that Wildflower Station Townhomes 2 Subdivision 9601 single family residential project is subject to a payment of $151,050 of park land dedication park-in-lieu fees.

Motion: Del Castillo
Second: Ellis
6 Yes/ 0 No
0 Absent

5. Formation of Ad-Hoc Committee for Purposes of Reviewing 2024-25 Civic Enhancement Grant Applications and Award Recommendation

Director Helfenberger gave an overview of the program and reviewed how it was implemented for 2024. A new ad-hoc committee is needed to determine recommendations for the 2024-25 program. The committee will return to the Commission with a report and final recommendation, which will then be forwarded to the City Council for approval.

Motion to appoint Commissioners Del Castillo, Hunt, and Williams to the 2024-25 Civic Enhancement Grant Selection Committee

Motion: Ellis
Second: Eubanks
6 Yes/ 0 No
0 Absent

VIII. ADJOURNMENT

Motion to adjourn the meeting.
Motion: Hunt
Second: Del Castillo

6 Yes /0 No
0 Absent
Meeting Adjourned at 8:06pm

Individuals may view the agenda and related writings on the City of Antioch website: www.antiochca.gov. In accordance with the Americans with Disabilities Act and California law, it is the policy of the City of Antioch to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact the ADA Coordinator at the number or address below at least 72 hours prior to the meeting or when you desire to receive services. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility. The City's ADA Coordinator can be reached @ Phone: (925) 779-6950, and e-mail: publicworks@ci.antioch.ca.us.

CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT
4005 PORT CHICAGO HWY, STE 250, CONCORD, CA 94520 • (925) 941-3300 • CCCFPD.ORG

February 21, 2024

City of Antioch
Planning Division
Attn: Zoe Merideth
200 H Street
Antioch, CA 94509-1005
925-779-3459
zmerideth@antiochca.gov

Subject: Slatten Ranch (TM-23-01, AR-23-01)
5020 Slatten Ranch, Antioch, CA
CCCFPD #P-2024-000372PLN

City of Antioch,

We have reviewed the **SB 330 Preliminary Housing Application to establish a 129 townhome-style condominium homes (within the "East Lone Tree Focus Area"); with the density of 20.1 as a result,** at the subject location. The following is required for Fire District approval in accordance with the 2022 California Fire Code (CFC), the 2022 California Building Code (CBC), the 2022 California Residential Code (CRC), and Local, County Ordinances, and adopted standards:

1. The Permittee shall pay all fire facility impact fees at the time of the issuance of the first building permit, at the then-current rate.

2. The Permittee shall request that the Project site be annexed into the most current Community Facilities District for fire protection and emergency response services (if applicable), or developer will provide an alternative funding mechanism acceptable to the Contra Costa Fire Protection District for the provision of fire protection and emergency response services.

3. The Contra Costa County Fire Protection District has development impact fees established in the unincorporated County and in the Cities of Antioch and Pittsburg. Projects within the development impact areas will need to pay the fees prior to Building Permit issuance.

4. A land development permit is required for access and water supply review and approval prior to submitting building construction plans.
The developer shall submit scaled site improvement plans indicating (but not limited to) the following:

- All existing or proposed hydrant locations
- Fire apparatus access roads to include slope and road surface

- Aerial fire apparatus access
- Elevations of buildings
- Size of building and type of construction
- Gates, fences, retaining walls, bio-retention basins, any obstructions to access.
- Detail showing the lowest level of fire department vehicle access and the floor level of the highest occupied floor,
- Striping and signage plan to include "NO PARKING-FIRE LANE" markings
- Provide drawings for paths from the public way to under emergency escape and rescue openings that show a clear path and clear space under these openings that allow for the placement of ground ladders at a climbing angle of 70 to 75 degrees and a minimum of 18" clearance from the base of the ladder to any obstruction (see attached ground ladder access standard) for review and approval prior to obtaining a building permit. Emergency escape and rescue openings shall be provided in Group R occupancies (CFC 1031.2)

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

To ensure compliance with the Fire District and Code standards, the developer should be mindful of the following the land development submittal requirements:

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

Aerial Fire Apparatus Access is required where the vertical distance between grade plane and the highest roof surface exceeds 30 feet as measured in accordance with Appendix D, Section 105 of the 2022 CFC. Aerial access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. At least one of the required routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and building.

2. Access roadways of **less than 28-feet** unobstructed width shall have signs posted or curbs painted red with the words: ***NO PARKING – FIRE LANE*** clearly marked. (22500.1) CVC, (503.3) CFC. The placement of these signs or painted curbs shall be reviewed and approved by the Fire District.

3. Turnaround as shown on Sheet 10 appears to comply with Fire District requirements. *See CCCFPD Ordinance 2022-34 for approved design.*

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

4. The project as proposed presents an approvable installation of a second Fire District access point. (503.1.2) CFC

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

6. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the CCCFPD Ordinance 2022-34 and the California Fire Code Appendix B and D. This will be determined at the time of official land development review.

7. The developer shall provide hydrants of the East Bay type in compliance with Chapter 5 and Appendix D of the California Fire Code***.*** The proposed locations are acceptable to the Fire District. (C103.1) CFC

8. The developer shall provide emergency escape and rescue openings in Group R occupancies of type V construction. Basements and sleeping rooms below the fourth story above grade plane shall have at least one exterior emergency escape and rescue opening. Such openings shall open directly into a public way or to a yard or court that opens to a public way.
Landscaping, signage and other obstructions must not hinder the positioning of firefighting ground ladders from apparatus access to the rescue windows.

9. The structures as proposed shall be protected with an approved automatic fire sprinkler system complying with the 2022 edition of NFPA 13D or Section R313.3 of the 2022 California Residential Code. Submit to this office for review and approval prior to installation. (903.2) CFC, (R313.3) CRC, Contra Costa County General Plan / Contra Costa County Ordinance 2022-34.

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

11. Flammable or combustible liquid storage tanks shall ***not*** be located on the site without obtaining approval and necessary permits from the Fire District. (3401.4) CFC

12. The owner shall cut down and remove all weeds, grass, vines, or other growth that is capable of being ignited and endangering property. (304.1.2) CFC

13. The owner or the owner's authorized agent shall be responsible for the development, implementation and maintenance of a written plan in compliance with **NFPA 241**, establishing a fire prevention program at the project site applicable throughout all phases

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of the construction. The plan shall be made available for review as part of the Land Development Review. (Ch.33) CFC

The **fire prevention program** superintendent shall develop and maintain an approved pre-fire plan in cooperation with the fire chief. The fire chief and fire code official shall be notified of changes affecting the utilization of information contained in such pre-fire plans. (Ch.33) CFC

14. The developer shall land development plans and specifications for the subject project to the Fire District through the public portal (https://confire.vision33cloud.com/citizenportal/app/landing).

After the land development plans are approved, plans and specifications for all deferred submittals may be required to be submitted. This includes, but is not limited to the following.

1. Private underground fire service water mains
2. Fire sprinklers
3. Standpipe
4. Energy systems
5. Photovoltaic

15. The project is **not** located in a Local Responsibility Area (LRA) or a State Responsibility Area (SRA) Very High Fire Hazard Severity Zone.

Projects located in a Very High Fire Hazard Severity Zone or Wildland-Urban Interface Area (WUI) shall be constructed with the intent to mitigate wildfire exposure and shall comply with the wildfire protection building construction requirements contained in the California Building Standards Code, including the following:

1. California Fire Code Chapter 49 – Requirements of Wildland-Urban Interface Areas, Vegetation Management
2. California Fire Code Chapter 7A – Materials and Construction Methods for Exterior Wildfire Exposure
3. California Residential Code §R337 – Materials and Construction Methods for Exterior Wildfire Exposure

All new plantings of vegetation in an SRA/LRA Very High Fire Hazard Severity Zone or Wildland-Urban Interface Areas shall comply with Chapter 49 §4906.3 through 4906.5.3. Landscaping plans shall be provided to the Fire District for review.

All territory within the Contra Costa County Fire Protection District that has classified as a Local Responsibility Area (Moderate, High, or Very High Fire Hazard Severity Zone) and all structures in a State Responsibility Area located with CCCFPD, shall maintain compliance with Contra Costa County Ordinance 2023-07.

All projects shall be submitted to the Fire District for review and approval ***prior*** *to* construction of the building or installation of the systems to ensure compliance with minimum requirements related to fire and life safety. Plan review and inspection fees shall be submitted at the time of plan review submittal. (105.4.1) CFC, (901.2) CFC, (107) CBC

ALL PLAN SUBMITTALS SHALL BE SUBMITTED THROUGH THE FIRE DISTRICT'S PUBLIC PORTAL WEBSITE: https://confire.vision33cloud.com/citizenportal/app/landing

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

To schedule a Fire District Inspection of the Access and Hydrant installation prior to construction or the storage of combustible materials on the job site, contact the Fire District (minimum 2 working days in advance) at 925-941-3300 ext. 3902 OR schedule through the Fire District's Public Portal Website under the corresponding permit number.
https://confire.vision33cloud.com/citizenportal/app/landing

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

Danielle Thomas
2024.02.22 14:46:03
-08'00'

Danielle Thomas, Fire Inspector
dthom@cccfpd.org
925-941-3300

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

February 22, 2024

Monique Villagrana
City of Antioch
200 H Street
Antioch, CA 94509

Re: Slatten Ranch TM-23-01 AR-23-01
5020 Slatten Ranch, Antioch, CA 94509

Dear Monique Villagrana,

Thank you for giving us the opportunity to review the subject plans. The proposed Slatten Ranch TM-23-01 AR-23-01 is within the same vicinity of PG&E's existing facilities that impact this property.

The Slatten Ranch landscape plan conflicts with PG&E's existing underground electric and gas distribution facilities at Wicklow Way. PG&E requests that all trees and brush planted maintain a minimum distance of 5-feet from the existing underground facilities. Trees and vegetation pose a significant safety threat to underground lines and can interfere with PG&E's maintenance and access, both routinely and in the case of an emergency.

The Slatten Ranch TM-23-01 AR-23-01 Project Building 5 may require the relocation of existing PG&E underground electric service facilities. The applicant must contact the below resources to apply for the relocation of any existing PG&E gas and electric services that exist on the subject parcels.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact me at Brian.Callaghan@pge.com.

Sincerely,

Brian Callaghan
Land Management
(925) 204-4074

RE: City of Antioch Project Routing - Slatten Ranch

Dunn, Sabrina@Wildlife <Sabrina.Dunn@Wildlife.ca.gov>

Tue 5/7/2024 4:45 PM

To:Monique Villagrana <mvillagrana@antiochca.gov>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Monique,

I understand that these comments are much delayed. We are very impacted workload at the moment and pre-CEQA items are lower priority.

Few preliminary comments after a quick review:

- This project's CEQA document must discuss potential impacts to individuals and habitat of special-status plants and wildlife species. Specifically, it will need to address impacts to burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsonii*), white tailed kite (*Elanus leucurus*), and special-status plants. The environmental document must include avoidance minimization, and mitigation proposal for any species that will be impacted by project activities. Please note that white tailed kites are fully protected species, and all impacts must be fully avoided. The document needs to include a contingency plan for how that will be accomplished. Based on my review, it is very likely that an Incidental Take Permit (ITP) will be needed for burrowing owl.
- Please follow CDFW's survey protocols for correct methods to survey for special-status plants and wildlife, whenever survey protocol is available. Survey and Monitoring Protocols and Guidelines (ca.gov).
- The draft environmental document needs to accurately describe the habitat currently present at the site.
- CDFW recommends using California native plants for all landscaping to promote microhabitat for wildlife in ever-increasing conditions of habitat loss and fragmentation, plus they reduce water consumption.

Please pass this along to the applicants and let me know if there are questions. Otherwise, CDFW looks forward to reviewing the draft environmental document once it is ready.

Best,

Sabrina Dunn
Environmental Scientist – Contra Costa County
Habitat Conservation Program
California Department of Fish and Wildlife – Bay Delta Region
Cell: (707) 428-2069



From: Hultman, Debbie@Wildlife <Debbie.Hultman@wildlife.ca.gov>
Sent: Tuesday, February 6, 2024 10:11 AM
To: Dunn, Sabrina@Wildlife <Sabrina.Dunn@Wildlife.ca.gov>
Subject: FW: City of Antioch Project Routing - Slatten Ranch

From: Villagrana, Monique <mvillagrana@antiochca.gov>
Sent: Friday, February 2, 2024 2:36 PM
To: Villagrana, Monique <mvillagrana@antiochca.gov>
Subject: City of Antioch Project Routing - Slatten Ranch

Some people who received this message don't often get email from mvillagrana@antiochca.gov. Learn why this is important

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Good Afternoon,

The City of Antioch Planning Division is requesting your review of the project information and plans contained in the attached document.

Please provide feedback on availability of services, potential design or code conflicts, requirements for additional permits and draft conditions of project approval.

Responses are requested at your earliest availability, by or before February 23, 2024, to Zoe Merideth at zmerideth@antiochca.gov.

Thank you in advance for your time and collaboration.

Monique Villagrana
Community Development Technician | Planning Division

☎: (925) 779-6163 (Direct)
☎: (925) 779-6159 (Main)
🖷: (925) 779-7034 (Fax)
✉: mvillagrana@antiochca.gov
💻: www.antiochca.gov

Community Development Department | 200 'H' Street, Antioch, CA 94509-1005

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OPPORTUNITY LIVES HERE

From:	Kerri Watt
To:	Michael Burger; Merideth, Zoe
Cc:	Michelle Cordis; Angelo Obertello
Subject:	RE: City of Antioch Project Routing - Slatten Ranch (UPDATE)
Date:	Wednesday, March 20, 2024 11:29:29 AM
Attachments:	image002.png image005.png image003.png

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Thank you, Michael! And Michelle!

KERRI WATT
Director of Entitlements
DeNova Homes, Inc.
Cell: (925) 605-9304

From: Michael Burger <Michael.Burger@pw.cccounty.us>
Sent: Wednesday, March 20, 2024 11:27 AM
To: zmerideth@antiochca.gov
Cc: Michelle Cordis <michelle.cordis@pw.cccounty.us>; Kerri Watt <kwatt@denovahomes.com>; Angelo Obertello <aobertello@cbandg.com>
Subject: RE: City of Antioch Project Routing - Slatten Ranch (UPDATE)

Good Morning Ms. Merideth,

The FC District had a meeting with the applicant this morning and, after a discussion with Kerri Watt and Angelo Obertello to clarify the proposed diversion of the watershed from DA 30C/130 to DA 56, we are comfortable with the removal of comment #8 listed below. The diversion of the watershed is in congruence with a land swap agreed to by the FC District, the City of Antioch, and the developers of the Slatten Ranch parcels south of the proposed project site.

<!--[if !vml]--> <!--[endif]-->Michael Burger | **Engineering Technician**
Contra Costa County Flood Control
255 Glacier Drive, Martinez, CA 94553
Phone: 925.313.2308 | Fax: 925.313.2333
michael.burger@pw.cccounty.us | cccpublicworks.org

From: Michael Burger
Sent: Thursday, February 15, 2024 11:39 AM
To: zmerideth@antiochca.gov
Cc: Michelle Cordis <michelle.cordis@pw.cccounty.us>; FeeCollection <FeeCollection@pw.cccounty.us>
Subject: RE: City of Antioch Project Routing - Slatten Ranch

Hello Ms. Merideth,

The Contra Costa County Flood Control and Water Conservation District (FC District) has reviewed the Vesting Tentative Map (VTM) prepared by Carson, Barbee, and Gibson for Subdivision 9645 (SD 9645) located at 5020 Slatten Ranch Road (APN 056-120-098).

We submit the following comments:

1. This project is located within Drainage Areas 56, 30C, and 130 (DA 56, DA 30C, and DA 130), for which drainage fees are due in accordance with Flood Control Ordinance Numbers 2002-24, 2007-8, and 2007-06 respectively. By ordinance, all building permits or subdivision maps filed in this area are subject to the provisions of the

drainage fee ordinance. Effective January 1, 2024, the current fees in these drainage areas are $1.13, $0.52, and $0.91 per square foot of newly created impervious surface respectively. The drainage area fees for this lot should be collected prior to issuing a building permit for this project.

2. The FC District is not the approving local agency for this project as defined by the Subdivision Map Act. As a special district, the FC District has an independent authority to collect drainage fees that is not restricted by the Subdivision Map Act. The FC District reviews the drainage fee rates every year the ordinance is in effect and adjusts the rates annually on January 1 to account for inflation. The drainage fee rates do not vest at the time of tentative map approval. The drainage fees due and payable will be based on the fee in effect at the time of fee collection.

3. The DA 56 fee for this project is estimated to be $76,109.23 based on the VTM for SD 9645.

4. The DA 30C fee for this project is estimated to be $68,065.92 based on the VTM for SD 9645.

5. The DA 130 fee for this project is estimated to be $119,115.36 based on the VTM for SD 9645.

6. The total DA Fees due for this project is estimated to be $263,290.51. Please see the enclosed spreadsheets for our drainage fee calculations.

7. The developer may be eligible for credit against the DA 30C fee for the cost of installing drainage facilities that conform to the FC District's DA 30C Plan. In the event that the costs of installing these drainage area facilities exceed the DA 30C fee obligation, the developer may be eligible for reimbursement. The amount of reimbursement will need to be determined prior to the work being performed and will be based upon a signed reimbursement agreement between the developer and the FC District.

8. ~~This development proposes a diversion from DA 30C/DA 130 to DA 56 which will increase runoff to the downstream system and increase the risk of flooding. The FC District does not allow diversions. Prior to accepting the tentative map as complete, please require the applicant's engineer to either 1) modify the site drainage to eliminate the diversion of watersheds or 2) provide a hydrology and hydraulic report which shows how this project will balance the stormwater diversion.~~

9. We recommend that the City condition the applicant to design and construct storm drain facilities to adequately collect and convey stormwater entering or originating within the development to the nearest adequate man-made drainage facility or natural watercourse, without diversion of the watershed.

10. The applicant should be required to submit hydrology and hydraulic calculations to the City that prove the adequacy of the in-tract drainage system and the downstream drainage system. We defer review of the local drainage to the City.

11. We recommend that the City condition the applicant to contact the appropriate environmental regulatory agencies such as the State Department of Fish and Wildlife and State Regional Water Quality Control Board to obtain all the necessary permits for this project, or show that such permits are not necessary.

12. Drainage Area 56 has no funding for maintenance of the existing and proposed detention basin facilities. The City should ensure that a perpetual funding source is in place for maintenance of those facilities by requiring that this development annex into a City Community Facilities District (CFD) or similar funding entity.

13. The applicant should be required to comply with the current National Pollutant Discharge Elimination System (NPDES) requirements under the City Stormwater Management and Discharge Control Ordinances and the C.3 Guidebook. We support the State's goal of providing best management practices to achieve the permanent reduction or elimination of stormwater pollutants and downstream erosion from new development.

We appreciate the opportunity to comment on the Slatten Ranch Residential project and welcome continued coordination with the City. If you have any questions, please contact us at your earliest convenience.

Regards,

<!--[if !vml]--> <!--[endif]-->Michael Burger | **Engineering Technician**
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July 15, 2025

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Re: **Antioch Planning Commission Hearing, Agenda Item 6-2; Slatten Ranch Townhomes Project (TM-01, AR-23-01)**

Dear Chair Riley, Vice-Chair Webber, Commissioners, Mr. Scudero, and Ms. Merideth:

We are writing on behalf of Contra Costa Residents for Responsible Development ("Contra Costa Residents") to provide comments on Agenda Item 6-2, the Slatten Ranch Townhomes Project (TM-01, AR-23-01) ("Project") proposed by DeNova Homes, Inc. ("Applicant"). The Project consists of a vesting tentative map to create 17 residential lots for 17 three-story buildings, containing 129 townhome-style condominium homes. The Project site is a 6.41 acre site located on the east side and northern end of Slatten Ranch Road, bounded by Wicklow Way on the south and Empire Avenue on the east in the City of Antioch ("City").

The City contends that the Project previously has been analyzed under the California Environmental Quality Act[1] ("CEQA") and that further evaluation is not required pursuant to CEQA Guidelines section 15183.[2] Specifically, the City

[1] Pub. Res. Code ("PRC") §§ 21000 et seq.; 14 Cal. Code Regs. §§ 15000 et seq. ("CEQA Guidelines").
[2] February 2024 Slatten Ranch Townhomes Section 15183 Consistency Memorandum ("15183 Consistency Memorandum"), pg. 1.

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contends that the Project was adequately analyzed in the Antioch Housing, Environmental Hazards, and Environmental Justice Elements Project Environmental Impact Report ("Housing Element EIR") certified by the City in February 2023, and that additional environmental review is therefore not required for the Project pursuant to section 15183. These conclusions are set forth in the 15183 Consistency Memorandum, which purports to "determine if project-specific impacts would occur that are not adequately covered in [the Housing Element EIR]. To the extent the Housing Element policies and/or actions substantially mitigate a particular project impact, the impact shall not be considered peculiar, pursuant to 15183(f), thus, eliminating the need for further environmental review."[3]

The City's conclusion is not supported by substantial evidence in the record and further CEQA review is required. The City's reliance on section 15183 to avoid any project-specific environmental review is misplaced, as none of the Project's specific impacts were studied in the Housing Element EIR, and the 15183 Consistency Memorandum lacks any analysis of Project-specific impacts and does not identify any applicable Housing Element policies and/or actions applicable to this Project that will substantially mitigate any Project-level impact. Moreover, the Project will result in new or more significant impacts that are peculiar to the Project site. As a result, the Planning Commission lacks substantial evidence to recommend approval of the Project.

In particular, Contra Costa Residents' transportation expert found that the Project is likely to have significant vehicle miles traveled ("VMT") impacts, and the 15183 Consistency Memorandum improperly "screened" the Project from a quantitative VMT analysis. Similarly, Contra Costa Residents' noise expert found that the Project will have significant construction noise impacts peculiar to this Project site and which were not addressed in the Housing Element EIR. Finally, neither the Consistency Memorandum nor the Housing Element EIR performed any emissions modeling to determine the scope of potential air quality and public health impacts from the Project's construction and operational emissions, in violation of CEQA. The City therefore may not properly rely on CEQA Guidelines section 15183 to avoid further environmental review.

We prepared these comments with the assistance of acoustics, noise, and vibration expert Jack Meighan of Wilson Ihrig[4] and transportation expert Norman

[3] 15183 Consistency Memorandum, pg. 10.
[4] Mr. Meighan's Comments ("Meighan Comments") and CV are attached hereto as **Attachment A**

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Marshall.[5] As explained below, the Project will have potentially significant air quality, public health, noise and transportation impacts that are peculiar to the project and were not analyzed at a project-level in the Housing Element EIR, or are more severe than previously analyzed by the City. These impacts are not reduced to less than significant levels by the mitigation measures in the Housing Element EIR or any other standard conditions of approval, and therefore require disclosure and mitigation in a project-level Environmental Impact Report ("EIR") before the City can consider approval of the Project.

I. STATEMENT OF INTEREST

Contra Costa Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards, and the environmental and public service impacts of the Project. The coalition includes the International Brotherhood of Electrical Workers Local 302, Plumbers & Steamfitters Local 159, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483, along with their members, their families, and other individuals who live and work in the City of Antioch and Contra Costa County.

Contra Costa Residents' individual members live, work, recreate, and raise their families in the City of Antioch and surrounding communities. Accordingly, they would be directly affected by the Project's environmental, health, and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist on site.

Contra Costa Residents also has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for businesses and industries to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

II. LEGAL BACKGROUND

CEQA has two basic purposes, neither of which has the City satisfied in this

[5] Mr. Marshall's Comments ("Marshall Comments") and CV are attached hereto as **Attachment B**.

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case. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental impacts of a project before harm is done to the environment.[6] The EIR is the "heart" of this requirement,[7] and has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return."[8] To fulfill this purpose, the discussion of impacts in an EIR must be detailed, complete, and "reflect a good faith effort at full disclosure."[9] An adequate EIR must contain facts and analysis, not just an agency's conclusions.[10]

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring imposition of mitigation measures and by requiring the consideration of environmentally superior alternatives.[11] CEQA imposes an affirmative obligation on agencies to avoid or reduce environmental harm by adopting feasible project alternatives or mitigation measures to address all potentially significant impacts identified in the agency's CEQA analysis.[12] Without an adequate analysis and description of feasible mitigation measures, it would be impossible for agencies relying upon an EIR or other environmental document to meet this obligation.

Following preliminary review of a project to determine whether an activity is subject to CEQA, a lead agency is required to prepare an initial study to determine whether to prepare an EIR or negative declaration, identify whether a program EIR, tiering, or other appropriate process can be used for analysis of the project's environmental effects, or determine whether a previously prepared EIR could be used with the project, among other purposes.[13] CEQA requires an agency to analyze the potential environmental impacts of its proposed actions in an EIR except in certain limited circumstances.[14] A CEQA exemption may be invoked only if expressly authorized by the CEQA statute or guidelines and if there is no

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[6] Cal. Code Regs., tit. 14, § 15002, subd. (a)(1) ("CEQA Guidelines"); *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal.App.4th 1344, 1354 ("*Berkeley Jets*"); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[7] *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 84.
[8] *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[9] CEQA Guidelines, § 15151; *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 721-722.
[10] *See Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 568.
[11] CEQA Guidelines, § 15002, subd. (a)(2) and (3); *Berkeley Jets,* 91 Cal.App.4th, at p. 1354; *Laurel Heights Improvement Ass'n v. Regents of the University of Cal.* (1998) 47 Cal.3d 376, 400.
[12] Pub. Resources Code, §§ 21002-21002.1.
[13] CEQA Guidelines, §§ 15060, 15063, subd. (c).
[14] See, e.g., Pub. Resources Code, § 21100.

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possibility of a significant effect on the environment. Exemptions must be narrowly construed and are not to be expanded beyond the scope of their plain language.[15]

CEQA Guidelines Section 15183 provides an exemption for projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, *except as necessary to evaluate whether there are project-specific significant impacts which are peculiar to the project or project site.*[16] In relying on section 15183 to approve a project, a lead agency may not forgo further analysis of potentially significant impacts unless it makes certain findings. An agency is required to perform further analysis as to impacts that (1) are peculiar to the proposed project or parcel, (2) were not analyzed as significant effects in a prior EIR for the zoning, community or general plan with which the project is consistent, (3) are potentially significant off-site or cumulative impacts that were not discussed in the prior EIR, or (4) are previously identified significant impacts which, due to substantial new information not known at the time the EIR was certified, are determined to have a more severe impact than discussed in the prior EIR.[17]

Under section 15183(f), an effect of a project on the environment is not considered peculiar to the project or project site if "uniformly applied development policies or standards have been previously adopted …with a finding that the development policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect."[18]

Agency determinations under Guidelines section 15183 are reviewed under the substantial evidence standard.[19] In determining whether an agency's findings concerning the use of a statutory exemption from CEQA may be upheld, courts review the administrative record to see that substantial evidence supports each element of the exemption.[20] This includes the determination that "uniformly applied development policies or standards" will substantially mitigate the project's

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[15] *Castaic Lake Water Agency v. City of Santa Clarita* (1995) 41 Cal.App.4th 1257.
[16] 14 CCR § 15183(a).
[17] 14 CCR § 15183(b)(1)-(4).
[18] 14 CCR § 15183(f).
[19] *Lucas v. City of Pomona* (2023) 92 Cal.App. 5th 508, 538, citing *Concerned Dublin Citizens v. City of Dublin* (2103) 214 Cal.App.4th 1301, 1311; see also, *Hilltop Group v. County of San Diego* (2024) 99 Cal.App.5th 890, 909-10.
[20] *Lucas*, 92 Cal.App.5th at 538.

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environmental effects.[21] Agency findings must specifically address the effect of uniform policies and standards on potential environmental impacts.[22]

Section 15168's two-step inquiry of a program EIR's applicability to later activities holds that "if a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration." The City insists that, pursuant to sections 15162 and 15183, the Project is within the scope of the program EIR and no subsequent EIR is required. "Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record."

Here, the Housing Element EIR analyzed impacts at a program level, and did not analyze quantify, or disclose Project-level impacts for issues including transportation, air quality and public health, and noise.

III. THE PROJECT IS NOT EXEMPT FROM FURTHER CEQA REVIEW AND AN EIR IS REQUIRED

The City contends that the Housing Element EIR provides the basis for its determination that no further environmental review of the Project's impacts is required. The 15183 Consistency Memorandum notes that the Project's density of 20.1 dwelling units per acre ("du/ac") is consistent with the development density established in the Housing Element EIR, i.e., 20-25 du/ac, and purports to evaluate whether the Project will have any effects peculiar to the Project or Project site.[23] It goes on to state that "[t]o the extent that the Housing Element policies and/or actions substantially mitigate a particular project impact, the impact shall not be considered peculiar, pursuant to [CEQA Guidelines section] 15183(f), thus, eliminating the requirement for further environmental review."[24]

However, while the Consistency Memorandum recites the requirements of section 15183, it does not actually analyze whether the Project will have any effects peculiar to the Project or the Project site. Neither the Housing Element EIR nor the 15183 Consistency Memorandum examine the Project-level effects on environmental impacts such as air quality, health risks, transportation and noise.

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[21] 14 CCR § 15183(f).
[22] *Hilltop Group*, 99 Cal.App.5th at 918.
[23] 15183 Consistency Memorandum, pg. 10.
[24] *Id.*

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Nor does the Consistency Memorandum identify any "Housing Element policies and/or practices" that apply to the Project to substantially mitigate the Project's impacts. As discussed below, the City lacks substantial evidence to support the necessary findings to exempt the Project from CEQA review, and the City must prepare and circulate for public review an EIR that analyzes the Project's potentially significant impacts.

A. The City Improperly Failed to Analyze the Project's Significant Transportation Impacts

CEQA requires analysis of a project's transportation impacts via analysis of the project's vehicle miles traveled ("VMT").[25] The Housing Element EIR evaluated the VMT impacts of all of the potential new housing sites in the City (including the site for the Slatten Ranch Project) and found a significant impact on VMT.[26] To address these impacts, the Housing Element EIR adopted Mitigation Measure TRANS-1, which provides that individual housing development projects (like this one) *that do not screen out from VMT impacts analysis shall provide a quantitative VMT analysis.*[27] Individual projects which result in a significant VMT impact are required to implement travel demand management measures and physical measures to reduce VMT to a less-than-significant level.[28] The Housing Element EIR lists seven criteria that are used to screen projects out of conducting project-level VMT analysis: (1) CEQA-exempt projects, (2) small projects, (3) local-serving uses, (4) proximity to a major transit stop, (5) projects located in low VMT areas, (6) affordable housing, and (7) transportation projects.[29] These criteria screen out projects from performing a full VMT analysis because projects meeting these criteria are presumed to have less-than-significant VMT impacts absent substantial evidence to the contrary.[30]

The Housing Element EIR makes clear that it did not analyze VMT impacts from individual housing projects like this one. Nor does the 15183 Consistency Memorandum for this Project analyze the Project's VMT impacts. Instead, the City asserts that because the 15183 Consistency Memoranda concludes that the Project qualifies for the Guidelines section 15183 exemption, the Project "screens out" from

[25] 14 CCR § 15064.3.
[26] Housing Element EIR, pg. IV.B-27.
[27] *Id.*
[28] *Id.*
[29] *Id.,* pgs. IV.B-21—IV.B-22.
[30] *Id.*

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having to perform a quantitative VMT analysis as required under Housing Element EIR mitigation measure TRANS-1. Specifically, the 15183 Consistency Memorandum states:

> "As demonstrated through this 15183 Consistency Memorandum, the proposed project would not result in significant impact that is peculiar to the project or project site, a significant effect that was not identified in the Housing Element EIR, or a substantially more severe significant effect related to transportation beyond what was identified in the Housing Element EIR. Therefore, pursuant to Section 15183 of the CEQA Guidelines, the proposed project qualifies for exemption from further environmental review under CEQA. Because the proposed project would be considered exempt from CEQA, Mitigation Measure TRANS-1 is not applicable."

The City's position is legally and logically flawed. The City's argument employs circular reasoning by claiming that because the Project is exempt from CEQA, it does not need to conduct a VMT analysis, citing the Housing Element EIR screening criteria. This reasoning is fundamentally flawed because the argument's premise ("the Project is exempt from CEQA") *assumes* the conclusion rather than supporting it. The City argues that an exemption from CEQA means an exemption from VMT analysis, but the CEQA exemption itself is predicated on the absence of significant environmental impacts peculiar to the Project, including transportation impacts which a VMT analysis is designed to determine. In other words, the City claims that it need not evaluate the Project's potentially significant VMT impacts because the Project is exempt from CEQA, but the exemption determination itself rests on unsupported assumptions regarding the lack of Project-specific peculiar impacts. The City lacks any evidence to support the conclusion that the Project will not have significant VMT impacts peculiar to the Project or Project site because it performed no Project-specific VMT analysis. By bypassing the VMT analysis this way, the City avoids an analysis that could reveal significant impacts, and preclude the use of the section 15183 exemption. This approach undermines the purpose of CEQA, which is to ensure that potential environmental impacts are identified, disclosed and mitigated.

While the Consistency Memorandum relies solely on the "CEQA Exemption" screening criterion, the Project does not qualify for any of the other screening criteria set out in the Housing Element EIR. The Project is not a "Small Project,"

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defined as having 10,000 square feet or less[31] of non-residential space or 10 residential units or less. The Project will not consist of "Local-Serving Uses," as this screening criteria is intended to apply to commercial uses and is not relevant to residential projects.[32] The Project does not qualify for the "Proximity to a Major Transit Stop" VMT screening criteria, as this criteria is limited to the 0.5 mile (walking radius) surrounding the Antioch BART and Antioch Amtrak stations, and the Housing Element EIR found that none of the housing sites analyzed fall within this boundary.[33] The Project does not include any affordable housing, and therefore does not screen out from VMT analysis on that basis. Nor is the Project a "Transportation Project." Finally, the Project is not located in a "Low VMT Area." Indeed, as transportation expert Norman Marshall explains, the Project site is located in an area of the City where home-based VMT exceeds the City's significance thresholds.[34] This makes it very likely that the Project will have significant VMT impacts requiring mitigation.[35]

The Project has none of the characteristics that suggest low VMT impacts that would allow it to be screened from a VMT analysis. As discussed above, the City's failure to perform a quantitative VMT analysis prevents an understanding of the extent to which the Project's VMT is expected to exceed the significance threshold, or the nature of mitigation required to reduce such impacts to below the threshold. The City's conclusion lacks the support of substantial evidence because it failed to perform any Project site-specific analysis of VMT impacts or to determine to what extent these impacts are peculiar to the Project or Project site, nor has it demonstrated that the Project can be screened from performing a quantitative VMT' analysis. The City must prepare a Project-specific EIR that includes a quantitative VMT analysis and appropriate mitigation.

B. The City Lacks Substantial Evidence to Support its Conclusions With Respect to Air Quality and Public Health Impacts

The City has not performed any emissions modeling to determine potential impacts of Project construction or operations; neither the 15183 Consistency Memorandum nor the Housing Element EIR analyzed any Project site-specific air

[31] *Id.*
[32] *Id.* at pg. IV.B-24.
[33] *Id.*
[34] Marshall Comments, pgs. 2-3.
[35] Marshall Comments, pgs. 2-5.

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quality impacts or identified any sensitive receptors near the Project site. Under CEQA Guidelines section 15168(c), these air quality and public health impacts are effects that were not examined in the Housing Element EIR, requiring a new initial study leading to either an EIR or negative declaration. The 15183 Consistency Memorandum includes a cursory discussion of the Project's potential air quality impacts, as follows:

> "The proposed project would be consistent with the Housing Element and, thus, was anticipated by the City and considered under the Housing Element EIR analysis. Accordingly, the proposed project would not result in any new significant effects related to air quality. However, the Housing Element EIR requires mitigation measures related to construction emissions of criteria air pollutant emissions from future housing developments (AIR-1), operational emissions of criteria air pollutant emissions from future housing developments (AIR-2), and health risks related to the generation of toxic air contaminants (TACs) and particulate matter (PM) 2.5 microns in diameter ($PM_{2.5}$) during construction and operation of future housing developments (AIR-3a and AIR-3b)."[36]

However, the Consistency Memorandum goes on to state that none of the Housing Element EIR air quality mitigation measures are applicable to this Project.[37] Based on the Project's size, location and characteristics, none of the Housing Element EIR's air quality mitigation measures would apply to this Project. Therefore, none of the Project's air quality impacts will be mitigated by "uniformly applied development policies or standards."[38] The City nevertheless concludes that "[o]verall, based on the above, the proposed project would not result in a significant impact that is peculiar to the project or the project site, was not identified as a significant effect in the Housing Element EIR, and would not result in a more severe adverse impact than the significant effects previously identified within the Housing Element EIR." This conclusion lacks the support of any evidence, let alone substantial evidence as required by CEQA.

The Housing Element EIR expressly recognized that the use of construction equipment during construction of individual housing developments like the Project

[36] 15183 Consistency Memorandum, pg. 12.
[37] *Id.*
[38] *See* CEQA Guidelines § 15183.

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can pose health risks related to the generation of TACs and $PM_{2.5}$.[39] DPM is a known toxic air contaminant ("TAC") carcinogen that contains numerous harmful compounds. Diesel exhaust has been linked to a range of serious health problems including an increase in respiratory disease, lung damage, cancer, and premature death.[40,41,42] Fine DPM is deposited deep in the lungs in the smallest airways and can result in increased respiratory symptoms and disease; decreased lung function, particularly in children and individuals with asthma; alterations in lung tissue and respiratory tract defense mechanisms; and premature death.[43] Exposure to DPM increases the risk of lung cancer. It also causes non-cancer effects including chronic bronchitis, inflammation of lung tissue, thickening of the alveolar walls, immunological allergic reactions, and airway constriction.[44] DPM is a TAC that is recognized by state and federal agencies as causing severe health risk because it contains toxic materials, unlike $PM_{2.5}$ and PM_{10}.[45] Indeed, the California Office of Health Hazard Assessment recommends assessing cancer risk from construction emissions for all projects, like this one, for construction projects lasting longer than six months.[46]

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[39] Housing Element EIR, pgs. IV.C-21—23.
[40] California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998; see also California Air Resources Board, Overview: Diesel Exhaust & Health, https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health#:~:text=Diesel%20Particulate%20Matter%20and%20Health&text=In%201998%2C%20CARB%20identified%20DPM,and%20other%20adverse%20health%20effects.
[41] U.S. EPA, Health Assessment Document for Diesel Engine Exhaust, Report EPA/600/8-90/057F, May 2002.
[42] Environmental Defense Fund, Cleaner Diesel Handbook, Bring Cleaner Fuel and Diesel Retrofits into Your Neighborhood, April 2005; http://www.edf.org/documents/4941_cleanerdieselhandbook.pdf, accessed July 5, 2020.
[43] California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998.
[44] Findings of the Scientific Review Panel on The Report on Diesel Exhaust as adopted at the Panel's April 22, 1998 Meeting.
[45] Health & Safety Code § 39655(a) (defining "toxic air contaminant" as air pollutants "which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412 (b)) is a toxic air contaminant.")
[46] See OEHHA Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments (February 2015), at pg. 8-18, available at https://oehha.ca.gov/sites/default/files/media/downloads/crnr/2015guidancemanual.pdf

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Despite the Housing Element EIR's express recognition of the health risks from construction equipment emissions of TACs from construction of projects like this one, the City failed to perform a quantitative health risk analysis to evaluate these peculiar impacts. Because the City has asserted that none of the air quality mitigation measures in the Housing Element EIR applies to this Project, all such impacts will be completely unmitigated. The City therefore may not rely on the section 15183 exemption to approve this Project, and an EIR must be prepared and circulated for public review to evaluate Project's air quality and public health impacts.

C. The City Lacks Substantial Evidence to Support its Conclusions with Respect to the Project's Noise Impacts

The City has not performed any site-specific analysis of the Project's potential noise impacts. Neither the Housing Element EIR nor the 15183 Consistency Memorandum includes any analysis of ambient noise in the area of the Project site, modeling of the Project's construction or operational noise impacts, or identification of sensitive receptors near the Project site. The 15183 Consistency Memorandum contains no discussion whatsoever regarding whether the Project may have peculiar noise impacts necessitating further CEQA review. Under CEQA Guidelines section 15168(c), these Project-specific noise impacts were not examined in the Housing Element EIR, requiring a new initial study leading to either an EIR or negative declaration.

The Housing Element EIR recognizes that for individual projects like this one, "construction activities could generate exterior noise levels that exceed the City's noise objectives established under General Plan Policy 11.8.2."[47] The Housing Element EIR also states that "[i]ndividual housing developments…would result in a potentially significant impact if they cause a new exceedance of the General Plan noise objectives, or an audible (3.0 dBA) increase in areas where the General Plan noise objectives are already exceeded as the result of existing development."[48] General Plan Policy 11.8.2 (f) requires a detailed noise attenuation study to be prepared by a qualified acoustical engineer to determine appropriate mitigation and ways to incorporate such mitigation into project design and intervention. Finally, the Housing Element EIR points out that General Plan Policy 11.8.2 requires development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan that should depict the

[47] Housing Element EIR, pg. IV.L-12.
[48] Housing Element EIR, pg. IV.L-10.

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location of construction equipment and how the noise from this equipment will be mitigated during construction through the use of noise reduction methods listed in Policy 11.8.2(o).[49]

Therefore, while the City expressly recognizes that individual housing projects like this one may have significant noise impacts on existing nearby sensitive receptors and requires studies and mitigation to reduce noise impacts, the 15183 Consistency Memo simply assumes without any analysis or evidence that the proposed Project "would not result in new significant impacts or substantially more significant impacts related to" impacts including noise.[50] It does not analyze or even consider whether the Project would "cause a new exceedance of the General Plan noise objectives, or an audible (3.0 dBA) increase areas where the General Plan noise objectives are already exceeded." Nor does it consider whether Housing Element policies and/or actions might substantially mitigate the Project's noise impacts. At a minimum, to demonstrate consistency with the Housing Element EIR, it must consider Project impacts in relation to General Plan Policy noise objectives, and must prepare a construction-related noise mitigation plan depicting the location of construction equipment and how the noise from this equipment will be mitigated during construction. Without any actual analysis, or consideration of any applicable uniformly applied development policies or standards, there is no support whatsoever for the conclusion that the Project will not have peculiar noise impacts.

Moreover, as discussed in the attached comments by noise expert Jack Meighan, the 15183 Consistency Memorandum lacks any measurement or disclosure of ambient noise conditions in the area of the Project site.[51] It is therefore impossible to know whether the Project will cause significant increases over ambient noise conditions that are peculiar to the Project or Project site. This violates CEQA's requirement that a lead agency consider both the "absolute noise level" associated with a project as well as the increase in the level of noise that will result from a project.[52] In addition, Mr. Meighan modeled potential Project construction noise impacts to residents at the nearest sensitive receptor, located 180 feet from the Project site.[53] Mr. Meighan's analysis reveals potentially significant

[49] Housing Element EIR, pg. IV.L-12.
[50] 15183 Consistency Memorandum, pg. 14.
[51] Meighan Comments, pg. 7.
[52] *Gardiner Farms, LLC v. County of Kern* (2020) 45 CA5th 814, 887, 893; *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 CA4th 714, 733.
[53] Meighan Comments, pgs. 4-5.

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impacts from construction noise, impacts that the City has not evaluated or disclosed. Mr. Meighan's comments provide substantial evidence that the Project will have significant construction noise and vibration impacts that will not be mitigated even if the Housing Element EIR and General Plan noise policies and standards are applied.[54]

Since the City has performed no analysis whatsoever of potential Project noise impacts, it lacks substantial evidence to support the conclusion that the Project will not have Project-specific impacts peculiar to the Project or Project site. Therefore, the City cannot rely on the 15183 CEQA exemption. The City must prepare an EIR that adequately analyzes the Project's potentially significant noise impacts by establishing ambient noise levels for the Project site, comparing them against applicable noise significant thresholds, and proposing mitigation for any significant impacts found.

IV. THE CITY LACKS SUBSTANTIAL EVIDENCE TO MAKE THE REQUIRED FINDINGS TO APPROVE THE PROJECT'S ENTITLEMENTS

The Project requires the City to approve a Vesting Tentative Subdivision Map ("VTSM") for condominium purposes that would subdivide the project site for the development of 17 townhome buildings, containing a total of 129 residential units.[55] However, as discussed above, the City fails to adequately analyze or mitigate several new project-specific environmental impacts that were not addressed by the Housing Element EIR. As a result, the City cannot make the requisite findings to approve the Project's VTSM.

California's Subdivision Map Act precludes the approval of a tentative map where the design or improvement of the proposed subdivision is not consistent with the applicable general plan, is likely to cause substantial environmental damage, or is likely to cause serious public health problems.[56]

Additionally, Antioch Municipal Code Section 9-4.323 states that a VTSM may be made conditional or denied if any of the following is determined:

[54] Meighan Comments, pgs. 2-7.
[55] Staff Report for the Antioch Planning Commission Regular Meeting of July 16, 2025, pg. 1
[56] Government Code § 66474(b), (e) and (f).

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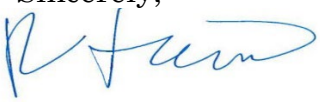
- A failure to do so would place the residents of the subdivision or the immediate community, or both, in a condition dangerous to their health or safety, or both; or
- The condition or denial is required in order to comply with state or federal laws.

As detailed in our comments and those of our noise and transportation experts, there is substantial evidence that the Project may result in several potentially significant environmental impacts, including: (1) construction noise, (2) VMT, and (3) air quality and related health risks. These impacts remain unaddressed and could pose serious risks to public health and safety—both for future subdivision residents and the surrounding community. Therefore, the City cannot make the required findings under the Subdivision Map Act and Antioch's Municipal Code to approve the VTSM until all of the Project's potentially significant impacts are thoroughly analyzed and effectively mitigated.

V. CONCLUSION

As discussed herein, the City lacks substantial evidence to rely on a CEQA Guidelines section 15183 exemption for Project approval. The Project will result in potentially significant project-level impacts which are peculiar to the Project and Project site and will require mitigation. Therefore, the Project cannot be approved until the City complies with CEQA by preparing an EIR.

Sincerely,



Richard M. Franco

Attachments
RMF:acp

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ATTACHMENT A

WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION

CALIFORNIA
WASHINGTON
NEW YORK

WI #24-001.32

July 12, 2025

Alaura R. McGuire
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

SUBJECT: **Slatten Ranch Townhomes Section 15183 Consistency Memorandum**
Antioch, CA
Review and Comments on the Initial Study Noise Analysis

Dear Ms. McGuire

As requested, we have reviewed the information and noise impact analysis for the Slatten Ranch Townhomes Project in Antioch, CA. The project consists of construction and operation/occupancy of 135 townhome units at the southeast corner of Slatten Ranch Road and Wicklow Way. This letter is based on the Section 15183 Consistency Memorandum prepared by Raney Planning and Management, dated February 2024 and the City of Antioch Housing Element EIR. The Project site is surrounded by noise-sensitive receivers, most notably existing single-family houses, the closest being at 1991 Orfanos Ranch Drive.

Wilson Ihrig is an acoustical consulting firm that has practiced exclusively in the field of acoustics since 1966. During our 58 years of operation, we have prepared hundreds of noise studies for Environmental Impact Reports and Statements. We have one of the largest technical laboratories in the acoustical consulting industry. We also utilize industry-standard acoustical programs such as Roadway Construction Noise Model (RCNM), SoundPLAN, and CadnaA. In short, we are well qualified to prepare environmental noise studies and review studies prepared by others.

Adverse Effects of Noise[1]

Although the health effects of noise are not taken as seriously in the United States as they are in other countries, they are real and, in many parts of the country, pervasive.

Noise-Induced Hearing Loss. If a person is repeatedly exposed to loud noises, he or she may experience noise-induced hearing impairment or loss. In the United States, both the Occupational Health and Safety Administration (OSHA) and the National Institute for Occupational Safety and

[1] More information on these and other adverse effects of noise may be found in *Guidelines for Community Noise*, eds B Berglund, T Lindvall, and D Schwela, World Health Organization, Geneva, Switzerland, 1999. (https://www.who.int/publications/i/item/a68672)

Health (NIOSH) promote standards and regulations to protect the hearing of people exposed to high levels of industrial noise.

Speech Interference. Another common problem associated with noise is speech interference. In addition to the obvious issues that may arise from misunderstandings, speech interference also leads to problems with concentration fatigue, irritation, decreased working capacity, and automatic stress reactions. For complete speech intelligibility, the sound level of the speech should be 15 to 18 dBA higher than the background noise. Typical indoor speech levels are 45 to 50 dBA at 1 meter, so any noise above 30 dBA begins to interfere with speech intelligibility. The common reaction to higher background noise levels is to raise one's voice. If this is required persistently for long periods of time, stress reactions and irritation will likely result.

Sleep Disturbance. Noise can disturb sleep by making it more difficult to fall asleep, by waking someone after they are asleep, or by altering their sleep stage, e.g., reducing the amount of rapid eye movement (REM) sleep. Noise exposure for people who are sleeping has also been linked to increased blood pressure, increased heart rate, increase in body movements, and other physiological effects. Not surprisingly, people whose sleep is disturbed by noise often experience secondary effects such as increased fatigue, depressed mood, and decreased work performance.

Cardiovascular and Physiological Effects. Human's bodily reactions to noise are rooted in the "fight or flight" response that evolved when many noises signaled imminent danger. These include increased blood pressure, elevated heart rate, and vasoconstriction. Prolonged exposure to acute noises can result in permanent effects such as hypertension and heart disease.

Impaired Cognitive Performance. Studies have established that noise exposure impairs people's abilities to perform complex tasks (tasks that require attention to detail or analytical processes) and it makes reading, paying attention, solving problems, and memorizing more difficult. This is why there are standards for classroom background noise levels and why offices and libraries are designed to provide quiet work environments.

Introduction

Under Section 15183 of the California Code of Regulations, a project that is consistent with development density established by a General Plan for which an EIR has been certified is exempt from CEQA review except for project-specific impacts peculiar to the project or project site. Per 15183(f), an impact is not considered peculiar if uniformly applied development standards or policies have been previously adopted by the City with a finding that the development standards or policies would substantially mitigate the impact when applied to future projects, unless substantial new information shows otherwise.

According to the Consistency Memorandum, the City considered uniformly applied development standards and policies in the the Draft Environmental Impact Report entitled Antioch Housing, Environmental Hazards, and Environmental Justice (EJ) Elements (Housing Element DEIR)[2]. None of these policies is mentioned in the Consistency Memo, and there is no evidence that they would mitigate the Project's noise impacts in any event. The Housing Element DEIR's operational noise

[2] https://www.antiochca.gov/fc/community-development/planning/housing-element/DHEEIR-DEIR_22_0902.pdf

section states "General Plan Policy 11.8.2 (f) requires a detailed noise attenuation study to be prepared by a qualified acoustical engineer to determine appropriate mitigation and ways to incorporate such mitigation into project design and implementation." And that "compliance with Code of Ordinance 9-5.1901 (A) and General Plan Policy 11.8.2 (f) would ensure that future development under the Project would not result in a substantial temporary or permanent increase in ambient noise levels from stationary sources, and this impact would be less than significant" (Housing Element DEIR page IV.L-13).

Similarly, for construction noise, General Plan Policy 11.8.2 "requires development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan and requires that all construction equipment utilize noise reduction features." Additionally, the construction-related noise mitigation plan should "depict the location of construction equipment and how the noise from this equipment will be mitigated during construction through the use of noise reduction methods" that are listed in General Plan Policy 11.8.2 (m) (DEIR page IV.L-12).

General Plan 11.8.2 (f) and (m) proceed to list several design guidelines that reduce noise. None of these are guaranteed to reduce noise, depending on the unique characteristics of each site. In Section (m), mufflers are already included in construction noise source models of the cited FTA database, which takes its source values from measurements of modern equipment already equipped with mufflers. Nighttime construction restrictions do not mitigate daytime noise levels. Strategic staging will reduce the length of unnecessary noise impacts, but will not mitigate the worst-case construction noise scenarios when necessary activities occur adjacent to sensitive uses. Similarly for section (f), most of these best practices do not mitigate worst-case noise and are already included in modeling assumptions. Strategic project design and orientation will reduce some potential impacts. However, this does not preclude there being operational noise impacts, either due to the constraints set by the geometry of each individual site plan, or project orientation that was set by considerations other than efficiency of reducing on-site noise.

The Housing Element DEIR establishes that the general plan will reduce noise to less than significant if followed, but the same DEIR cites the general plan requirements that projects which can result in the "development of proposed uses could result in a significant increase in noise a detailed noise attenuation study to be prepared by a qualified acoustical engineer to determine appropriate mitigation and ways to incorporate such mitigation into project design and implementation" (DEIR page IV.L-13). Those steps have not been taken here, and we believe that this project has the potential to result in a significant increase in noise and vibration, and thus a detailed analysis is required, as detailed in this letter.

Construction Noise Impacts are Potentially Significant.

To estimate construction noise, the Federal Highway Administration's Roadway Construction Noise Model (RCNM)[3] was used for this analysis. Typically, multiple pieces of equipment are used in a construction noise analysis, based on a realistic estimation of a construction environment where multiple activities occur simultaneously. Up to three pieces of equipment were modeled at once as a conservative estimate, based on typical construction procedures and timelines. The one exception to this was pile driving, which is a typically more intense procedure than most construction methods.

[3] https://www.fhwa.dot.gov/ENVIRonment/noise/construction_noise/rcnm/rcnmcover.cfm

Program default usage factors, or the percentage of time the equipment generally operates, were used for all pieces of analyzed equipment. Source levels typically used in a construction noise analysis are shown in Table 1.

Table 1: Typical Construction Equipment Noise Levels

Equipment	Lmax Sound Level at 50 feet (dBA)	Utilization %
Backhoe	77.6	40%
Compactor (ground)	80.0	20%
Compressor (air)	78.0	40%
Concrete Mixer Truck	79.0	40%
Concrete Pump Truck	81.0	20%
Concrete Saw	89.6	20%
Crane	81.0	16%
Dozer	81.7	40%
Excavator	80.7	40%
Forklift	75.0	10%
Pneumatic Tools	85.0	50%
Generator	81.0	50%
Mounted Impact Hammer (hoe ram)	90.0	20%
Impact Pile Driver	95.0	20%
Front End Loader	79.0	40%
Paver	77.0	50%
Roller	80.0	20%
Tractor	84.0	40%
Welder / Torch	73.0	40%
Source: RCNM 1.1		

The results of this analysis at the closest sensitive receiver, which is the 1991 Orfanos Ranch Drive residence approximately 180 feet southeast of the project boundary[4], are shown in Table 2.

Table 2: Modeled Noise Levels from the Proposed Project and Nearest Sensitive Receiver

Noise Source(s)	Modeled Noise Level (dBA)
Impact Pile Driver Only	77
Impact Pile Driver + Pneumatic Tools + Concrete Saw	79
Concrete Saw + Pneumatic Tools	75

[4] This is measured via google earth to the project site

City of Antioch General Plan[5] section 11.6.2i-n addresses construction noise. It limits construction hours to 7am to 7pm Monday through Saturday. However, during daytime hours, no limits are set. Even if the city does not set its own construction noise daytime limits, the IS should set thresholds based on other similar documents. For example, the County of Los Angeles code has a construction noise limit of 75 dBA[6]. Certainly, that has no jurisdiction for this project, but other government agencies and other municipalities do have daytime construction noise limits. It is the responsibility of the project applicant to find an applicable guideline to use and determine if noise levels will create an adverse impact on the community. If the applicant finds, chooses and properly cites another threshold that they feel is more appropriate, it is within their right to do so. Many such thresholds are based on ambient noise levels, which are not present here. Either way, the IS must be revised to include such a threshold to evaluate, identify, and potentially mitigate construction noise impacts.

All three modeled scenarios yield noise levels that match or exceed the 75 dBA construction noise guideline. As it currently stands, this is an exceedance of the recommended construction noise threshold which would require mitigation, such as a temporary soundwall. A study should be developed, consistent with the General Plan Policy 11.8.2, that shows how implementation of recommended barriers reduce noise levels below significance limits.

Construction Vibration Impacts are Potentially Significant.

There are separate criteria for evaluating building damage and human response. Caltrans[7] has provided guidance to evaluate potential impacts from construction activities. The Caltrans guideline for building response and vibration annoyance also have separate criteria for transient and continuous sources. These are summarized in Table 3 and Table 4. For the residences closest to this project, Caltrans guidance limits the maximum peak particle vibration (PPV) to 0.5 in/sec for building damage and 0.04 in/sec PPV for human annoyance.

Table 3: Caltrans Vibration Damage Potential Criteria

Different Building Types	Transient Sources (in/sec PPV)	Continuous/Frequent Intermittent Sources (in/sec PPV)
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	**0.5**

[5] https://www.antiochca.gov/fc/community-development/planning/Antioch_Adopted_General_Plan.pdf
[6] https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-193925
[7] Caltrans, *Transportation and Construction Vibration Guidance Manual*, April 2020. Tables 19 and 20. (https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf)

Table 4: Caltrans Vibration Annoyance Potential Criteria

Human Response	Transient Sources (in/sec PPV)	Continuous/Frequent Intermittent Sources (in/sec PPV)
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	**0.04**
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Using the following equation found in the Caltrans *Transportation and Construction Vibration Guidance Manual*, the vibration at the closest sensitive receivers can be calculated[8].

$$PPV_{Equipment}\ (Distance) = PPV_{Ref}\ (25/Distance)^{1.3}\ (in/sec)$$

The closest receiver to the project is the residence located approximately 180 feet to the southeast of the project boundary. Using the reference values presented in the Caltrans document, projected construction vibration levels can be modeled in Table 5.

Table 5: Construction Vibration Levels Compared to Typical Thresholds

Equipment	Reference PPV (in/sec) at 25 ft[9]	PPV (in/sec) at 180 ft	Caltrans Distinctly Perceptible Human Response Level for Continuous/Frequent Intermittent Sources (in/sec PPV)	Potential Impact?
Vibratory pile driving (typical range)	0.644	0.05	0.04	Yes

Site preparation work could generate significant vibration impacts for human annoyance at buildings adjacent to the project site. Mitigation might not be sufficient to resolve these significant impacts. As such, an EIR should be produced to include a detailed study exploring alternative methods and mitigation, which could include banning pile driving activities.

Baseline Noise not Established.

CEQA requires evaluation of whether a project would cause a "substantial temporary or permanent increase in ambient noise levels." Without knowing how loud the environment is, it is impossible to

[8] Caltrans, *Transportation and Construction Vibration Guidance Manual*, April 2020. Table 18 and Eq. 12.
[9] Caltrans, *Transportation and Construction Vibration Guidance Manual*, April 2020. Table 18.

determine if the new project will increase noise in the surrounding community. Baseline noise measurements are the preferred way to determine background noise sources. These measurements serve as a crucial reference point for evaluating the potential noise impacts of proposed projects or activities. Without establishing the baseline noise conditions before any new development occurs, decision-makers cannot effectively determine whether the project complies with noise regulations nor identify any potential adverse effects on the surrounding environment and communities. Given the proximity to both local streets and highway SR-4 along with noise from nearby residences, as well as shielding from nearby structures, noise levels should be physically measured to be accurately determined.

The Federal Transit Administration's 2018 Transit Noise and Vibration Impact Assessment Manual[10] (FTA Manual) Appendix E recommends a minimum of three one-hour Equivalent Sound Level (Leq) noise measurements (peak-hour roadway traffic, typical midday conditions, and typical nighttime conditions) to estimate the Day-Night Sound Level (Ldn) at site, which can be used to establish baseline noise conditions for the project, including the Community Noise Equivalent Level (CNEL). An EIR should be prepared with these baseline noise measurements to properly describe the noise environment.

Conclusions

Considering the potentially significant impacts from construction and operational noise and vibration on the surrounding community, it is imperative that an EIR be conducted to disclose and analyze these potentially significant impacts. Failure to evaluate these impacts would be a violation of CEQA's core purpose of providing a transparent and comprehensive assessment of a project's environmental effects.

Very truly yours,
WILSON IHRIG



Jack Meighan
Associate

meighan - updated slatten ranch noise analysis.docx

[10] https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION



JACK MEIGHAN

Associate

Jack joined Wilson Ihrig in 2021 and is an experienced acoustics engineer with expertise in projects involving rail transit systems, highways, CEQA analysis, environmental noise reduction, mechanical drawing reviews, and construction noise and vibration mitigation. He has hands-on experience with project management, including client coordination and presentations, as well as in designing, developing, and testing MATLAB code used in acoustics applications. Additionally, his expertise includes taking field measurements, developing test plans and specifying, purchasing, setting up and repairing acoustic measurement equipment. He has experience in using Traffic Noise Model (TNM), CadnaA, EASE, Visual Basic, LabView, and CAD software.

Education

- B.S. in Mechanical Engineering, University of Southern California, Los Angeles, CA

Project Experience

Metro Regional Connector, Los Angeles CA
Planned, took, and processed measurements as part of a team to determine the effectiveness of floating slab trackwork for a new subway in downtown Los Angeles that travels below the Walt Disney Concert Hall and the Colburn School of Music.

Rodeo Credit Enterprise CEQA Analysis for New Construction, Palmdale, CA
Wrote an accepted proposal and executed it for a noise study project to determine noise mitigation requirements on a new housing development. Led all aspects of the project and managed the budget during all phases of project completion. Completed 5 separate projects of this type for this developer.

Blackhall Studios, Santa Clarita, CA
Led the vibration measurement effort for a new soundstage directly adjacent to an existing freight and commuter rail line. Tested equipment, processed data, and analyzed results to determine the vibration propagation through the soil to the proposed soundstage locations, and was part of the team that developed mitigation techniques for the office spaces directly next to the rail line.

Octavia Residential Condos CEQA Study, San Francisco, CA
Calculated the STC ratings for the proposed windows to meet Title 24 requirements, modeled the acoustic performance of floor and ceiling structures, researched noise codes, helped with a mechanical design review, and wrote a report summarizing the results for a new Condominium project being developed in San Francisco.

San Diego International Airport Terminal I Replacement, CA
Conducted interior noise and vibration measurements, analyzed measurement data to help determine project criteria, modeled the existing and future terminals in CadnaA, and was part of a team that did a complete HVAC analysis of the entire terminal, as part of a CEQA analysis where a new terminal for the airport is being designed.

Five Points Apartments Noise Study, Whittier, CA
Took measurements, researched sound data and solutions, and recommended mitigation for a new apartment complex that was located next to an existing car wash, as part of a CEQA review.

USC Ellison Vibration Survey, Los Angeles, CA
Conducted vibration measurements as part of a survey to determine the effectiveness of vibration isolation platforms that are used to insulate cell growth in a cancer research facility. Determined the effectiveness and presented this information to the client. Researched and recommended a permanent monitoring system so the client could view data in real time.

TEN50 Condos 'Popping' Noise Investigation, Los Angeles, CA
Was part of a team that investigated the noise source of an unwanted popping noise in luxury condos in Downtown Los Angeles. Helped isolate the noise source location with accelerometers to determine where vibrations were occurring first and used an acoustic camera to determine where in the condo the noise was coming from.

2000 University Project, Berkely, CA
Wrote a construction noise monitoring plan based on environmental noise calculations, wrote a report summarizing the results, and attending a meeting with the client to discuss options.

Bay Area Rapid Transit (BART) On-Track, CA, San Francisco Bay Area, CA*
Day to day project manager, responsible for meetings, presentations, and coordination with the client for an ongoing noise study on the BART system. Developed MATLAB code to process measurements and determine areas where high corrugation was present, contributing to excessively high in-car noise levels. Performed noise measurements inside both the right of way and the vehicle cabin, in addition to rail corrugation measurements.

California I-605/SR-60 Interchange Improvement, Los Angeles, CA*
Developed a noise model of the area that predicted sound levels for abatement design, in addition to conducting noise measurements and analysis. Led the Team in use of the FHWA Traffic Noise Model Software for the project, involving three major highways and two busy interchanges extending over 17 miles in southern California.

Sound Transit On-Track, Seattle, WA*
Took measurements, fixed equipment, and developed software in MATLAB to process Corrugation Analysis Trolley measurements as part of an ongoing noise study on the Sound Transit Link system. Tested vibration data to determine the best measurement and processing techniques to store the data in an online database for in-car measurements.

LA Metro CRRC Railcar Testing, Los Angeles, CA*
Led the effort to plan the measurements, determine measurement locations and finalize the test plan. Formulated a method to capture speed data directly from legacy train vehicles. Executed noise and vibration specification measurements for new rail cars delivered by CRRC.

City of Los Angeles, Pershing Square Station Rehabilitation Noise Monitoring, CA*
Built noise models, wrote a construction noise plan, and assisted in on-site construction noise issues as they arose for a renovation of the Pershing Square metro station in downtown Los

Angeles. Trained construction personnel in techniques for noise reduction and how to conduct noise monitoring measurements to meet project specifications.

City of Orange Metrolink Parking Garage Construction Monitoring, CA*
Wrote an adaptive management vibration monitoring plan, set up equipment to monitor live vibration levels, and generated weekly reports as part of an effort to build a new parking garage. Designed, planned, and completed measurements to predict and mitigate pile driving construction impacts at three historic building locations adjacent to the construction site. Coordinated with the client whenever an on-site problem arose.

LA Metro Westside Subway Construction, Los Angeles, CA*
Planned, organized, and processed noise measurements for the Purple Line extension construction. Implemented both long term microphones to measure noise levels and accelerometers to measure vibration levels in existing subway tunnels. Oversaw noise monitoring at sensitive construction sites for the project and worked with the contractor to find ways to reduce construction noise levels by approximately 10dB.

Montreal Réseau Express Métropolitain, Canada*
Conducted vibration propagation measurements used to create models to predict operational vibration levels for an under-construction transit line. Managed equipment, solved problems in the field, and wrote parts of the report summarizing the findings of the acoustic study.

NHCRP Barrier*
Took on-highway measurements and wrote, designed, developed, and tested MATLAB code to identify specific spectrograms to use for analyses for a project evaluating barrier reflected highway traffic noise differences in the presence of a single absorptive or reflective noise barrier.

Siemens Railcar Testing for Sound Transit, Seattle, WA*
Measured in-car noise and vibration for new rail cars delivered by Siemens. Developed new internal techniques for measurements based on the written specifications. Contributed to the team that helped identify issues that new cars had in meeting the Sound Transit specifications for noise and vibration. Participated in developing the test plan and specified then acquired new equipment for the measurement.

Toronto/Ontario Eglinton Crosstown Light Rail, Final Design, Canada*
Assisted in vibration propagation measurements, analysis, and recommendations for mitigation for a 12-mile light-rail line both on and under Eglinton Avenue. Set up and ran equipment for at-grade measurements with an impact hammer for underground measurements with an impact load cell that was used during pre-construction borehole drilling.

ATTACHMENT B

794 Sawnee Bean Road
Thetford Center VT 05075

Norman Marshall, President
(802) 356-2969

nmarshall@smartmobility.com

July 15, 2025

Rick Franco
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

Subject: Slatten Ranch Townhomes

Dear Mr. Franco,

I have reviewed vehicle miles traveled (VMT) impacts of the Slatten Ranch Townhomes Section 15183 Consistency Memorandum ("Memorandum") dated February 2024 and the Staff Report for the Antioch Planning Commission Meeting of July 16, 2025. I make the following findings:

1) The City of Antioch's Housing Element EIR identifies the project location as being in an area with Home-Based VMT exceeding the threshold. The project is therefore likely to have significant VMT impacts.

2) Housing Element Measure TRANS-1 requires: "Individual housing project development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis." A quantitative VMT analysis required for this project.

3) Housing Element Measure TRANS-1 further requires: "Projects which result in a significant impact shall include travel demand management measures and physical measures to reduce VMT to a less-than-significant level." If the quantitative VMT analysis finds a significant VMT impact for the proposed project, mitigation is required to reduce VMT to less than a significant level.

The Memorandum states:

> Pursuant to Mitigation Measure TRANS-1 as set forth in the Housing Element EIR, individual housing project development proposals that do not screen out from a VMT impact analysis are required to provide a quantitative VMT analysis; however, the Housing Element EIR provides that any project that is exempt from CEQA is not required to conduct a VMT analysis. As demonstrated through this 15183 Consistency Memorandum, the proposed project would not result in a significant impact that is peculiar to the project or project site, a significant effect that was not previously identified in the Housing Element EIR, or a substantially more severe significant effect related to transportation beyond what was identified in the Housing Element EIR. Therefore, pursuant to Section 15183 of the CEQA Guidelines, the proposed project qualifies for exemption from further environmental review under CEQA. Because the proposed project would be considered exempt from CEQA, Mitigation Measure TRANS-1 is not applicable. (p. 13)

The claim that Measure TRANS-1 is "not applicable" is false because the Housing Element EIR clearly shows the Slatten Ranch Townhomes site with "VMT above significance threshold." This site was not included in the September 2022 Housing Element DEIR Housing Element Sites Inventory (Table II-4, p. II-14 – III-23). It was added in to the revised FEIR Table III-4 dated December 2022 as site #183 (p. III-13 – III-21) This addition is illustrated in the figure below.

Parts of Figure III-5 – DEIR on the Left, FEIR on Right with Arrow Pointing to Project Site



The Housing Element FEIR mapped Home-Based VMT for 2020 and 2040 as Figures IV-B-5 and IV-B-6 (reproduced below).

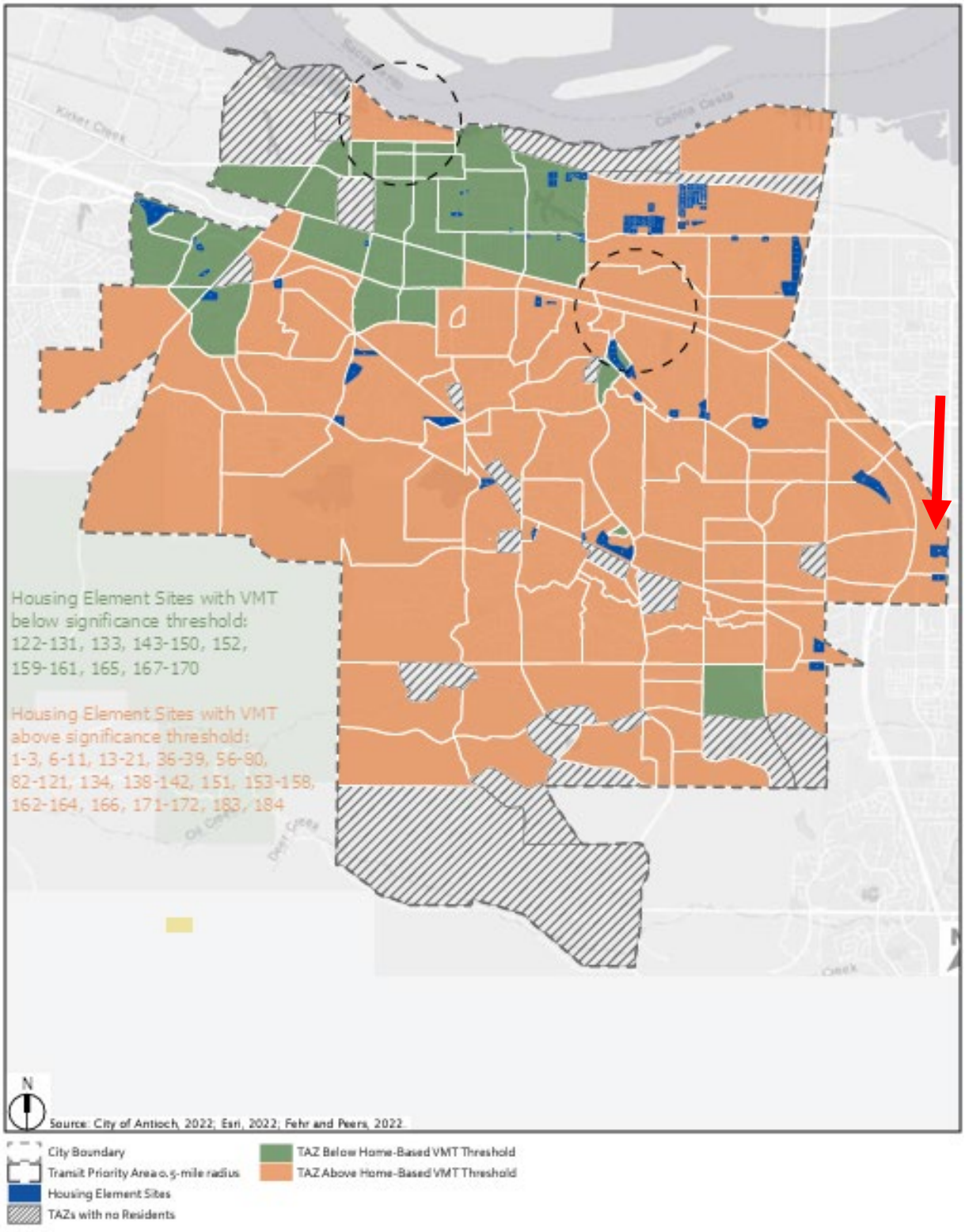


Figure IV.B-6
Housing Element Home-Based VMT (2020)

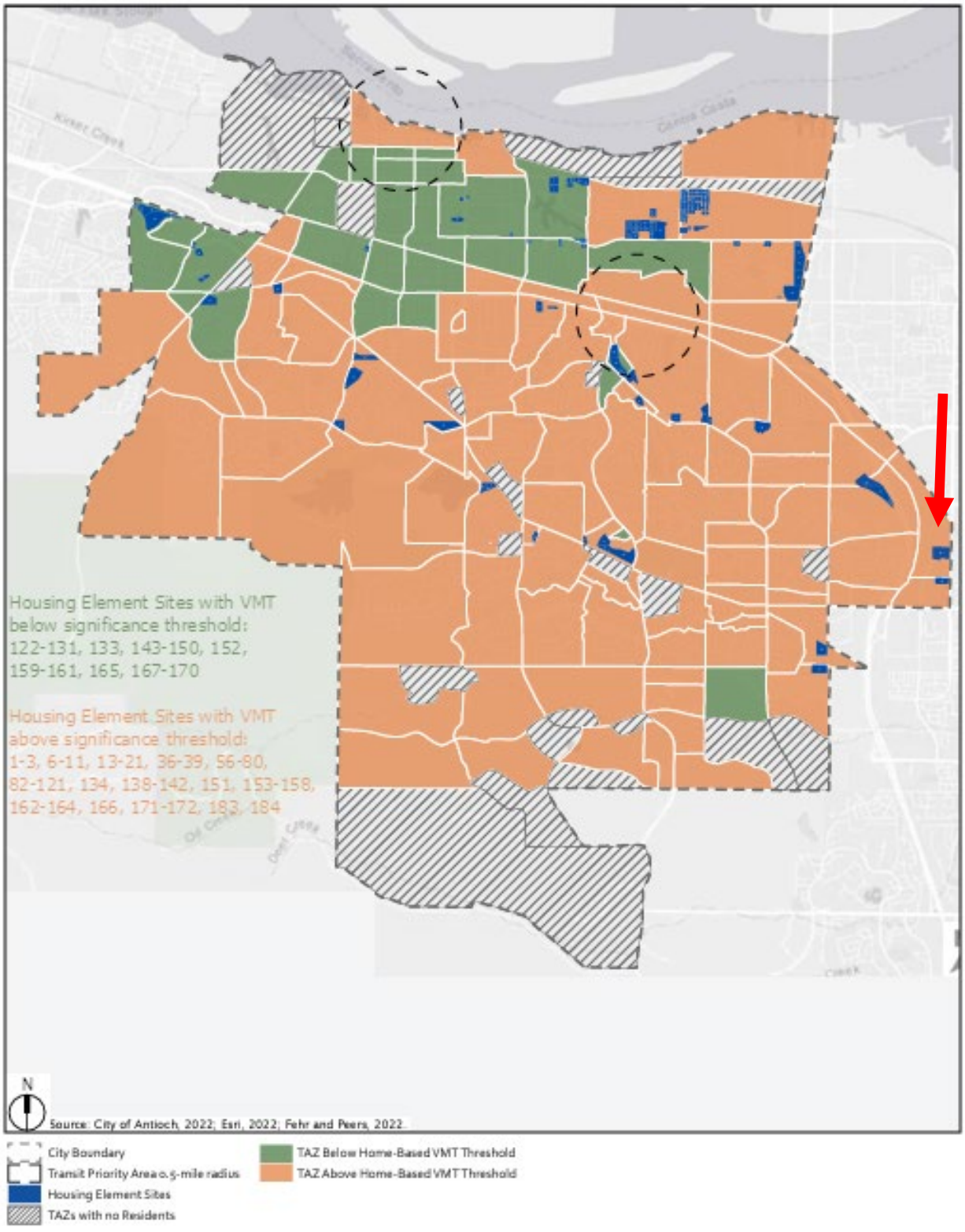


Figure IV.B-7
Housing Element Home-Based VMT (2040)

As shown in the graphics above, the proposed project site is located in an area with VMT above the significance threshold in both 2020 and 2040. Therefore, it is very likely that this project will have significant VMT impacts.

Housing Element FEIR Measure TRANS-1 states:

> TRANS-1: Implement VMT Reduction Measures. Individual housing project development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis using the methods applied in this EIR, with modifications if appropriate based on future changes to City of Antioch practices and CCTA VMT analysis methodology guidelines. Projects which result in a significant impact shall include travel demand management measures and physical measures to reduce VMT to a less-than-significant level. Measures may include, but are not limited to, those described below, which have been identified as potentially VMT reducing in the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Potential VMT reduction estimates are included below, but detailed requirements, calculation steps, and limitations are described in the CAPCOA Handbook. In addition, application of one or more measures is generally expected to result in a net VMT reduction of 10 percent or less for development projects in suburban settings such as Antioch.
>
> - Unbundle parking costs (i.e., sell or lease parking separately from the housing unit). Effectiveness: up to 15.7 percent reduction in GHG from VMT per the CAPCOA Handbook.
> - Provide car-sharing, bike sharing, or scooter sharing programs. Effectiveness: 0.15 to 0.18 percent reduction in GHG from VMT for car share, 0.02 to 0.06 percent for bike share, and 0.07 percent for scooter share, per the CAPCOA Handbook. The higher car share and bike share values are for electric car and bike share programs.
> - Subsidize transit passes for residents of affordable housing. Effectiveness: up to 5.5 percent reduction in GHG from VMT per the CAPCOA Handbook.
>
> In addition to the on-site measures noted above, individual housing projects that are above the VMT threshold could potentially contribute to future VMT mitigation fee programs, banks, or exchanges. No regional VMT mitigation programs currently exist; however, the CCTA is currently evaluating different mitigation program frameworks which may lead to a Countywide or sub-regional VMT mitigation program. Should such a program be implemented, development projects could potentially pay into a fee program or purchase mitigation credits to achieve needed VMT mitigation instead of, or in addition to, on-site TDM measures. (p. III-3 – III-4)

The Slatten Ranch Townhomes project does not "screen out from VMT impact analysis." Therefore, a quantitative VMT analysis is required. If the quantitative VMT analysis determines that there will be a significant impact – as appears highly likely given the FEIR mapping – travel demand management measures are required.

The Memorandum fails to include the required quantitative VMT analysis or to discuss travel demand management.

Instead, the Memorandum claims that Mitigation Measure TRANS-1 is not applicable because the proposed project is "exempt from CEQA" pursuant to Section 15183 of the CEQA Guidelines (p. 13). In particular, the Memorandum claims that

> ". . . the proposed project would not result in a significant impact that is peculiar to the project or project site, a significant effect that was not previously identified in the Housing Element EIR, or a substantially more severe significant effect related to transportation beyond what was identified in the Housing Element EIR."

This misapplies Section 15183. The Housing Element EIR does not exempt all Housing Element Inventory sites from VMT analysis. Instead, it explicitly states that some of the sites in the Housing Element Inventory would result in significant VMT impacts that must be quantified and mitigated. Mitigation Measure TRANS-1 provides:

> **Individual housing project development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis using the methods applied in this EIR . .**
>
> **Projects which result in a significant impact shall include travel demand management measures and physical measures to reduce VMT to a less-than-significant level.**

There is no reasonable reading of the Housing Element EIR that exempts all of the sites in the Inventory from CEQA or that exempts them from the analysis and mitigation required by Measure TRANS-1.

A quantitative VMT analysis is required for this project. If the quantitative VMT analysis determines that there will be a significant impact – as appears highly likely given the FEIR mapping – travel demand management measures are required to reduce VMT to less than a significant level.

Sincerely,

Norman L. Marshall

Norman L. Marshall

Resume

NORMAN L. MARSHALL, PRESIDENT

nmarshall@smartmobility.com

EDUCATION:

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982
Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

PROFESSIONAL EXPERIENCE: (37 Years, 23 at Smart Mobility, Inc.)

Norm Marshall helped found Smart Mobility, Inc. in 2001. Prior to this, he was at RSG for 14 years where he developed a national practice in travel demand modeling. He specializes in analyzing the relationships between the built environment and travel behavior and doing planning that coordinates multi-modal transportation with land use and community needs.

Regional Land Use/Transportation Scenario Planning

Portland Area Comprehensive Transportation System (PACTS) – the Portland Maine Metropolitan Planning Organization. Updating regional travel demand model with new data (including AirSage), adding a truck model, and multiclass assignment including differentiation between cash toll and transponder payments.

Loudoun County Virginia Dynamic Traffic Assignment – Enhanced subarea travel demand model to include Dynamic Traffic Assignment (Cube). Model being used to better understand impacts of roadway expansion on induced travel.

Vermont Agency of Transportation-Enhanced statewide travel demand model to evaluate travel impacts of closures and delays resulting from severe storm events. Model uses innovate Monte Carlo simulations process to account for combinations of failures.

California Air Resources Board – Led team including the University of California in $250k project that reviewed the ability of the new generation of regional activity-based models and land use models to accurately account for greenhouse gas emissions from alternative scenarios including more compact walkable land use and roadway pricing. This work included hands-on testing of the most complex travel demand models in use in the U.S. today.

Climate Plan (California statewide) – Assisted large coalition of groups in reviewing and participating in the target setting process required by Senate Bill 375 and administered by the California Air Resources Board to reduce future greenhouse gas emissions through land use measures and other regional initiatives.

Chittenden County (2060 Land use and Transportation Vision Burlington Vermont region) – led extensive public visioning project as part of MPO's long-range transportation plan update.

Flagstaff Metropolitan Planning Organization – Implemented walk, transit and bike models within regional travel demand model. The bike model includes skimming bike networks including on-road and off-road bicycle facilities with a bike level of service established for each segment.

Chicago Metropolis Plan and Chicago Metropolis Freight Plan (6-county region)— developed alternative transportation scenarios, made enhancements in the regional travel demand model, and used the enhanced

model to evaluate alternative scenarios including development of alternative regional transit concepts. Developed multi-class assignment model and used it to analyze freight alternatives including congestion pricing and other peak shifting strategies.

Municipal Planning

City of Grand Rapids – Michigan Street Corridor – developed peak period subarea model including non-motorized trips based on urban form. Model is being used to develop traffic volumes for several alternatives that are being additional analyzed using the City's Synchro model

City of Omaha - Modified regional travel demand model to properly account for non-motorized trips, transit trips and shorter auto trips that would result from more compact mixed-use development. Scenarios with different roadway, transit, and land use alternatives were modeled.

City of Dublin (Columbus region) – Modified regional travel demand model to properly account for non-motorized trips and shorter auto trips that would result from more compact mixed-use development. The model was applied in analyses for a new downtown to be constructed in the Bridge Street corridor on both sides of an historic village center.

City of Portland, Maine – Implemented model improvements that better account for non-motorized trips and interactions between land use and transportation and applied the enhanced model to two subarea studies.

City of Honolulu – Kaka'ako Transit Oriented Development (TOD) – applied regional travel demand model in estimating impacts of proposed TOD including estimating internal trip capture.

City of Burlington (Vermont) Transportation Plan – Led team that developing Transportation Plan focused on supporting increased population and employment without increases in traffic by focusing investments and policies on transit, walking, biking and Transportation Demand Management.

Transit Planning

Regional Transportation Authority (Chicago) and Chicago Metropolis 2020 – evaluated alternative 2020 and 2030 system-wide transit scenarios including deterioration and enhance/expand under alternative land use and energy pricing assumptions in support of initiatives for increased public funding.

Capital Metropolitan Transportation Authority (Austin, TX) Transit Vision – analyzed the regional effects of implementing the transit vision in concert with an aggressive transit-oriented development plan developed by Calthorpe Associates. Transit vision includes commuter rail and BRT.

Bus Rapid Transit for Northern Virginia HOT Lanes (Breakthrough Technologies, Inc and Environmental Defense.) – analyzed alternative Bus Rapid Transit (BRT) strategies for proposed privately-developing High Occupancy Toll lanes on I-95 and I-495 (Capital Beltway) including different service alternatives (point-to-point services, trunk lines intersecting connecting routes at in-line stations, and hybrid).

Roadway Corridor Planning

I-30 Little Rock Arkansas – Developed enhanced version of regional travel demand model that integrates TransCAD with open source Dynamic Traffic Assignment (DTA) software, and used to model I-30 alternatives. Freeway bottlenecks are modeled much more accurately than in the base TransCAD model.

South Evacuation Lifeline (SELL) – In work for the South Carolina Coastal Conservation League, used Dynamic Travel Assignment (DTA) to estimate evaluation times with different transportation alternatives in coastal South Caroline including a new proposed freeway.

Hudson River Crossing Study (Capital District Transportation Committee and NYSDOT) – Analyzing long term capacity needs for Hudson River bridges which a special focus on the I-90 Patroon Island Bridge where a microsimulation VISSIM model was developed and applied.

PUBLICATIONS AND PRESENTATIONS (partial list)

DTA Love: Co-leader of workshop on Dynamic Traffic Assignment at the June 2019 Transportation Research Board Planning Applications Conference.

Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities.

Vermont Statewide Resilience Modeling. With Joseph Segale, James Sullivan and Roy Schiff. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Pre-Destination Choice Walk Mode Choice Modeling. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

A Statistical Model of Regional Traffic Congestion in the United States, presented at the 2016 Annual Meeting of the Transportation Research Board.

RESPONSES TO COMMENTS

INTRODUCTION

This Responses to Comments document contains comments received on the Slatten Ranch Townhomes Project (proposed project) for which a 15183 Consistency Memorandum was prepared. Unlike for an Environmental Impact Report (EIR), comments received regarding the 15183 Consistency Memorandum are not required to be attached to the document, nor must the lead agency provide specific written responses to public comments. Nonetheless, the lead agency has chosen to provide responses to the comments for consideration by the City decision makers.

COMMENT LETTERS

The City of Antioch received one comment letter on the proposed project that includes comments regarding the 15183 Consistency Memorandum. The comment letter was received from Adams Broadwell Joseph & Cardozo on behalf of the Contra Costa Residents for Responsible Development. The comment letter is included in the Responses to Comments section below.

RESPONSES TO COMMENTS

The Responses to Comments section below includes the comment letter received regarding the proposed project, as well as responses to each comment. The bracketed comment letter is followed by numbered responses to each bracketed comment. Where revisions to the memorandum text were made, new text is <u>double underlined</u> and deleted text is ~~struck through~~. The revisions made do not change the conclusions presented in the 15183 Consistency Memorandum that, pursuant to CEQA Guidelines Section 15183, additional environmental review under CEQA is not required for the proposed project.

Letter 1

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July 15, 2025

Via Email and Overnight Mail
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Zoe Merideth, Senior Planner
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Re: **Antioch Planning Commission Hearing, Agenda Item 6-2; Slatten Ranch Townhomes Project (TM-01, AR-23-01)**

Dear Chair Riley, Vice-Chair Webber, Commissioners, Mr. Scudero, and Ms. Merideth:

1-1 We are writing on behalf of Contra Costa Residents for Responsible Development ("Contra Costa Residents") to provide comments on Agenda Item 6-2, the Slatten Ranch Townhomes Project (TM-01, AR-23-01) ("Project") proposed by DeNova Homes, Inc. ("Applicant"). The Project consists of a vesting tentative map to create 17 residential lots for 17 three-story buildings, containing 129 townhome-style condominium homes. The Project site is a 6.41 acre site located on the east side and northern end of Slatten Ranch Road, bounded by Wicklow Way on the south and Empire Avenue on the east in the City of Antioch ("City").

The City contends that the Project previously has been analyzed under the California Environmental Quality Act[1] ("CEQA") and that further evaluation is not required pursuant to CEQA Guidelines section 15183.[2] Specifically, the City

[1] Pub. Res. Code ("PRC") §§ 21000 et seq.; 14 Cal. Code Regs. §§ 15000 et seq. ("CEQA Guidelines").
[2] February 2024 Slatten Ranch Townhomes Section 15183 Consistency Memorandum ("15183 Consistency Memorandum"), pg. 1.

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1-1 cont.

contends that the Project was adequately analyzed in the Antioch Housing, Environmental Hazards, and Environmental Justice Elements Project Environmental Impact Report ("Housing Element EIR") certified by the City in February 2023, and that additional environmental review is therefore not required for the Project pursuant to section 15183. These conclusions are set forth in the 15183 Consistency Memorandum, which purports to "determine if project-specific impacts would occur that are not adequately covered in [the Housing Element EIR]. To the extent the Housing Element policies and/or actions substantially mitigate a particular project impact, the impact shall not be considered peculiar, pursuant to 15183(f), thus, eliminating the need for further environmental review."[3]

The City's conclusion is not supported by substantial evidence in the record and further CEQA review is required. The City's reliance on section 15183 to avoid any project-specific environmental review is misplaced, as none of the Project's specific impacts were studied in the Housing Element EIR, and the 15183 Consistency Memorandum lacks any analysis of Project-specific impacts and does not identify any applicable Housing Element policies and/or actions applicable to this Project that will substantially mitigate any Project-level impact. Moreover, the Project will result in new or more significant impacts that are peculiar to the Project site. As a result, the Planning Commission lacks substantial evidence to recommend approval of the Project.

In particular, Contra Costa Residents' transportation expert found that the Project is likely to have significant vehicle miles traveled ("VMT") impacts, and the 15183 Consistency Memorandum improperly "screened" the Project from a quantitative VMT analysis. Similarly, Contra Costa Residents' noise expert found that the Project will have significant construction noise impacts peculiar to this Project site and which were not addressed in the Housing Element EIR. Finally, neither the Consistency Memorandum nor the Housing Element EIR performed any emissions modeling to determine the scope of potential air quality and public health impacts from the Project's construction and operational emissions, in violation of CEQA. The City therefore may not properly rely on CEQA Guidelines section 15183 to avoid further environmental review.

We prepared these comments with the assistance of acoustics, noise, and vibration expert Jack Meighan of Wilson Ihrig[4] and transportation expert Norman

[3] 15183 Consistency Memorandum, pg. 10.
[4] Mr. Meighan's Comments ("Meighan Comments") and CV are attached hereto as **Attachment A**

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Marshall.[5] As explained below, the Project will have potentially significant air quality, public health, noise and transportation impacts that are peculiar to the project and were not analyzed at a project-level in the Housing Element EIR, or are more severe than previously analyzed by the City. These impacts are not reduced to less than significant levels by the mitigation measures in the Housing Element EIR or any other standard conditions of approval, and therefore require disclosure and mitigation in a project-level Environmental Impact Report ("EIR") before the City can consider approval of the Project.

1-1 cont.

I. STATEMENT OF INTEREST

Contra Costa Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards, and the environmental and public service impacts of the Project. The coalition includes the International Brotherhood of Electrical Workers Local 302, Plumbers & Steamfitters Local 159, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483, along with their members, their families, and other individuals who live and work in the City of Antioch and Contra Costa County.

Contra Costa Residents' individual members live, work, recreate, and raise their families in the City of Antioch and surrounding communities. Accordingly, they would be directly affected by the Project's environmental, health, and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist on site.

Contra Costa Residents also has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for businesses and industries to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

II. LEGAL BACKGROUND

CEQA has two basic purposes, neither of which has the City satisfied in this

[5] Mr. Marshall's Comments ("Marshall Comments") and CV are attached hereto as **Attachment B**.

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1-1 cont.

case. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental impacts of a project before harm is done to the environment.[6] The EIR is the "heart" of this requirement,[7] and has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return."[8] To fulfill this purpose, the discussion of impacts in an EIR must be detailed, complete, and "reflect a good faith effort at full disclosure."[9] An adequate EIR must contain facts and analysis, not just an agency's conclusions.[10]

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring imposition of mitigation measures and by requiring the consideration of environmentally superior alternatives.[11] CEQA imposes an affirmative obligation on agencies to avoid or reduce environmental harm by adopting feasible project alternatives or mitigation measures to address all potentially significant impacts identified in the agency's CEQA analysis.[12] Without an adequate analysis and description of feasible mitigation measures, it would be impossible for agencies relying upon an EIR or other environmental document to meet this obligation.

Following preliminary review of a project to determine whether an activity is subject to CEQA, a lead agency is required to prepare an initial study to determine whether to prepare an EIR or negative declaration, identify whether a program EIR, tiering, or other appropriate process can be used for analysis of the project's environmental effects, or determine whether a previously prepared EIR could be used with the project, among other purposes.[13] CEQA requires an agency to analyze the potential environmental impacts of its proposed actions in an EIR except in certain limited circumstances.[14] A CEQA exemption may be invoked only if expressly authorized by the CEQA statute or guidelines and if there is no

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[6] Cal. Code Regs., tit. 14, § 15002, subd. (a)(1) ("CEQA Guidelines"); *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal.App.4th 1344, 1354 ("*Berkeley Jets*"); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[7] *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 84.
[8] *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[9] CEQA Guidelines, § 15151; *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 721-722.
[10] *See Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 568.
[11] CEQA Guidelines, § 15002, subd. (a)(2) and (3); *Berkeley Jets,* 91 Cal.App.4th, at p. 1354; *Laurel Heights Improvement Ass'n v. Regents of the University of Cal.* (1998) 47 Cal.3d 376, 400.
[12] Pub. Resources Code, §§ 21002-21002.1.
[13] CEQA Guidelines, §§ 15060, 15063, subd. (c).
[14] See, e.g., Pub. Resources Code, § 21100.

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possibility of a significant effect on the environment. Exemptions must be narrowly construed and are not to be expanded beyond the scope of their plain language.[15]

CEQA Guidelines Section 15183 provides an exemption for projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, *except as necessary to evaluate whether there are project-specific significant impacts which are peculiar to the project or project site.*[16] In relying on section 15183 to approve a project, a lead agency may not forgo further analysis of potentially significant impacts unless it makes certain findings. An agency is required to perform further analysis as to impacts that (1) are peculiar to the proposed project or parcel, (2) were not analyzed as significant effects in a prior EIR for the zoning, community or general plan with which the project is consistent, (3) are potentially significant off-site or cumulative impacts that were not discussed in the prior EIR, or (4) are previously identified significant impacts which, due to substantial new information not known at the time the EIR was certified, are determined to have a more severe impact than discussed in the prior EIR.[17]

1-1 cont.

Under section 15183(f), an effect of a project on the environment is not considered peculiar to the project or project site if "uniformly applied development policies or standards have been previously adopted ... with a finding that the development policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect."[18]

Agency determinations under Guidelines section 15183 are reviewed under the substantial evidence standard.[19] In determining whether an agency's findings concerning the use of a statutory exemption from CEQA may be upheld, courts review the administrative record to see that substantial evidence supports each element of the exemption.[20] This includes the determination that "uniformly applied development policies or standards" will substantially mitigate the project's

[15] *Castaic Lake Water Agency v. City of Santa Clarita* (1995) 41 Cal.App.4th 1257.
[16] 14 CCR § 15183(a).
[17] 14 CCR § 15183(b)(1)-(4).
[18] 14 CCR § 15183(f).
[19] *Lucas v. City of Pomona* (2023) 92 Cal.App. 5th 508, 538, citing *Concerned Dublin Citizens v. City of Dublin* (2103) 214 Cal.App.4th 1301, 1311; see also, *Hilltop Group v. County of San Diego* (2024) 99 Cal.App.5th 890, 909-10.
[20] *Lucas*, 92 Cal.App.5th at 538.

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environmental effects.[21] Agency findings must specifically address the effect of uniform policies and standards on potential environmental impacts.[22]

Section 15168's two-step inquiry of a program EIR's applicability to later activities holds that "if a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration." The City insists that, pursuant to sections 15162 and 15183, the Project is within the scope of the program EIR and no subsequent EIR is required. "Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record."

1-1 cont.

Here, the Housing Element EIR analyzed impacts at a program level, and did not analyze quantify, or disclose Project-level impacts for issues including transportation, air quality and public health, and noise.

III. THE PROJECT IS NOT EXEMPT FROM FURTHER CEQA REVIEW AND AN EIR IS REQUIRED

The City contends that the Housing Element EIR provides the basis for its determination that no further environmental review of the Project's impacts is required. The 15183 Consistency Memorandum notes that the Project's density of 20.1 dwelling units per acre ("du/ac") is consistent with the development density established in the Housing Element EIR, i.e., 20-25 du/ac, and purports to evaluate whether the Project will have any effects peculiar to the Project or Project site.[23] It goes on to state that "[t]o the extent that the Housing Element policies and/or actions substantially mitigate a particular project impact, the impact shall not be considered peculiar, pursuant to [CEQA Guidelines section] 15183(f), thus, eliminating the requirement for further environmental review."[24]

1-2

However, while the Consistency Memorandum recites the requirements of section 15183, it does not actually analyze whether the Project will have any effects peculiar to the Project or the Project site. Neither the Housing Element EIR nor the 15183 Consistency Memorandum examine the Project-level effects on environmental impacts such as air quality, health risks, transportation and noise.

[21] 14 CCR § 15183(f).
[22] *Hilltop Group*, 99 Cal.App.5th at 918.
[23] 15183 Consistency Memorandum, pg. 10.
[24] *Id.*

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1-3 Nor does the Consistency Memorandum identify any "Housing Element policies and/or practices" that apply to the Project to substantially mitigate the Project's impacts. As discussed below, the City lacks substantial evidence to support the necessary findings to exempt the Project from CEQA review, and the City must prepare and circulate for public review an EIR that analyzes the Project's potentially significant impacts.

A. The City Improperly Failed to Analyze the Project's Significant Transportation Impacts

CEQA requires analysis of a project's transportation impacts via analysis of the project's vehicle miles traveled ("VMT").[25] The Housing Element EIR evaluated the VMT impacts of all of the potential new housing sites in the City (including the site for the Slatten Ranch Project) and found a significant impact on VMT.[26] To address these impacts, the Housing Element EIR adopted Mitigation Measure TRANS-1, which provides that individual housing development projects (like this one) *that do not screen out from VMT impacts analysis shall provide a quantitative VMT analysis.*[27] Individual projects which result in a significant VMT impact are required to implement travel demand management measures and physical measures to reduce VMT to a less-than-significant level.[28] The Housing Element EIR lists seven criteria that are used to screen projects out of conducting project-level VMT analysis: (1) CEQA-exempt projects, (2) small projects, (3) local-serving uses, (4) proximity to a major transit stop, (5) projects located in low VMT areas, (6) affordable housing, and (7) transportation projects.[29] These criteria screen out projects from performing a full VMT analysis because projects meeting these criteria are presumed to have less-than-significant VMT impacts absent substantial evidence to the contrary.[30]

1-4

The Housing Element EIR makes clear that it did not analyze VMT impacts from individual housing projects like this one. Nor does the 15183 Consistency Memorandum for this Project analyze the Project's VMT impacts. Instead, the City asserts that because the 15183 Consistency Memoranda concludes that the Project qualifies for the Guidelines section 15183 exemption, the Project "screens out" from

[25] 14 CCR § 15064.3.
[26] Housing Element EIR, pg. IV.B-27.
[27] *Id.*
[28] *Id.*
[29] *Id.*, pgs. IV.B-21—IV.B-22.
[30] *Id.*

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1-4 cont.

having to perform a quantitative VMT analysis as required under Housing Element EIR mitigation measure TRANS-1. Specifically, the 15183 Consistency Memorandum states:

> "As demonstrated through this 15183 Consistency Memorandum, the proposed project would not result in significant impact that is peculiar to the project or project site, a significant effect that was not identified in the Housing Element EIR, or a substantially more severe significant effect related to transportation beyond what was identified in the Housing Element EIR. Therefore, pursuant to Section 15183 of the CEQA Guidelines, the proposed project qualifies for exemption from further environmental review under CEQA. Because the proposed project would be considered exempt from CEQA, Mitigation Measure TRANS-1 is not applicable."

The City's position is legally and logically flawed. The City's argument employs circular reasoning by claiming that because the Project is exempt from CEQA, it does not need to conduct a VMT analysis, citing the Housing Element EIR screening criteria. This reasoning is fundamentally flawed because the argument's premise ("the Project is exempt from CEQA") *assumes* the conclusion rather than supporting it. The City argues that an exemption from CEQA means an exemption from VMT analysis, but the CEQA exemption itself is predicated on the absence of significant environmental impacts peculiar to the Project, including transportation impacts which a VMT analysis is designed to determine. In other words, the City claims that it need not evaluate the Project's potentially significant VMT impacts because the Project is exempt from CEQA, but the exemption determination itself rests on unsupported assumptions regarding the lack of Project-specific peculiar impacts. The City lacks any evidence to support the conclusion that the Project will not have significant VMT impacts peculiar to the Project or Project site because it performed no Project-specific VMT analysis. By bypassing the VMT analysis this way, the City avoids an analysis that could reveal significant impacts, and preclude the use of the section 15183 exemption. This approach undermines the purpose of CEQA, which is to ensure that potential environmental impacts are identified, disclosed and mitigated.

While the Consistency Memorandum relies solely on the "CEQA Exemption" screening criterion, the Project does not qualify for any of the other screening criteria set out in the Housing Element EIR. The Project is not a "Small Project,"

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1-4 cont.

defined as having 10,000 square feet or less[31] of non-residential space or 10 residential units or less. The Project will not consist of "Local-Serving Uses," as this screening criteria is intended to apply to commercial uses and is not relevant to residential projects.[32] The Project does not qualify for the "Proximity to a Major Transit Stop" VMT screening criteria, as this criteria is limited to the 0.5 mile (walking radius) surrounding the Antioch BART and Antioch Amtrak stations, and the Housing Element EIR found that none of the housing sites analyzed fall within this boundary.[33] The Project does not include any affordable housing, and therefore does not screen out from VMT analysis on that basis. Nor is the Project a "Transportation Project." Finally, the Project is not located in a "Low VMT Area." Indeed, as transportation expert Norman Marshall explains, the Project site is located in an area of the City where home-based VMT exceeds the City's significance thresholds.[34] This makes it very likely that the Project will have significant VMT impacts requiring mitigation.[35]

The Project has none of the characteristics that suggest low VMT impacts that would allow it to be screened from a VMT analysis. As discussed above, the City's failure to perform a quantitative VMT analysis prevents an understanding of the extent to which the Project's VMT is expected to exceed the significance threshold, or the nature of mitigation required to reduce such impacts to below the threshold. The City's conclusion lacks the support of substantial evidence because it failed to perform any Project site-specific analysis of VMT impacts or to determine to what extent these impacts are peculiar to the Project or Project site, nor has it demonstrated that the Project can be screened from performing a quantitative VMT' analysis. The City must prepare a Project-specific EIR that includes a quantitative VMT analysis and appropriate mitigation.

1-5

B. The City Lacks Substantial Evidence to Support its Conclusions With Respect to Air Quality and Public Health Impacts

The City has not performed any emissions modeling to determine potential impacts of Project construction or operations; neither the 15183 Consistency Memorandum nor the Housing Element EIR analyzed any Project site-specific air

[31] *Id.*
[32] *Id.* at pg. IV.B-24.
[33] *Id.*
[34] Marshall Comments, pgs. 2-3.
[35] Marshall Comments, pgs. 2-5.

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quality impacts or identified any sensitive receptors near the Project site. Under CEQA Guidelines section 15168(c), these air quality and public health impacts are effects that were not examined in the Housing Element EIR, requiring a new initial study leading to either an EIR or negative declaration. The 15183 Consistency Memorandum includes a cursory discussion of the Project's potential air quality impacts, as follows:

> "The proposed project would be consistent with the Housing Element and, thus, was anticipated by the City and considered under the Housing Element EIR analysis. Accordingly, the proposed project would not result in any new significant effects related to air quality. However, the Housing Element EIR requires mitigation measures related to construction emissions of criteria air pollutant emissions from future housing developments (AIR-1), operational emissions of criteria air pollutant emissions from future housing developments (AIR-2), and health risks related to the generation of toxic air contaminants (TACs) and particulate matter (PM) 2.5 microns in diameter ($PM_{2.5}$) during construction and operation of future housing developments (AIR-3a and AIR-3b)."[36]

1-5 cont.

However, the Consistency Memorandum goes on to state that none of the Housing Element EIR air quality mitigation measures are applicable to this Project.[37] Based on the Project's size, location and characteristics, none of the Housing Element EIR's air quality mitigation measures would apply to this Project. Therefore, none of the Project's air quality impacts will be mitigated by "uniformly applied development policies or standards."[38] The City nevertheless concludes that "[o]verall, based on the above, the proposed project would not result in a significant impact that is peculiar to the project or the project site, was not identified as a significant effect in the Housing Element EIR, and would not result in a more severe adverse impact than the significant effects previously identified within the Housing Element EIR." This conclusion lacks the support of any evidence, let alone substantial evidence as required by CEQA.

1-6

The Housing Element EIR expressly recognized that the use of construction equipment during construction of individual housing developments like the Project

1-7

[36] 15183 Consistency Memorandum, pg. 12.
[37] *Id.*
[38] *See* CEQA Guidelines § 15183.

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1-7 cont.

can pose health risks related to the generation of TACs and $PM_{2.5}$.[39] DPM is a known toxic air contaminant ("TAC") carcinogen that contains numerous harmful compounds. Diesel exhaust has been linked to a range of serious health problems including an increase in respiratory disease, lung damage, cancer, and premature death.[40,41,42] Fine DPM is deposited deep in the lungs in the smallest airways and can result in increased respiratory symptoms and disease; decreased lung function, particularly in children and individuals with asthma; alterations in lung tissue and respiratory tract defense mechanisms; and premature death.[43] Exposure to DPM increases the risk of lung cancer. It also causes non-cancer effects including chronic bronchitis, inflammation of lung tissue, thickening of the alveolar walls, immunological allergic reactions, and airway constriction.[44] DPM is a TAC that is recognized by state and federal agencies as causing severe health risk because it contains toxic materials, unlike $PM_{2.5}$ and PM_{10}.[45] Indeed, the California Office of Health Hazard Assessment recommends assessing cancer risk from construction emissions for all projects, like this one, for construction projects lasting longer than six months.[46]

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[39] Housing Element EIR, pgs. IV.C-21—23.
[40] California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998; see also California Air Resources Board, Overview: Diesel Exhaust & Health, https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health#:~:text=Diesel%20Particulate%20Matter%20and%20Health&text=In%201998%2C%20CARB%20identified%20DPM,and%20other%20adverse%20health%20effects.
[41] U.S. EPA, Health Assessment Document for Diesel Engine Exhaust, Report EPA/600/8-90/057F, May 2002.
[42] Environmental Defense Fund, Cleaner Diesel Handbook, Bring Cleaner Fuel and Diesel Retrofits into Your Neighborhood, April 2005; http://www.edf.org/documents/4941_cleanerdieselhandbook.pdf, accessed July 5, 2020.
[43] California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998.
[44] Findings of the Scientific Review Panel on The Report on Diesel Exhaust as adopted at the Panel's April 22, 1998 Meeting.
[45] Health & Safety Code § 39655(a) (defining "toxic air contaminant" as air pollutants "which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412 (b)) is a toxic air contaminant.")
[46] See OEHHA Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments (February 2015), at pg. 8-18, available at https://oehha.ca.gov/sites/default/files/media/downloads/crnr/2015guidancemanual.pdf

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1-7 cont.

Despite the Housing Element EIR's express recognition of the health risks from construction equipment emissions of TACs from construction of projects like this one, the City failed to perform a quantitative health risk analysis to evaluate these peculiar impacts. Because the City has asserted that none of the air quality mitigation measures in the Housing Element EIR applies to this Project, all such impacts will be completely unmitigated. The City therefore may not rely on the section 15183 exemption to approve this Project, and an EIR must be prepared and circulated for public review to evaluate Project's air quality and public health impacts.

C. The City Lacks Substantial Evidence to Support its Conclusions with Respect to the Project's Noise Impacts

The City has not performed any site-specific analysis of the Project's potential noise impacts. Neither the Housing Element EIR nor the 15183 Consistency Memorandum includes any analysis of ambient noise in the area of the Project site, modeling of the Project's construction or operational noise impacts, or identification of sensitive receptors near the Project site. The 15183 Consistency Memorandum contains no discussion whatsoever regarding whether the Project may have peculiar noise impacts necessitating further CEQA review. Under CEQA Guidelines section 15168(c), these Project-specific noise impacts were not examined in the Housing Element EIR, requiring a new initial study leading to either an EIR or negative declaration.

1-8

The Housing Element EIR recognizes that for individual projects like this one, "construction activities could generate exterior noise levels that exceed the City's noise objectives established under General Plan Policy 11.8.2."[47] The Housing Element EIR also states that "[i]ndividual housing developments…would result in a potentially significant impact if they cause a new exceedance of the General Plan noise objectives, or an audible (3.0 dBA) increase in areas where the General Plan noise objectives are already exceeded as the result of existing development."[48] General Plan Policy 11.8.2 (f) requires a detailed noise attenuation study to be prepared by a qualified acoustical engineer to determine appropriate mitigation and ways to incorporate such mitigation into project design and intervention. Finally, the Housing Element EIR points out that General Plan Policy 11.8.2 requires development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan that should depict the

[47] Housing Element EIR, pg. IV.L-12.
[48] Housing Element EIR, pg. IV.L-10.

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1-8 cont.

location of construction equipment and how the noise from this equipment will be mitigated during construction through the use of noise reduction methods listed in Policy 11.8.2(o).[49]

Therefore, while the City expressly recognizes that individual housing projects like this one may have significant noise impacts on existing nearby sensitive receptors and requires studies and mitigation to reduce noise impacts, the 15183 Consistency Memo simply assumes without any analysis or evidence that the proposed Project "would not result in new significant impacts or substantially more significant impacts related to" impacts including noise.[50] It does not analyze or even consider whether the Project would "cause a new exceedance of the General Plan noise objectives, or an audible (3.0 dBA) increase areas where the General Plan noise objectives are already exceeded." Nor does it consider whether Housing Element policies and/or actions might substantially mitigate the Project's noise impacts. At a minimum, to demonstrate consistency with the Housing Element EIR, it must consider Project impacts in relation to General Plan Policy noise objectives, and must prepare a construction-related noise mitigation plan depicting the location of construction equipment and how the noise from this equipment will be mitigated during construction. Without any actual analysis, or consideration of any applicable uniformly applied development policies or standards, there is no support whatsoever for the conclusion that the Project will not have peculiar noise impacts.

1-9

Moreover, as discussed in the attached comments by noise expert Jack Meighan, the 15183 Consistency Memorandum lacks any measurement or disclosure of ambient noise conditions in the area of the Project site.[51] It is therefore impossible to know whether the Project will cause significant increases over ambient noise conditions that are peculiar to the Project or Project site. This violates CEQA's requirement that a lead agency consider both the "absolute noise level" associated with a project as well as the increase in the level of noise that will result from a project.[52] In addition, Mr. Meighan modeled potential Project construction noise impacts to residents at the nearest sensitive receptor, located 180 feet from the Project site.[53] Mr. Meighan's analysis reveals potentially significant

[49] Housing Element EIR, pg. IV.L-12.
[50] 15183 Consistency Memorandum, pg. 14.
[51] Meighan Comments, pg. 7.
[52] *Gardiner Farms, LLC v. County of Kern* (2020) 45 CA5th 814, 887, 893; *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 CA4th 714, 733.
[53] Meighan Comments, pgs. 4-5.

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impacts from construction noise, impacts that the City has not evaluated or disclosed. Mr. Meighan's comments provide substantial evidence that the Project will have significant construction noise and vibration impacts that will not be mitigated even if the Housing Element EIR and General Plan noise policies and standards are applied.[54]

1-9 cont.

Since the City has performed no analysis whatsoever of potential Project noise impacts, it lacks substantial evidence to support the conclusion that the Project will not have Project-specific impacts peculiar to the Project or Project site. Therefore, the City cannot rely on the 15183 CEQA exemption. The City must prepare an EIR that adequately analyzes the Project's potentially significant noise impacts by establishing ambient noise levels for the Project site, comparing them against applicable noise significant thresholds, and proposing mitigation for any significant impacts found.

IV. THE CITY LACKS SUBSTANTIAL EVIDENCE TO MAKE THE REQUIRED FINDINGS TO APPROVE THE PROJECT'S ENTITLEMENTS

The Project requires the City to approve a Vesting Tentative Subdivision Map ("VTSM") for condominium purposes that would subdivide the project site for the development of 17 townhome buildings, containing a total of 129 residential units.[55] However, as discussed above, the City fails to adequately analyze or mitigate several new project-specific environmental impacts that were not addressed by the Housing Element EIR. As a result, the City cannot make the requisite findings to approve the Project's VTSM.

1-10

California's Subdivision Map Act precludes the approval of a tentative map where the design or improvement of the proposed subdivision is not consistent with the applicable general plan, is likely to cause substantial environmental damage, or is likely to cause serious public health problems.[56]

Additionally, Antioch Municipal Code Section 9-4.323 states that a VTSM may be made conditional or denied if any of the following is determined:

[54] Meighan Comments, pgs. 2-7.
[55] Staff Report for the Antioch Planning Commission Regular Meeting of July 16, 2025, pg. 1
[56] Government Code § 66474(b), (e) and (f).

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1-10 cont.

- A failure to do so would place the residents of the subdivision or the immediate community, or both, in a condition dangerous to their health or safety, or both; or
- The condition or denial is required in order to comply with state or federal laws.

As detailed in our comments and those of our noise and transportation experts, there is substantial evidence that the Project may result in several potentially significant environmental impacts, including: (1) construction noise, (2) VMT, and (3) air quality and related health risks. These impacts remain unaddressed and could pose serious risks to public health and safety—both for future subdivision residents and the surrounding community. Therefore, the City cannot make the required findings under the Subdivision Map Act and Antioch's Municipal Code to approve the VTSM until all of the Project's potentially significant impacts are thoroughly analyzed and effectively mitigated.

V. CONCLUSION

As discussed herein, the City lacks substantial evidence to rely on a CEQA Guidelines section 15183 exemption for Project approval. The Project will result in potentially significant project-level impacts which are peculiar to the Project and Project site and will require mitigation. Therefore, the Project cannot be approved until the City complies with CEQA by preparing an EIR.

Sincerely,

Richard M. Franco

Attachments
RMF:acp

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ATTACHMENT A

Letter 1 cont.

WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION

CALIFORNIA
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July 12, 2025

Alaura R. McGuire
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

SUBJECT: **Slatten Ranch Townhomes Section 15183 Consistency Memorandum**
Antioch, CA
Review and Comments on the Initial Study Noise Analysis

Dear Ms. McGuire

As requested, we have reviewed the information and noise impact analysis for the Slatten Ranch Townhomes Project in Antioch, CA. The project consists of construction and operation/occupancy of 135 townhome units at the southeast corner of Slatten Ranch Road and Wicklow Way. This letter is based on the Section 15183 Consistency Memorandum prepared by Raney Planning and Management, dated February 2024 and the City of Antioch Housing Element EIR. The Project site is surrounded by noise-sensitive receivers, most notably existing single-family houses, the closest being at 1991 Orfanos Ranch Drive.

1-11

Wilson Ihrig is an acoustical consulting firm that has practiced exclusively in the field of acoustics since 1966. During our 58 years of operation, we have prepared hundreds of noise studies for Environmental Impact Reports and Statements. We have one of the largest technical laboratories in the acoustical consulting industry. We also utilize industry-standard acoustical programs such as Roadway Construction Noise Model (RCNM), SoundPLAN, and CadnaA. In short, we are well qualified to prepare environmental noise studies and review studies prepared by others.

Adverse Effects of Noise[1]

Although the health effects of noise are not taken as seriously in the United States as they are in other countries, they are real and, in many parts of the country, pervasive.

Noise-Induced Hearing Loss. If a person is repeatedly exposed to loud noises, he or she may experience noise-induced hearing impairment or loss. In the United States, both the Occupational Health and Safety Administration (OSHA) and the National Institute for Occupational Safety and

[1] More information on these and other adverse effects of noise may be found in *Guidelines for Community Noise*, eds B Berglund, T Lindvall, and D Schwela, World Health Organization, Geneva, Switzerland, 1999. (https://www.who.int/publications/i/item/a68672)

Letter 1 cont.

Health (NIOSH) promote standards and regulations to protect the hearing of people exposed to high levels of industrial noise.

Speech Interference. Another common problem associated with noise is speech interference. In addition to the obvious issues that may arise from misunderstandings, speech interference also leads to problems with concentration fatigue, irritation, decreased working capacity, and automatic stress reactions. For complete speech intelligibility, the sound level of the speech should be 15 to 18 dBA higher than the background noise. Typical indoor speech levels are 45 to 50 dBA at 1 meter, so any noise above 30 dBA begins to interfere with speech intelligibility. The common reaction to higher background noise levels is to raise one's voice. If this is required persistently for long periods of time, stress reactions and irritation will likely result.

Sleep Disturbance. Noise can disturb sleep by making it more difficult to fall asleep, by waking someone after they are asleep, or by altering their sleep stage, e.g., reducing the amount of rapid eye movement (REM) sleep. Noise exposure for people who are sleeping has also been linked to increased blood pressure, increased heart rate, increase in body movements, and other physiological effects. Not surprisingly, people whose sleep is disturbed by noise often experience secondary effects such as increased fatigue, depressed mood, and decreased work performance.

1-11 cont.

Cardiovascular and Physiological Effects. Human's bodily reactions to noise are rooted in the "fight or flight" response that evolved when many noises signaled imminent danger. These include increased blood pressure, elevated heart rate, and vasoconstriction. Prolonged exposure to acute noises can result in permanent effects such as hypertension and heart disease.

Impaired Cognitive Performance. Studies have established that noise exposure impairs people's abilities to perform complex tasks (tasks that require attention to detail or analytical processes) and it makes reading, paying attention, solving problems, and memorizing more difficult. This is why there are standards for classroom background noise levels and why offices and libraries are designed to provide quiet work environments.

Introduction

Under Section 15183 of the California Code of Regulations, a project that is consistent with development density established by a General Plan for which an EIR has been certified is exempt from CEQA review except for project-specific impacts peculiar to the project or project site. Per 15183(f), an impact is not considered peculiar if uniformly applied development standards or policies have been previously adopted by the City with a finding that the development standards or policies would substantially mitigate the impact when applied to future projects, unless substantial new information shows otherwise.

According to the Consistency Memorandum, the City considered uniformly applied development standards and policies in the the Draft Environmental Impact Report entitled Antioch Housing, Environmental Hazards, and Environmental Justice (EJ) Elements (Housing Element DEIR)[2]. None of these policies is mentioned in the Consistency Memo, and there is no evidence that they would mitigate the Project's noise impacts in any event. The Housing Element DEIR's operational noise

[2] https://www.antiochca.gov/fc/community-development/planning/housing-element/DHEEIR-DEIR_22_0902.pdf

1-11 cont.

section states "General Plan Policy 11.8.2 (f) requires a detailed noise attenuation study to be prepared by a qualified acoustical engineer to determine appropriate mitigation and ways to incorporate such mitigation into project design and implementation." And that "compliance with Code of Ordinance 9-5.1901 (A) and General Plan Policy 11.8.2 (f) would ensure that future development under the Project would not result in a substantial temporary or permanent increase in ambient noise levels from stationary sources, and this impact would be less than significant" (Housing Element DEIR page IV.L-13).

Similarly, for construction noise, General Plan Policy 11.8.2 "requires development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan and requires that all construction equipment utilize noise reduction features." Additionally, the construction-related noise mitigation plan should "depict the location of construction equipment and how the noise from this equipment will be mitigated during construction through the use of noise reduction methods" that are listed in General Plan Policy 11.8.2 (m) (DEIR page IV.L-12).

General Plan 11.8.2 (f) and (m) proceed to list several design guidelines that reduce noise. None of these are guaranteed to reduce noise, depending on the unique characteristics of each site. In Section (m), mufflers are already included in construction noise source models of the cited FTA database, which takes its source values from measurements of modern equipment already equipped with mufflers. Nighttime construction restrictions do not mitigate daytime noise levels. Strategic staging will reduce the length of unnecessary noise impacts, but will not mitigate the worst-case construction noise scenarios when necessary activities occur adjacent to sensitive uses. Similarly for section (f), most of these best practices do not mitigate worst-case noise and are already included in modeling assumptions. Strategic project design and orientation will reduce some potential impacts. However, this does not preclude there being operational noise impacts, either due to the constraints set by the geometry of each individual site plan, or project orientation that was set by considerations other than efficiency of reducing on-site noise.

The Housing Element DEIR establishes that the general plan will reduce noise to less than significant if followed, but the same DEIR cites the general plan requirements that projects which can result in the "development of proposed uses could result in a significant increase in noise a detailed noise attenuation study to be prepared by a qualified acoustical engineer to determine appropriate mitigation and ways to incorporate such mitigation into project design and implementation" (DEIR page IV.L-13). Those steps have not been taken here, and we believe that this project has the potential to result in a significant increase in noise and vibration, and thus a detailed analysis is required, as detailed in this letter.

Construction Noise Impacts are Potentially Significant.

To estimate construction noise, the Federal Highway Administration's Roadway Construction Noise Model (RCNM)[3] was used for this analysis. Typically, multiple pieces of equipment are used in a construction noise analysis, based on a realistic estimation of a construction environment where multiple activities occur simultaneously. Up to three pieces of equipment were modeled at once as a conservative estimate, based on typical construction procedures and timelines. The one exception to this was pile driving, which is a typically more intense procedure than most construction methods.

[3] https://www.fhwa.dot.gov/ENVIRonment/noise/construction_noise/rcnm/rcnmcover.cfm

1-11 cont.

Program default usage factors, or the percentage of time the equipment generally operates, were used for all pieces of analyzed equipment. Source levels typically used in a construction noise analysis are shown in Table 1.

Table 1: Typical Construction Equipment Noise Levels

Equipment	Lmax Sound Level at 50 feet (dBA)	Utilization %
Backhoe	77.6	40%
Compactor (ground)	80.0	20%
Compressor (air)	78.0	40%
Concrete Mixer Truck	79.0	40%
Concrete Pump Truck	81.0	20%
Concrete Saw	89.6	20%
Crane	81.0	16%
Dozer	81.7	40%
Excavator	80.7	40%
Forklift	75.0	10%
Pneumatic Tools	85.0	50%
Generator	81.0	50%
Mounted Impact Hammer (hoe ram)	90.0	20%
Impact Pile Driver	95.0	20%
Front End Loader	79.0	40%
Paver	77.0	50%
Roller	80.0	20%
Tractor	84.0	40%
Welder / Torch	73.0	40%
Source: RCNM 1.1		

The results of this analysis at the closest sensitive receiver, which is the 1991 Orfanos Ranch Drive residence approximately 180 feet southeast of the project boundary[4], are shown in Table 2.

Table 2: Modeled Noise Levels from the Proposed Project and Nearest Sensitive Receiver

Noise Source(s)	Modeled Noise Level (dBA)
Impact Pile Driver Only	77
Impact Pile Driver + Pneumatic Tools + Concrete Saw	79
Concrete Saw + Pneumatic Tools	75

[4] This is measured via google earth to the project site

City of Antioch General Plan[5] section 11.6.2i-n addresses construction noise. It limits construction hours to 7am to 7pm Monday through Saturday. However, during daytime hours, no limits are set. Even if the city does not set its own construction noise daytime limits, the IS should set thresholds based on other similar documents. For example, the County of Los Angeles code has a construction noise limit of 75 dBA[6]. Certainly, that has no jurisdiction for this project, but other government agencies and other municipalities do have daytime construction noise limits. It is the responsibility of the project applicant to find an applicable guideline to use and determine if noise levels will create an adverse impact on the community. If the applicant finds, chooses and properly cites another threshold that they feel is more appropriate, it is within their right to do so. Many such thresholds are based on ambient noise levels, which are not present here. Either way, the IS must be revised to include such a threshold to evaluate, identify, and potentially mitigate construction noise impacts.

All three modeled scenarios yield noise levels that match or exceed the 75 dBA construction noise guideline. As it currently stands, this is an exceedance of the recommended construction noise threshold which would require mitigation, such as a temporary soundwall. A study should be developed, consistent with the General Plan Policy 11.8.2, that shows how implementation of recommended barriers reduce noise levels below significance limits.

Construction Vibration Impacts are Potentially Significant.

1-11 cont.

There are separate criteria for evaluating building damage and human response. Caltrans[7] has provided guidance to evaluate potential impacts from construction activities. The Caltrans guideline for building response and vibration annoyance also have separate criteria for transient and continuous sources. These are summarized in Table 3 and Table 4. For the residences closest to this project, Caltrans guidance limits the maximum peak particle vibration (PPV) to 0.5 in/sec for building damage and 0.04 in/sec PPV for human annoyance.

Table 3: Caltrans Vibration Damage Potential Criteria

Different Building Types	Transient Sources (in/sec PPV)	Continuous/Frequent Intermittent Sources (in/sec PPV)
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5

[5] https://www.antiochca.gov/fc/community-development/planning/Antioch_Adopted_General_Plan.pdf
[6] https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-193925
[7] Caltrans, *Transportation and Construction Vibration Guidance Manual*, April 2020. Tables 19 and 20. (https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf)

Letter 1 cont.

Table 4: Caltrans Vibration Annoyance Potential Criteria

Human Response	Transient Sources (in/sec PPV)	Continuous/Frequent Intermittent Sources (in/sec PPV)
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Using the following equation found in the Caltrans *Transportation and Construction Vibration Guidance Manual*, the vibration at the closest sensitive receivers can be calculated[8].

$$PPV_{Equipment}\,(Distance) = PPV_{Ref}\,(25/Distance)^{1.3}\,(in/sec)$$

1-11 cont.

The closest receiver to the project is the residence located approximately 180 feet to the southeast of the project boundary. Using the reference values presented in the Caltrans document, projected construction vibration levels can be modeled in Table 5.

Table 5: Construction Vibration Levels Compared to Typical Thresholds

Equipment	Reference PPV (in/sec) at 25 ft[9]	PPV (in/sec) at 180 ft	Caltrans Distinctly Perceptible Human Response Level for Continuous/Frequent Intermittent Sources (in/sec PPV)	Potential Impact?
Vibratory pile driving (typical range)	0.644	0.05	0.04	Yes

Site preparation work could generate significant vibration impacts for human annoyance at buildings adjacent to the project site. Mitigation might not be sufficient to resolve these significant impacts. As such, an EIR should be produced to include a detailed study exploring alternative methods and mitigation, which could include banning pile driving activities.

Baseline Noise not Established.

CEQA requires evaluation of whether a project would cause a "substantial temporary or permanent increase in ambient noise levels." Without knowing how loud the environment is, it is impossible to

[8] Caltrans, *Transportation and Construction Vibration Guidance Manual*, April 2020. Table 18 and Eq. 12.
[9] Caltrans, *Transportation and Construction Vibration Guidance Manual*, April 2020. Table 18.

1-11 cont.

determine if the new project will increase noise in the surrounding community. Baseline noise measurements are the preferred way to determine background noise sources. These measurements serve as a crucial reference point for evaluating the potential noise impacts of proposed projects or activities. Without establishing the baseline noise conditions before any new development occurs, decision-makers cannot effectively determine whether the project complies with noise regulations nor identify any potential adverse effects on the surrounding environment and communities. Given the proximity to both local streets and highway SR-4 along with noise from nearby residences, as well as shielding from nearby structures, noise levels should be physically measured to be accurately determined.

The Federal Transit Administration's 2018 Transit Noise and Vibration Impact Assessment Manual[10] (FTA Manual) Appendix E recommends a minimum of three one-hour Equivalent Sound Level (Leq) noise measurements (peak-hour roadway traffic, typical midday conditions, and typical nighttime conditions) to estimate the Day-Night Sound Level (Ldn) at site, which can be used to establish baseline noise conditions for the project, including the Community Noise Equivalent Level (CNEL). An EIR should be prepared with these baseline noise measurements to properly describe the noise environment.

Conclusions

Considering the potentially significant impacts from construction and operational noise and vibration on the surrounding community, it is imperative that an EIR be conducted to disclose and analyze these potentially significant impacts. Failure to evaluate these impacts would be a violation of CEQA's core purpose of providing a transparent and comprehensive assessment of a project's environmental effects.

Very truly yours,
WILSON IHRIG



Jack Meighan
Associate

meighan - updated slatten ranch noise analysis.docx

[10] https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

1-11 cont.

WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION



JACK MEIGHAN

Associate

Jack joined Wilson Ihrig in 2021 and is an experienced acoustics engineer with expertise in projects involving rail transit systems, highways, CEQA analysis, environmental noise reduction, mechanical drawing reviews, and construction noise and vibration mitigation. He has hands-on experience with project management, including client coordination and presentations, as well as in designing, developing, and testing MATLAB code used in acoustics applications. Additionally, his expertise includes taking field measurements, developing test plans and specifying, purchasing, setting up and repairing acoustic measurement equipment. He has experience in using Traffic Noise Model (TNM), CadnaA, EASE, Visual Basic, LabView, and CAD software.

Education

- B.S. in Mechanical Engineering, University of Southern California, Los Angeles, CA

Project Experience

Metro Regional Connector, Los Angeles CA
Planned, took, and processed measurements as part of a team to determine the effectiveness of floating slab trackwork for a new subway in downtown Los Angeles that travels below the Walt Disney Concert Hall and the Colburn School of Music.

Rodeo Credit Enterprise CEQA Analysis for New Construction, Palmdale, CA
Wrote an accepted proposal and executed it for a noise study project to determine noise mitigation requirements on a new housing development. Led all aspects of the project and managed the budget during all phases of project completion. Completed 5 separate projects of this type for this developer.

Blackhall Studios, Santa Clarita, CA
Led the vibration measurement effort for a new soundstage directly adjacent to an existing freight and commuter rail line. Tested equipment, processed data, and analyzed results to determine the vibration propagation through the soil to the proposed soundstage locations, and was part of the team that developed mitigation techniques for the office spaces directly next to the rail line.

Octavia Residential Condos CEQA Study, San Francisco, CA
Calculated the STC ratings for the proposed windows to meet Title 24 requirements, modeled the acoustic performance of floor and ceiling structures, researched noise codes, helped with a mechanical design review, and wrote a report summarizing the results for a new Condominium project being developed in San Francisco.

San Diego International Airport Terminal I Replacement, CA
Conducted interior noise and vibration measurements, analyzed measurement data to help determine project criteria, modeled the existing and future terminals in CadnaA, and was part of a team that did a complete HVAC analysis of the entire terminal, as part of a CEQA analysis where a new terminal for the airport is being designed.

Letter 1 cont.

Five Points Apartments Noise Study, Whittier, CA
Took measurements, researched sound data and solutions, and recommended mitigation for a new apartment complex that was located next to an existing car wash, as part of a CEQA review.

USC Ellison Vibration Survey, Los Angeles, CA
Conducted vibration measurements as part of a survey to determine the effectiveness of vibration isolation platforms that are used to insulate cell growth in a cancer research facility. Determined the effectiveness and presented this information to the client. Researched and recommended a permanent monitoring system so the client could view data in real time.

TEN50 Condos 'Popping' Noise Investigation, Los Angeles, CA
Was part of a team that investigated the noise source of an unwanted popping noise in luxury condos in Downtown Los Angeles. Helped isolate the noise source location with accelerometers to determine where vibrations were occurring first and used an acoustic camera to determine where in the condo the noise was coming from.

2000 University Project, Berkely, CA
Wrote a construction noise monitoring plan based on environmental noise calculations, wrote a report summarizing the results, and attending a meeting with the client to discuss options.

1-11 cont.

Bay Area Rapid Transit (BART) On-Track, CA, San Francisco Bay Area, CA*
Day to day project manager, responsible for meetings, presentations, and coordination with the client for an ongoing noise study on the BART system. Developed MATLAB code to process measurements and determine areas where high corrugation was present, contributing to excessively high in-car noise levels. Performed noise measurements inside both the right of way and the vehicle cabin, in addition to rail corrugation measurements.

California I-605/SR-60 Interchange Improvement, Los Angeles, CA*
Developed a noise model of the area that predicted sound levels for abatement design, in addition to conducting noise measurements and analysis. Led the Team in use of the FHWA Traffic Noise Model Software for the project, involving three major highways and two busy interchanges extending over 17 miles in southern California.

Sound Transit On-Track, Seattle, WA*
Took measurements, fixed equipment, and developed software in MATLAB to process Corrugation Analysis Trolley measurements as part of an ongoing noise study on the Sound Transit Link system. Tested vibration data to determine the best measurement and processing techniques to store the data in an online database for in-car measurements.

LA Metro CRRC Railcar Testing, Los Angeles, CA*
Led the effort to plan the measurements, determine measurement locations and finalize the test plan. Formulated a method to capture speed data directly from legacy train vehicles. Executed noise and vibration specification measurements for new rail cars delivered by CRRC.

City of Los Angeles, Pershing Square Station Rehabilitation Noise Monitoring, CA*
Built noise models, wrote a construction noise plan, and assisted in on-site construction noise issues as they arose for a renovation of the Pershing Square metro station in downtown Los

** Work done prior to working for Wilson Ihrig*

Angeles. Trained construction personnel in techniques for noise reduction and how to conduct noise monitoring measurements to meet project specifications.

City of Orange Metrolink Parking Garage Construction Monitoring, CA*
Wrote an adaptive management vibration monitoring plan, set up equipment to monitor live vibration levels, and generated weekly reports as part of an effort to build a new parking garage. Designed, planned, and completed measurements to predict and mitigate pile driving construction impacts at three historic building locations adjacent to the construction site. Coordinated with the client whenever an on-site problem arose.

LA Metro Westside Subway Construction, Los Angeles, CA*
Planned, organized, and processed noise measurements for the Purple Line extension construction. Implemented both long term microphones to measure noise levels and accelerometers to measure vibration levels in existing subway tunnels. Oversaw noise monitoring at sensitive construction sites for the project and worked with the contractor to find ways to reduce construction noise levels by approximately 10dB.

1-11 cont.

Montreal Réseau Express Métropolitain, Canada*
Conducted vibration propagation measurements used to create models to predict operational vibration levels for an under-construction transit line. Managed equipment, solved problems in the field, and wrote parts of the report summarizing the findings of the acoustic study.

NHCRP Barrier*
Took on-highway measurements and wrote, designed, developed, and tested MATLAB code to identify specific spectrograms to use for analyses for a project evaluating barrier reflected highway traffic noise differences in the presence of a single absorptive or reflective noise barrier.

Siemens Railcar Testing for Sound Transit, Seattle, WA*
Measured in-car noise and vibration for new rail cars delivered by Siemens. Developed new internal techniques for measurements based on the written specifications. Contributed to the team that helped identify issues that new cars had in meeting the Sound Transit specifications for noise and vibration. Participated in developing the test plan and specified then acquired new equipment for the measurement.

Toronto/Ontario Eglinton Crosstown Light Rail, Final Design, Canada*
Assisted in vibration propagation measurements, analysis, and recommendations for mitigation for a 12-mile light-rail line both on and under Eglinton Avenue. Set up and ran equipment for at-grade measurements with an impact hammer for underground measurements with an impact load cell that was used during pre-construction borehole drilling.

** Work done prior to working for Wilson Ihrig*

ATTACHMENT B

794 Sawnee Bean Road
Thetford Center VT 05075

Norman Marshall, President
(802) 356-2969

nmarshall@smartmobility.com

July 15, 2025

Rick Franco
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

Subject: **Slatten Ranch Townhomes**

Dear Mr. Franco,

I have reviewed vehicle miles traveled (VMT) impacts of the Slatten Ranch Townhomes Section 15183 Consistency Memorandum ("Memorandum") dated February 2024 and the Staff Report for the Antioch Planning Commission Meeting of July 16, 2025. I make the following findings:

1) The City of Antioch's Housing Element EIR identifies the project location as being in an area with Home-Based VMT exceeding the threshold. The project is therefore likely to have significant VMT impacts.

1-12

2) Housing Element Measure TRANS-1 requires: "Individual housing project development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis." A quantitative VMT analysis required for this project.

3) Housing Element Measure TRANS-1 further requires: "Projects which result in a significant impact shall include travel demand management measures and physical measures to reduce VMT to a less-than-significant level." If the quantitative VMT analysis finds a significant VMT impact for the proposed project, mitigation is required to reduce VMT to less than a significant level.

1

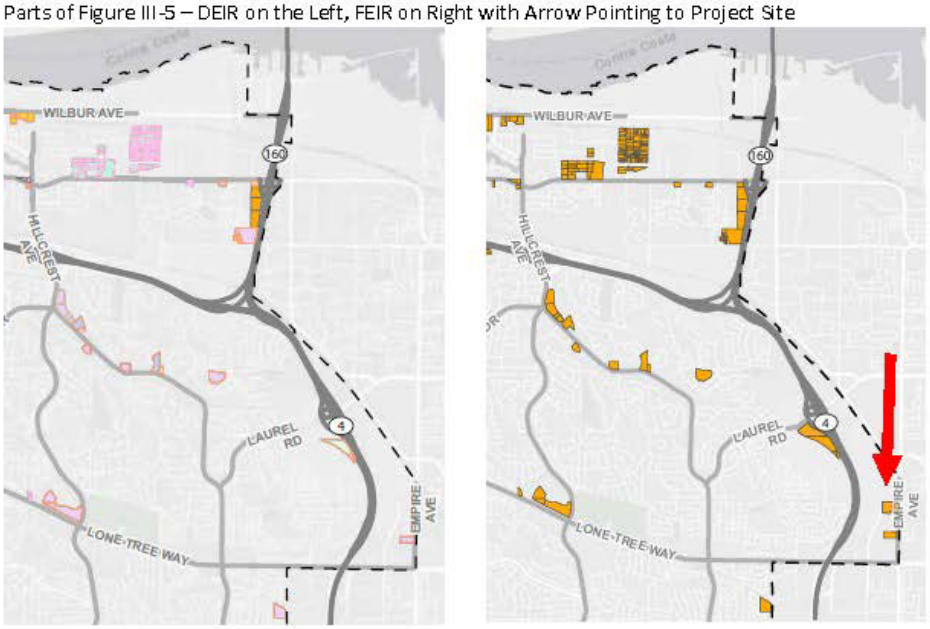
1-12 cont.

The Memorandum states:

> Pursuant to Mitigation Measure TRANS-1 as set forth in the Housing Element EIR, individual housing project development proposals that do not screen out from a VMT impact analysis are required to provide a quantitative VMT analysis; however, the Housing Element EIR provides that any project that is exempt from CEQA is not required to conduct a VMT analysis. As demonstrated through this 15183 Consistency Memorandum, the proposed project would not result in a significant impact that is peculiar to the project or project site, a significant effect that was not previously identified in the Housing Element EIR, or a substantially more severe significant effect related to transportation beyond what was identified in the Housing Element EIR. Therefore, pursuant to Section 15183 of the CEQA Guidelines, the proposed project qualifies for exemption from further environmental review under CEQA. Because the proposed project would be considered exempt from CEQA, Mitigation Measure TRANS-1 is not applicable. (p. 13)

The claim that Measure TRANS-1 is "not applicable" is false because the Housing Element EIR clearly shows the Slatten Ranch Townhomes site with "VMT above significance threshold." This site was not included in the September 2022 Housing Element DEIR Housing Element Sites Inventory (Table II-4, p. II-14 – III-23). It was added in to the revised FEIR Table III-4 dated December 2022 as site #183 (p. III-13 – III-21) This addition is illustrated in the figure below.

Parts of Figure III-5 – DEIR on the Left, FEIR on Right with Arrow Pointing to Project Site



The Housing Element FEIR mapped Home-Based VMT for 2020 and 2040 as Figures IV-B-5 and IV-B-6 (reproduced below).

2

Letter 1 cont.

1-12 cont.

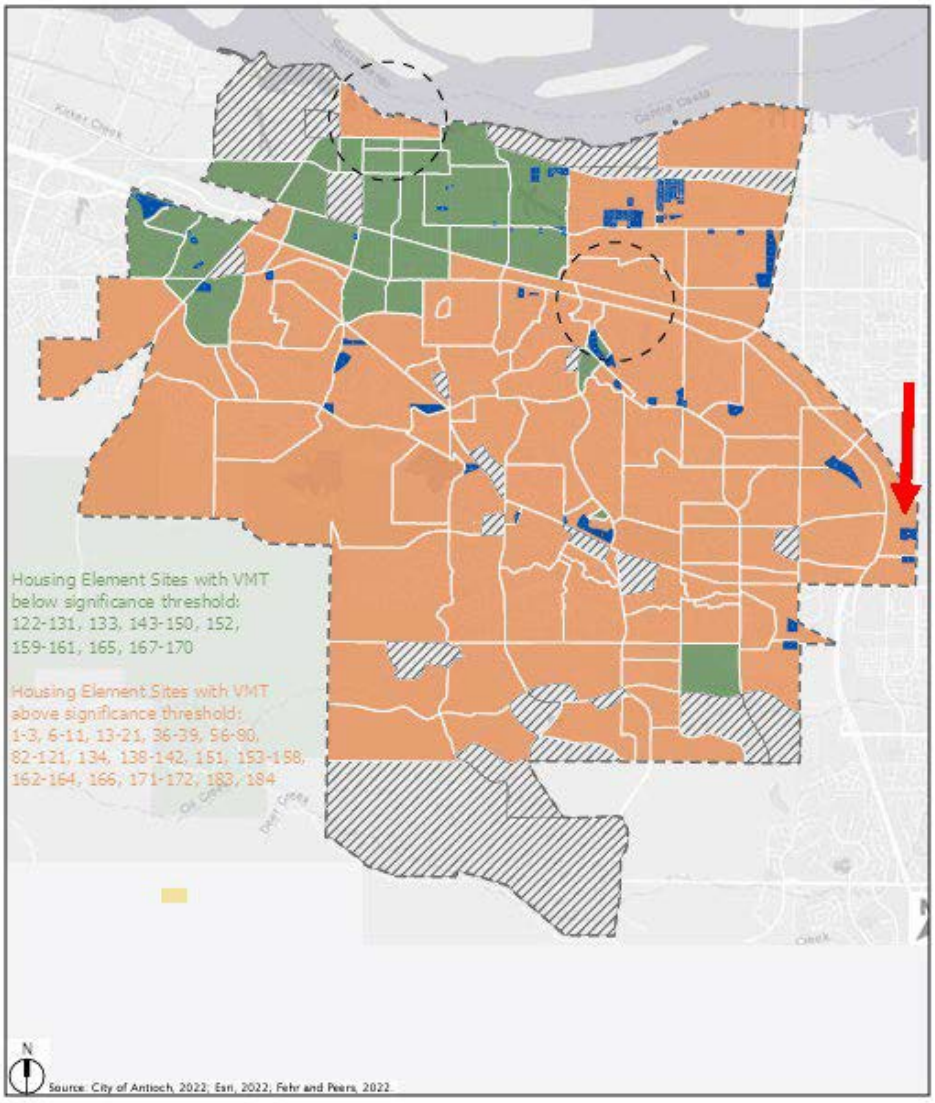


Figure IV.B-6
Housing Element Home-Based VMT (2020)

Antioch Housing, Environmental Hazards, and EJ Elements EIR

3

Letter 1 cont.

1-12 cont.

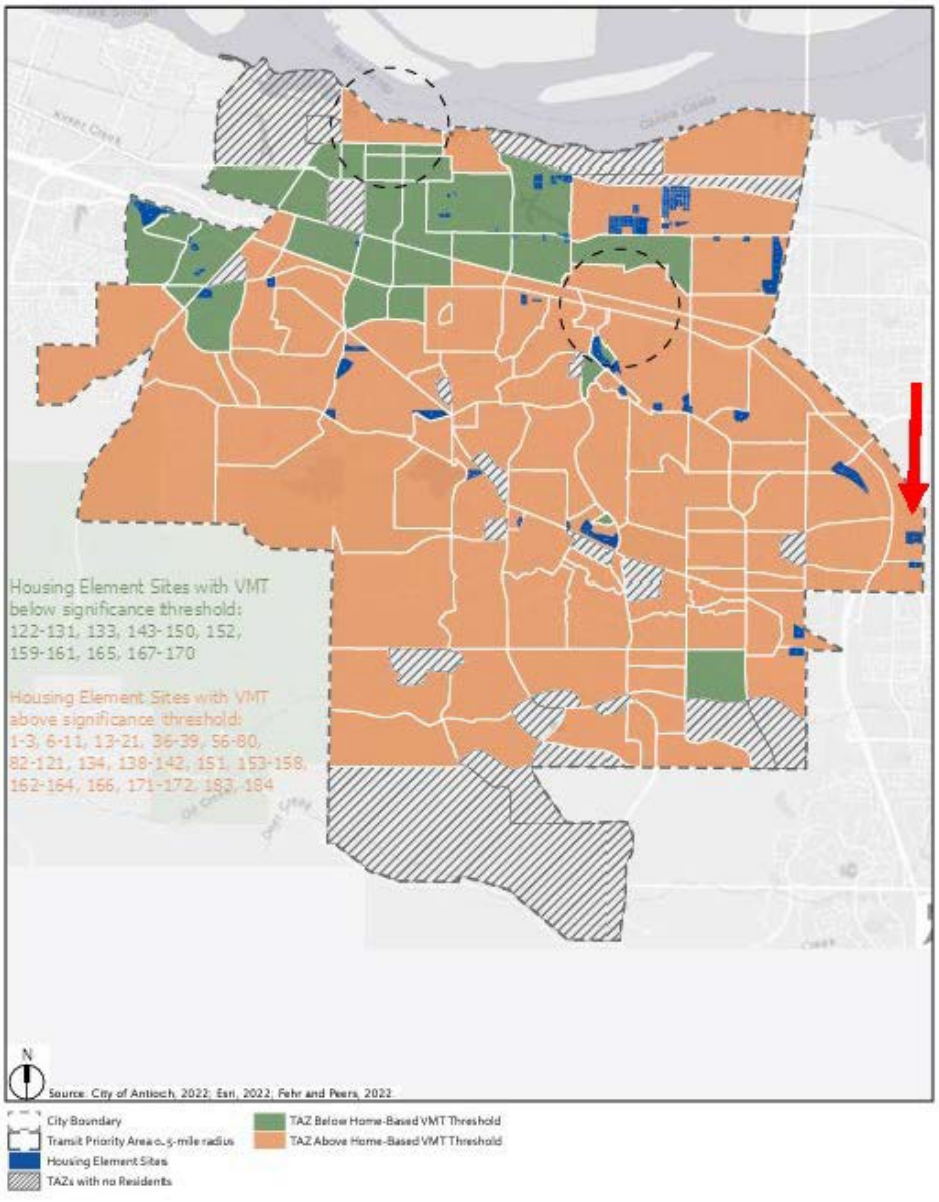


Figure IV.B-7
Housing Element Home-Based VMT (2040)

Antioch Housing, Environmental Hazards, and EJ Elements EIR

4

1-12 cont.

As shown in the graphics above, the proposed project site is located in an area with VMT above the significance threshold in both 2020 and 2040. Therefore, it is very likely that this project will have significant VMT impacts.

Housing Element FEIR Measure TRANS-1 states:

> TRANS-1: Implement VMT Reduction Measures. Individual housing project development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis using the methods applied in this EIR, with modifications if appropriate based on future changes to City of Antioch practices and CCTA VMT analysis methodology guidelines. Projects which result in a significant impact shall include travel demand management measures and physical measures to reduce VMT to a less-than-significant level. Measures may include, but are not limited to, those described below, which have been identified as potentially VMT reducing in the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Potential VMT reduction estimates are included below, but detailed requirements, calculation steps, and limitations are described in the CAPCOA Handbook. In addition, application of one or more measures is generally expected to result in a net VMT reduction of 10 percent or less for development projects in suburban settings such as Antioch.
>
> - Unbundle parking costs (i.e., sell or lease parking separately from the housing unit). Effectiveness: up to 15.7 percent reduction in GHG from VMT per the CAPCOA Handbook.
> - Provide car-sharing, bike sharing, or scooter sharing programs. Effectiveness: 0.15 to 0.18 percent reduction in GHG from VMT for car share, 0.02 to 0.06 percent for bike share, and 0.07 percent for scooter share, per the CAPCOA Handbook. The higher car share and bike share values are for electric car and bike share programs.
> - Subsidize transit passes for residents of affordable housing. Effectiveness: up to 5.5 percent reduction in GHG from VMT per the CAPCOA Handbook.
>
> In addition to the on-site measures noted above, individual housing projects that are above the VMT threshold could potentially contribute to future VMT mitigation fee programs, banks, or exchanges. No regional VMT mitigation programs currently exist; however, the CCTA is currently evaluating different mitigation program frameworks which may lead to a Countywide or sub-regional VMT mitigation program. Should such a program be implemented, development projects could potentially pay into a fee program or purchase mitigation credits to achieve needed VMT mitigation instead of, or in addition to, on-site TDM measures. (p. III-3 – III-4)

The Slatten Ranch Townhomes project does not "screen out from VMT impact analysis." Therefore, a quantitative VMT analysis is required. If the quantitative VMT analysis determines that there will be a significant impact – as appears highly likely given the FEIR mapping – travel demand management measures are required.

5

1-12 cont.

The Memorandum fails to include the required quantitative VMT analysis or to discuss travel demand management.

Instead, the Memorandum claims that Mitigation Measure TRANS-1 is not applicable because the proposed project is "exempt from CEQA" pursuant to Section 15183 of the CEQA Guidelines (p. 13). In particular, the Memorandum claims that

> ". . . the proposed project would not result in a significant impact that is peculiar to the project or project site, a significant effect that was not previously identified in the Housing Element EIR, or a substantially more severe significant effect related to transportation beyond what was identified in the Housing Element EIR."

This misapplies Section 15183. The Housing Element EIR does not exempt all Housing Element Inventory sites from VMT analysis. Instead, it explicitly states that some of the sites in the Housing Element Inventory would result in significant VMT impacts that must be quantified and mitigated. Mitigation Measure TRANS-1 provides:

> **Individual housing project development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis using the methods applied in this EIR . .**
>
> **Projects which result in a significant impact shall include travel demand management measures and physical measures to reduce VMT to a less-than-significant level.**

There is no reasonable reading of the Housing Element EIR that exempts all of the sites in the Inventory from CEQA or that exempts them from the analysis and mitigation required by Measure TRANS-1.

A quantitative VMT analysis is required for this project. If the quantitative VMT analysis determines that there will be a significant impact – as appears highly likely given the FEIR mapping – travel demand management measures are required to reduce VMT to less than a significant level.

Sincerely,

Norman L. Marshall

Norman L. Marshall

Resume

NORMAN L. MARSHALL, PRESIDENT

nmarshall@smartmobility.com

EDUCATION:

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982
Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

PROFESSIONAL EXPERIENCE: (37 Years, 23 at Smart Mobility, Inc.)

Norm Marshall helped found Smart Mobility, Inc. in 2001. Prior to this, he was at RSG for 14 years where he developed a national practice in travel demand modeling. He specializes in analyzing the relationships between the built environment and travel behavior and doing planning that coordinates multi-modal transportation with land use and community needs.

Regional Land Use/Transportation Scenario Planning

Portland Area Comprehensive Transportation System (PACTS) – the Portland Maine Metropolitan Planning Organization. Updating regional travel demand model with new data (including AirSage), adding a truck model, and multiclass assignment including differentiation between cash toll and transponder payments.

Loudoun County Virginia Dynamic Traffic Assignment – Enhanced subarea travel demand model to include Dynamic Traffic Assignment (Cube). Model being used to better understand impacts of roadway expansion on induced travel.

1-12 cont.

Vermont Agency of Transportation-Enhanced statewide travel demand model to evaluate travel impacts of closures and delays resulting from severe storm events. Model uses innovate Monte Carlo simulations process to account for combinations of failures.

California Air Resources Board – Led team including the University of California in $250k project that reviewed the ability of the new generation of regional activity-based models and land use models to accurately account for greenhouse gas emissions from alternative scenarios including more compact walkable land use and roadway pricing. This work included hands-on testing of the most complex travel demand models in use in the U.S. today.

Climate Plan (California statewide) – Assisted large coalition of groups in reviewing and participating in the target setting process required by Senate Bill 375 and administered by the California Air Resources Board to reduce future greenhouse gas emissions through land use measures and other regional initiatives.

Chittenden County (2060 Land use and Transportation Vision Burlington Vermont region) – led extensive public visioning project as part of MPO's long-range transportation plan update.

Flagstaff Metropolitan Planning Organization – Implemented walk, transit and bike models within regional travel demand model. The bike model includes skimming bike networks including on-road and off-road bicycle facilities with a bike level of service established for each segment.

Chicago Metropolis Plan and Chicago Metropolis Freight Plan (6-county region)— developed alternative transportation scenarios, made enhancements in the regional travel demand model, and used the enhanced

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1-12 cont.

model to evaluate alternative scenarios including development of alternative regional transit concepts. Developed multi-class assignment model and used it to analyze freight alternatives including congestion pricing and other peak shifting strategies.

Municipal Planning

City of Grand Rapids – Michigan Street Corridor – developed peak period subarea model including non-motorized trips based on urban form. Model is being used to develop traffic volumes for several alternatives that are being additional analyzed using the City's Synchro model

City of Omaha - Modified regional travel demand model to properly account for non-motorized trips, transit trips and shorter auto trips that would result from more compact mixed-use development. Scenarios with different roadway, transit, and land use alternatives were modeled.

City of Dublin (Columbus region) – Modified regional travel demand model to properly account for non-motorized trips and shorter auto trips that would result from more compact mixed-use development. The model was applied in analyses for a new downtown to be constructed in the Bridge Street corridor on both sides of an historic village center.

City of Portland, Maine – Implemented model improvements that better account for non-motorized trips and interactions between land use and transportation and applied the enhanced model to two subarea studies.

City of Honolulu – Kaka'ako Transit Oriented Development (TOD) – applied regional travel demand model in estimating impacts of proposed TOD including estimating internal trip capture.

City of Burlington (Vermont) Transportation Plan – Led team that developing Transportation Plan focused on supporting increased population and employment without increases in traffic by focusing investments and policies on transit, walking, biking and Transportation Demand Management.

Transit Planning

Regional Transportation Authority (Chicago) and Chicago Metropolis 2020 – evaluated alternative 2020 and 2030 system-wide transit scenarios including deterioration and enhance/expand under alternative land use and energy pricing assumptions in support of initiatives for increased public funding.

Capital Metropolitan Transportation Authority (Austin, TX) Transit Vision – analyzed the regional effects of implementing the transit vision in concert with an aggressive transit-oriented development plan developed by Calthorpe Associates. Transit vision includes commuter rail and BRT.

Bus Rapid Transit for Northern Virginia HOT Lanes (Breakthrough Technologies, Inc and Environmental Defense.) – analyzed alternative Bus Rapid Transit (BRT) strategies for proposed privately-developing High Occupancy Toll lanes on I-95 and I-495 (Capital Beltway) including different service alternatives (point-to-point services, trunk lines intersecting connecting routes at in-line stations, and hybrid).

Roadway Corridor Planning

I-30 Little Rock Arkansas – Developed enhanced version of regional travel demand model that integrates TransCAD with open source Dynamic Traffic Assignment (DTA) software, and used to model I-30 alternatives. Freeway bottlenecks are modeled much more accurately than in the base TransCAD model.

8

1-12 cont.

South Evacuation Lifeline (SELL) – In work for the South Carolina Coastal Conservation League, used Dynamic Travel Assignment (DTA) to estimate evaluation times with different transportation alternatives in coastal South Caroline including a new proposed freeway.

Hudson River Crossing Study (Capital District Transportation Committee and NYSDOT) – Analyzing long term capacity needs for Hudson River bridges which a special focus on the I-90 Patroon Island Bridge where a microsimulation VISSIM model was developed and applied.

PUBLICATIONS AND PRESENTATIONS (partial list)

DTA Love: Co-leader of workshop on Dynamic Traffic Assignment at the June 2019 Transportation Research Board Planning Applications Conference.

Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities.

Vermont Statewide Resilience Modeling. With Joseph Segale, James Sullivan and Roy Schiff. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Pre-Destination Choice Walk Mode Choice Modeling. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

A Statistical Model of Regional Traffic Congestion in the United States, presented at the 2016 Annual Meeting of the Transportation Research Board.

LETTER 1: CONTRA COSTA RESIDENTS FOR RESPONSIBLE DEVELOPMENT (ADAMS BROADWELL JOSEPH & CARDOZO)

Response to Comment 1-1

The comment provides background information and is introductory to the remainder of the comment letter. Responses to the specific concerns summarized within the comment are addressed in detail below.

Response to Comment 1-2

The Housing Element EIR is a program-level EIR. According to CEQA Guidelines Section 15168(a), a program-level EIR is an EIR that may be prepared on a series of actions that could be characterized as one large project and are related either: 1) geographically; 2) as logical parts in the chain of contemplated actions; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The programmatic level of CEQA analysis was appropriate based on criterion 1 through 3 above, as well as due to the fact that site-specific details, including development proposals or technical studies, were not available. Nonetheless, the Housing Element EIR does provide a project-level analysis where possible, including for issues related to project-level construction, operational emissions, and VMT.

CEQA Guidelines Section 15183 does not require a "project-level" analysis but, rather, an examination of whether a proposed project would result in environmental effects peculiar to the project or project site from what was addressed in the Housing Element EIR. Because the Housing Element EIR addresses air quality, health risks, transportation, and noise impacts, the 15183 Consistency Memorandum appropriately addresses whether the proposed project would result in any peculiar effects related to such. In addition, contrary to the comment, the 15183 Consistency Memorandum does include specific sections discussing potential impacts related to air quality, including health risks, and transportation on pages 12 and 13, respectively.

Response to Comment 1-3

Contrary to the comment, the 15183 Consistency Memorandum clearly describes the applicable policies and mitigation measures from the Housing Element EIR. For example, page 13 of the 15183 Consistency Memorandum includes the following:

> According to the Housing Element EIR, implementation of General Plan policies, such as Policy 11.7.2(c) and 11.7.2(d) (which were updated as part of the Housing Element Update), would comply with Options A and B of the BAAQMD's recommended plan-level thresholds of significance and ensure that future development would not result in a cumulatively considerable contribution to global climate change. Finally, implementation of existing General Plan Policies 7.4.2, 10.6.2, 10.7.2, 10.8.2, and Housing Element Policy 4.1 would help to reduce GHG emissions from transportation, energy use, and water use.

Response to Comment 1-4

In response to the comment, page 13 of the 15183 Consistency Memorandum is hereby revised as follows:

> ### Transportation
>
> Pursuant to CEQA Guidelines Section 15183(c), if an impact is not peculiar to the project site or project, has been addressed as a significant effect in a prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact. The proposed project is consistent with the Housing Element and is, therefore, analyzed as part of the Housing Element EIR, which identified a significant and unavoidable impact related to VMT, even with implementation of Mitigation Measure TRANS-1. A Statement of Overriding Considerations was adopted by the City for the significant and unavoidable impacts identified by the Housing Element EIR. Mitigation Measure TRANS-1, as set forth in the Housing Element EIR, requires that individual housing project development proposals that do not screen out from a VMT impact analysis ~~are required to~~ provide a quantitative VMT analysis and implement appropriate travel demand management (TDM) and/or physical measures to reduce VMT.~~; however, the Housing Element EIR provides that any project that is exempt from CEQA is not required to conduct a VMT analysis~~. Mitigation Measure TRANS-1 would be considered a uniformly applicable development policy or standard identified by the Housing Element EIR to substantially mitigate VMT impacts associated with buildout of the Housing Element. Because the proposed project does not meet the screening criteria set forth in the Housing Element EIR for a VMT impact analysis, the proposed project would be subject to Mitigation Measure TRANS-1, which would be included as a Condition of Approval for the project imposed by the City. The Housing Element EIR concluded that VMT associated with buildout of certain Housing Element sites, including the project site, may not be capable of reducing VMT to below the applicable threshold of significance and, thus, as stated above, a significant and unavoidable impact was identified. Consistent with this conclusion, the Condition of Approval will specify that the project shall reduce VMT to the maximum extent feasible, in light of project objectives and the nature of the project, to the satisfaction of the City of Antioch Community Development Department. With compliance with Mitigation Measure TRANS-1, pursuant to CEQA Guidelines Section 15183(f), the project's VMT would not be considered peculiar. ~~As demonstrated through this 15183 Consistency Memorandum, the proposed project would not result in a significant impact that is peculiar to the project or project site, a significant effect that was not previously identified in the Housing Element EIR, or a substantially more severe significant effect related to transportation beyond what was identified in the Housing Element EIR. Therefore, pursuant to~~ Because impacts related to VMT are not peculiar to the project site or project and have been addressed as a significant effect in the Housing Element EIR, in accordance with Section 15183(c) of the CEQA Guidelines, the proposed project qualifies for exemption from further environmental review under CEQA.~~ Because the proposed project would be considered exempt from CEQA, Mitigation Measure TRANS-1 is not applicable.~~

As explained above, the Housing Element EIR concluded that VMT associated with buildout of certain Housing Element sites, including the project site, would be significant and a Statement of Overriding Considerations was adopted by the City. The comment does not provide any substantial new information to suggest that, pursuant to CEQA Guidelines Section 15183(b)(4), the project's VMT impact would be more severe than discussed in the Housing Element EIR. Furthermore, implementation of Mitigation Measure TRANS-1 would be required. Thus, consistent with the conclusion of the 15183 Consistency Memorandum, pursuant to CEQA Guidelines Section 15183(c), additional environmental review under CEQA is not required for the proposed project.

Response to Comment 1-5

Please see Response to Comment 1-2 above.

Response to Comment 1-6

Mitigation Measures AIR-1 and AIR-2 are not required for all future housing proposals, but, rather, only for projects that exceed the Bay Area Air District's (BAAD) screening criteria. It should be noted that BAAD was formerly known as the Bay Area Air Quality Management District (BAAQMD) and is referred to as such in both the Housing Element EIR and the 15183 Consistency Memorandum. As discussed on page IV.C-14 and IV.C-15 of the Housing Element EIR, "…BAAQMD recommends using their project-level thresholds of significance to identify levels at which individual projects could cause significant air quality impacts related to emissions of ozone precursors (ROG and NO_X), PM_{10}, $PM_{2.5}$, and TACs." The screening criteria set forth by BAAD include the number of units for typical residential development types that, if exceeded, would result in emissions that would exceed the BAAD's project-level thresholds of significance. Because, as explained in the 15183 Consistency Memorandum, the project is below the screening criteria, the project's emissions are expected to be below the applicable threshold of significance and, thus, implementation of Mitigation Measures AIR-1 and AIR-2 of the Housing Element EIR is not required.

Similarly, Mitigation Measure AIR-3(a) is only required for projects that involve a construction duration greater than six months that are located in a BAAD Planning Healthy Place Map area. The mapped areas are described by the Housing Element EIR on page IV.C-21 as areas with elevated levels of toxic air contaminants (TACs) and/or particulate matter pollution. As stated in the 15183 Consistency Memorandum, the project site is not located within a BAAD Planning Healthy Places Map area and, thus, is not subject to Mitigation Measure AIR-3(a).

Mitigation Measure AIR-3(b) is specific to residential emergency generators, as, according to the Housing Element EIR, generators could substantially contribute to the existing poor air quality in the City and expose sensitive receptors to substantial pollutant concentrations. As stated in the 15183 Consistency Memorandum, the proposed project would not include emergency generators and, thus, is not subject to Mitigation Measure AIR-3(b).

The proposed project in comparison to the screening criteria is discussed on page 12 of the 15183 Consistency Memorandum, as follows:

> Pursuant to Mitigation Measure AIR-1, construction of residential projects involving more than 114 single-family units or 240 multi-family units requires a quantitative air quality analysis to be conducted and measures identified to reduce the project's construction-related criteria air pollutant emission to below the applicable BAAQMD thresholds of significance. Given that the proposed project consists of 129 multi-family residential units, Mitigation Measure AIR-1 as set forth in the Housing Element EIR is not applicable to the proposed project. Similarly, because the proposed project would not involve more than 325 single-family units or 451 multi-family units (as specified in Mitigation Measure AIR-2), is not located within a Bay Area Air Quality Management District (BAAQMD) Planning Healthy Place Map area, and would not include emergency generators, Mitigation Measures AIR-2, AIR-3a, and AIR-3b would not apply to the project.

Page 12 of the 15183 Consistency Memorandum also notes: "In addition, the proposed project would be subject to the same regulations governing criteria air pollutants and emissions as were identified for the development projects evaluated in the Housing Element EIR." Such regulations

include the BAAD's dust control measures to be implemented during construction, as enforced by General Plan Policy 10.6.2(a), and measures sourced from the BAAD 2017 Clean Air Plan. As noted on page IV.C-18 of the Housing Element EIR, BAAD considers implementation of best management practices (BMPs) to control dust during construction sufficient to reduce potential impacts to a less-than-significant level. Thus, the 15183 Consistency Memorandum provides sufficient supporting evidence that the project's compliance with all applicable regulations would ensure that the proposed project would not result in a significant impact that is peculiar to the project or the project site and would not result in a more severe adverse impact than the significant effects previously identified within the Housing Element EIR.

Response to Comment 1-7

Please see Response to Comment 1-6 above.

Response to Comment 1-8

Please see Response to Comment 1-2. The proposed project is consistent with the General Plan land use and zoning designations for the project site and, thus, was considered as part of the Housing Element EIR's analysis. The Housing Element EIR concluded that compliance with General Plan Policy 11.8.2 would be sufficient to reduce potentially significant noise impacts to less-than-significant levels. Thus, General Plan Policy 11.8.2 is a uniformly applicable development policy identified by the Housing Element EIR as being sufficient to substantially mitigate impacts associated with buildout of the Housing Element related to noise. The proposed project would be subject to all measures and standards within Policy 11.8.2. For example, as discussed in further detail in Response to Comment 1-9, construction noise would be mitigated by Policy 11.8.2's requirements related to limited hours, noise reduction features, and the preparation and implementation of a construction-related noise mitigation plan. A noise attenuation study is not required, as the City has determined that the project would not result in a significant increase in noise and because the project is not located in an area exceeding the General Plan noise standards. Therefore, consistent with the conclusions of the 15183 Consistency Memorandum and pursuant to CEQA Guidelines Section 15183(f), noise associated with the proposed project is not peculiar.

Response to Comment 1-9

Please see Response to Comment 1-8. In addition, as noted on pages IV.L-11 and IV.L-12 of the Housing Element EIR and pursuant to General Plan Policy 11.8.2, temporary construction periods would be subject to various measures, including the following:

- Construction activities shall be regulated to hours of operation within Section 5-17.05(B) of the City of Antioch Code of Ordinances in order to avoid or mitigate noise impacts on adjacent noise-sensitive land uses;
- Proposed development adjacent to occupied noise sensitive land uses shall implement a construction-related noise mitigation plan that depicts the location of construction equipment storage and maintenance areas, and documents methods to be employed to minimize noise impacts on adjacent noise sensitive land uses; and
- All construction equipment shall use noise reduction features (e.g., mufflers and engine shrouds) that are at least as effective as those originally installed by the manufacturer.

With respect to the construction-related noise mitigation plan, as noted within General Plan Policy 11.8.2(o), the City shall condition approval of subdivisions located adjacent to any developed/occupied noise-sensitive land uses to submit such a plan for review and approval prior

to the issuance of any grading plans. The plan would depict the location of construction equipment and how such equipment noise would be mitigated, including through temporary noise-attenuation fences, equipment mufflers, staging area locations, and limiting construction-related activities (including truck deliveries) to the hours of 7:00 AM and 7:00 PM, Monday through Saturday. Lastly, the construction-related noise mitigation plan shall incorporate any other restrictions imposed by the City. General Plan Policy 11.8.2(o) is a uniformly applicable development policy identified by the Housing Element EIR as being sufficient to substantially mitigate impacts associated with buildout of the Housing Element related to construction noise. The comment does not provide any substantial new information that shows that compliance with General Plan Policy 11.8.2 would not substantially mitigate construction noise. General Plan Policy 11.8.2(o) specifically states, "The construction contractor shall use temporary noise-attenuation fences, where feasible, to reduce construction noise impacts on adjacent noise sensitive land uses." The proposed project would be subject to such measures, which the Housing Element EIR concluded was sufficient to reduce project construction noise to a less-than-significant level. Therefore, pursuant to CEQA Guidelines Section 15183(f), construction noise associated with the proposed project is not peculiar and the 15183 Consistency Memorandum's conclusion is appropriate.

It should be noted that Comment 1-11 uses the Los Angeles County construction noise limit threshold of 75 dBA, which is inapplicable to the proposed project (located in the City of Antioch within Contra Costa County). The City does not have an established daytime noise level threshold for construction, but does limit the hours of construction within Section 5-17.05(B) of the Antioch Code of Ordinances, as enforced by General Plan Policy 11.8.2.

The proposed project also does not include any operational noise-generating uses that would be peculiar as compared to typical residential uses. Residential uses are not typically considered significant noise-generating uses.

Because the proposed project is consistent with the type of on-site development anticipated by the Housing Element EIR, which concluded that compliance with the standards contained within the City of Antioch Code of Ordinances and with the applicable General Plan policies would be sufficient to ensure potential impacts related to noise would be less than significant, the 15183 Consistency Memorandum's conclusion that noise associated with the proposed project would not be peculiar remains adequate.

Response to Comment 1-10

Please see Responses to Comments 1-2 through 1-9 above.

Response to Comment 1-11

Please see Responses to Comments 1-8 and 1-9.

Response to Comment 1-12

Please see Response to Comment 1-4.

ATTACHMENT "E"

CITY OF ANTIOCH
PLANNING COMMISSION
REGULAR MEETING

Regular Meeting **July 16, 2025**
6:30 p.m. **City Council Chambers**

1. CALL TO ORDER

Chairperson Webber called the meeting to order at 6:30 P.M. on Wednesday, July 16, 2025, in Council Chambers. He welcomed Commissioner Spijker to the Planning Commission.

Planning Manager Merideth introduced Commissioner Spijker and welcomed him to the Planning Commission.

2. ROLL CALL

Present: Commissioners Spijker, Martin, Riley, Perez, Vice Chairperson Jones and Chairperson Webber
Absent: Commissioner Suman

Staff: Interim City Attorney, Derek Cole
Planning Manager, Zoe Merideth
Minutes Clerk, Kitty Eiden

3. PLEDGE OF ALLEGIANCE

Chairperson Webber led the Pledge of Allegiance.

4. PUBLIC COMMENT – None

5. CONSENT CALENDAR

5-1 Planning Commission Meeting Minutes June 4, 2025

On motion by Commissioner Martin, seconded by Commissioner Riley the Planning Commission members present unanimously approved Item 5-1. The motion carried the following vote:

AYES: ***Spijker, Martin, Riley, Perez, Jones and Webber***
NOES: ***None***
ABSTAIN: ***None***
ABSENT: ***Suman***

6. NEW PUBLIC HEARING

6-1. Wildflower Station Townhomes 2 | TM-02, AR-23-05 | Northeast corner of Hillcrest Avenue and Wildflower Drive (APN: 052-140-013, 014, 015, and 016) The applicant, Kathryn Watt on behalf of DeNova Homes, Inc., is seeking approval of a Vesting Tentative

Subdivision Map and Design Review for the creation of 19 residential lots and 17 common area parcels for 159 multifamily townhome units in 19 buildings on a +/- 7.93-acre site. The project includes an internal road network, open space, landscaping, stormwater facilities, and utilities to serve the project site.

Interim City Attorney Cole announced that the City and Commission had received correspondence from a law firm regarding this agenda item. He stated that staff, the consultant, and himself request additional time to review and respond to the issues raised. On their behalf, he asked the Planning Commission to continue the Public Hearing to August 20, 2025. He also noted that the applicant's general counsel did not oppose the continuance. He requested the Planning Commission allow for public comment on the agenda item as well as the recommended action to continue the Public Hearing.

Chairperson Webber opened the public comment period.

Mauricio Ulloa, Wildflower Station Place Homeowners Association (HOA), thanked DeNova for incorporating resident feedback into the revised proposal to help address ongoing challenges related to security. He confirmed that the HOA accepted the offer to contribute their fair share toward the maintenance of fencing and gates.

Chairperson Webber closed the public comment period.

On motion by Commissioner Jones, seconded by Commissioner Martin the Planning Commission members present unanimously continued Public Hearing Item #6-1 to August 20, 2025. The motion carried the following vote:

AYES:	***Spijker, Martin, Riley, Perez, Jones and Webber***
NOES:	***None***
ABSTAIN:	***None***
ABSENT:	***Suman***

6-2. Slatten Ranch Town Homes | TM-01, AR-23-01 | North of Wicklow Way, East of Slatten Ranch Road, and West of Empire Avenue (APN: 056-120-098) The applicant, Kathryn Watt on behalf of DeNova Homes, Inc., is seeking approval of a Vesting Tentative Subdivision Map and Design Review for the creation of 17 residential lots and 13 common area parcels for 129 multifamily townhome units in 17 buildings on a +/- 6.41-acre site. The project includes an internal road network, open space, landscaping, stormwater facilities, and utilities to serve the project site.

Interim City Attorney Cole announced that the City and Commission had received correspondence from a law firm regarding this agenda item. He stated that staff, the consultant, and himself requested additional time to review and respond to the issues raised. On their behalf, he asked the Planning Commission to continue the Public Hearing to August 20, 2025. He requested the Planning Commission allow for public comment on the agenda item as well as the recommended action to continue the Public Hearing.

Chairperson Webber opened and closed the public comment period with no members of the public requesting to speak.

On motion by Commissioner Martin, seconded by Commissioner Jones the Planning Commission members present continued Public Hearing Item #6-2 to August 20, 2025. The motion carried the following vote:

AYES:	***Spijker, Martin, Riley, Perez, Jones and Webber***
NOES:	***None***
ABSTAIN:	***None***
ABSENT:	***Suman***

7. ORAL/WRITTEN COMMUNICATIONS

Planning Manager Merideth reported on her attendance at a Planning Directors meeting, and she provided an update on new California Environmental Quality Act (CEQA) laws. She announced the City had received responses to their RFP for the General Plan Update and staff was in the process of evaluating and interviewing firms and anticipated bringing a contract to Council for consideration soon.

8. COMMITTEE REPORTS

Commissioner Jones reported on her attendance at the TRANSPLAN Committee meeting.

9. NEXT MEETING: August 6, 2025

Planning Manager Merideth announced that the August 6, 2025, Planning Commission meeting would likely be canceled, and the next Planning Commission meeting would be held on August 20, 2025.

10. ADJOURNMENT

On motion by Commissioner Martin, seconded by Commissioner Jones, the Planning Commission members present unanimously adjourned the meeting at 6:51 P.M. The motion carried the following vote:

AYES:	***Spijker, Martin, Riley, Perez, Jones and Webber***
NOES:	***None***
ABSTAIN:	***None***
ABSENT:	***Suman***

Respectfully submitted:

Kitty Eiden
KITTY EIDEN, Minutes Clerk