



Council Chambers
200 H Street
Antioch, CA 94509

Closed Session - 5:30 P.M.
Regular Meeting - 7:00 P.M.

ANNOTATED AGENDA

for

September 13, 2016

Antioch City Council
Regular Meeting

Wade Harper, Mayor
Lori Ogorchock, Mayor Pro Tem
Mary Helen Rocha, Council Member
Tony Tiscareno, Council Member
Monica E. Wilson, Council Member

Arne Simonsen, City Clerk
Donna Conley, City Treasurer

Steven Duran, City Manager
Michael G. Vigilia, City Attorney

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Council meetings are televised live on Comcast Channel 24

Notice of Availability of Reports

This agenda is a summary of the actions proposed to be taken by the City Council. For almost every agenda item, materials have been prepared by the City staff for the Council's consideration. These materials include staff reports which explain in detail the item before the Council and the reason for the recommendation. The materials may also include resolutions or ordinances which are proposed to be adopted. Other materials, such as maps and diagrams, may also be included. All of these materials are available at the City Clerk's Office, located on the 3rd Floor of City Hall, 200 H Street, Antioch, CA 94509, during normal business hours for inspection and (for a fee) copying. Copies are also made available at the Antioch Public Library for inspection. Questions on these materials may be directed to the staff member who prepared them, or to the City Clerk's Office, who will refer you to the appropriate person.

Notice of Opportunity to Address Council

The public has the opportunity to address the Council on each agenda item. To address the Council, fill out a yellow Speaker Request form, available on each side of the entrance doors, and place in the Speaker Card Tray. See the Speakers' Rules on the inside cover of this Agenda. Comments regarding matters not on this Agenda may be addressed during the "Public Comments" section.

5:30 P.M. ROLL CALL – CLOSED SESSIONS – for Council Members – *All Present*

PUBLIC COMMENTS for Closed Sessions – *None*

CLOSED SESSIONS:

1) **CONFERENCE WITH LABOR NEGOTIATORS** – This Closed Session with the City's Labor Negotiators is authorized by California Government Code §54957.6; City designated representatives: Nickie Mastay, Denise Haskett and Glenn Berkheimer; Employee organizations: Antioch Police Officers' Association and Operating Engineers Local Union No. 3 (OE3).

Direction given to Labor Negotiator

2) **CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION** – Potential Litigation pursuant to California Government Code §54956.9 (d)(4): Water Rights BDCP/WaterFix (Bay Delta Conservation Plan/WaterFix)

Direction given to Legal Counsel

3) **CONFERENCE WITH REAL PROPERTY NEGOTIATORS** pursuant to California Government Code §54956.8; Property – Humphrey's Restaurant: Agency Negotiator – City Manager; Parties – Dorothy Everett and John Jernegan.

Direction given to Staff

7:04 P.M. ROLL CALL – REGULAR MEETING – for Council Members – *All Present*

PLEDGE OF ALLEGIANCE

1. PROCLAMATIONS

- California Coastal Clean Up Day, September 17, 2016
- 18th Annual Delta Blues Festival, September 17, 2016

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the proclamations.

STAFF REPORT

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

STAFF REPORT

ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

- *PLANNING COMMISSION (Deadline date to apply: 09/30/16)*
- *CONTRA COSTA COUNTY LIBRARY COMMISSION (Deadline date to apply: 09/23/16)*

PUBLIC COMMENTS – *Members of the public may comment only on unagendized items. The public may comment on agendized items when they come up on this Agenda.*

CITY COUNCIL COMMITTEE REPORTS

MAYOR’S COMMENTS

PRESENTATION – *Business Watch Program, presented by Police Crime Prevention Commission Chair Harry Thurston*

STAFF REPORT

2. CONSENT CALENDAR

A. APPROVAL OF COUNCIL MINUTES FOR AUGUST 9, 2016

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the minutes.

STAFF REPORT

B. APPROVAL OF COUNCIL MINUTES FOR AUGUST 23, 2016

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the minutes.

STAFF REPORT

C. APPROVAL OF COUNCIL WARRANTS

Approved, 5/0

Recommended Action: It is recommended that the City Council approve the warrants.

STAFF REPORT

D. REJECTION OF CLAIMS: WILLIAM LEGGAT, D.C., CO-SUCCESSOR-IN-INTEREST TO DECEDENT DEMARCO CHILD, LINDA BIGGS AND MAX COOPER

Rejected, 5/0

Recommended Action: It is recommended that the City Council take the following actions:

- 1) Reject the claim of William Leggat that was received on July 22, 2016.
- 2) Reject the claim of D.C., Co-Successor-in-Interest to decedent Demarco Child that was received on July 29, 2016; 1st amended claim received on August 2, 2016; and 2nd amended claim received on August 9, 2016.
- 3) Reject the claim of Linda Biggs that was received on August 2, 2016.
- 4) Reject the claim of Max Cooper that was received on August 29, 2016.

STAFF REPORT

CONSENT CALENDAR – Continued

E. GREENHOUSE GASES EMISSION INVENTORY FOR 2010 AND 2015 AND UPDATED 2005 INVENTORY

Reso No. 2016/91 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a resolution: (1) approving the 2010 and 2015 Community and Municipal Greenhouse Gases (GHG) inventories; and (2) approving changes to the 2005 community and municipal GHG inventories.

STAFF REPORT

F. CONFLICT OF INTEREST CODE FOR THE CITY OF ANTIOCH AND CITY AS SUCCESSOR AGENCY TO THE ANTIOCH DEVELOPMENT AGENCY

Recommended Action: It is recommended that the City Council adopt the following resolutions:

Reso No. 2016/92 adopted, 5/0

1) Resolution adopting the updated Conflict of Interest Code for the City of Antioch and authorizing the City Manager to execute the attached Biennial Notice; and

SA Reso No. 2016/22 adopted, 5/0

2) Resolution adopting the updated Conflict of Interest Code for the City as Successor Agency to the Antioch Development Agency and authorizing the City Manager to execute the attached Biennial Notice.

STAFF REPORT

G. DELEGATION OF AUTHORITY FOR DISABILITY RETIREMENT CLAIMS APPLICATIONS FOR CALIFORNIA PUBLIC EMPLOYEES RETIREMENT SYSTEM (CALPERS)

Reso No. 2016/93 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a Resolution to delegate authority to the City Manager to make applications for disability retirement to the California Public Employees Retirement System (CalPERS) and to initiate requests for reinstatement in accordance with State law.

STAFF REPORT

H. CITY CLERKS WORKSHOP AND LEAGUE OF CALIFORNIA CITIES ANNUAL CONFERENCE

Approved, 5/0

Recommended Action: It is recommended that the City Council authorize associated expenditures for the City Clerk to attend the City Clerks Association of California (CCAC) Workshop and the League of California Cities Annual Conference, October 5-7, 2016 in Long Beach.

STAFF REPORT

COUNCIL REGULAR AGENDA

10. UTILITY BOX PAINTING PRESENTATION AND DISCUSSION

Approved project with permission to go forward. 5/0

Recommended Action: Discuss and direct staff regarding efforts to have students paint utility boxes as part of an art program. This item was requested by Mayor Pro Tem Ogorchock.

STAFF REPORT

8:36 P.M.

ADJOURNED TO BREAK

8:49 P.M.

RECONVENE. ROLL CALL for Council Members – All Present

PUBLIC HEARING

3. LAUREL RANCH SUBDIVISION (PD-15-03) (PW 698)

STAFF REPORT

Recommended Action: It is recommended that the City Council take the following actions:

Reso No. 2016/94 adopted, 5/0

1) Adopt the resolution approving the Addendum to the Future Urban Area #2 Specific Plan Final Environmental Impact Report.

To 09/27/16 for adoption, 5/0

2) Introduce the ordinance approving a Development Agreement between the City of Antioch and Richland Planned Communities, Inc.

To 09/27/16 for adoption, 5/0

3) Introduce the ordinance rezoning the project site from Planned Development (PD) District to Planned Development District (PD-15-03).

Reso No. 2016/95 adopted, 5/0

4) Adopt the resolution approving a Vesting Tentative Map/Final Development Plan (PW 698), subject to conditions of approval.

COUNCIL REGULAR AGENDA – Continued

4. LEAGUE OF CALIFORNIA CITIES ANNUAL CONFERENCE RESOLUTIONS PACKET

Direction given to Voting Delegate Mayor Pro Tem Ogorchock to use her best judgment and keep in mind the cost to the City, 5/0

Recommended Action: It is recommended that the City Council review and discuss the League of California Cities Annual Conference Resolutions Packet and provide direction to the voting delegate (Mayor Pro Tem Ogorchock).

STAFF REPORT

5. RESOLUTION APPROVING THE CLASS SPECIFICATION UPDATES FOR THE LOCAL 1 BARGAINING UNIT WITH NO SALARY CHANGES

Reso No. 2016/96 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a resolution approving class specification updates for the Local 1 Bargaining Unit with no salary changes.

STAFF REPORT

COUNCIL REGULAR AGENDA – Continued

6. PUBLIC WORKS DEPARTMENT STAFFING REQUEST

Recommended Action: It is recommended that the City Council adopt the following resolutions:

Reso No. 2016/97 adopted, 4/1-0

- 1) Resolution approving one (1) Project Manager position and authorizing the appropriate budget adjustment.

Reso No. 2016/98 adopted, 4/1-0

- 2) Resolution approving one (1) Senior Public Works Inspector position and authorizing the appropriate budget adjustment.

Reso No. 2016/99 adopted, 4/1-0

- 3) Resolution approving one (1) GIS Coordinator position and authorizing the appropriate budget adjustment.

Reso No. 2016/100 adopted, 4/1-0

- 4) Resolution approving two (2) Senior Administrative Assistant positions and authorizing the appropriate budget adjustment.

STAFF REPORT

7. RESOLUTION ACCEPTING A \$400,000 GRANT FROM THE STATE OF CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION, DIVISION OF BOATING AND WATERWAYS FOR THE MARINA BOAT LAUNCH FACILITY RESTROOM (P.W. 523-16R)

Reso No. 2016/101 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a resolution authorizing the City Manager to sign the Division of Boating and Waterways (DBW), Harbors and Watercraft Revolving Fund Program Funding Agreement in the amount of \$400,000 for the Marina Boat Launch Facility Restroom.

STAFF REPORT

8. RESOLUTION FOR AUTHORIZATION TO ENTER INTO A GENERATING FACILITY INTERCONNECTION AGREEMENT WITH PG&E FOR THE NRG-DEVELOPED SOLAR SYSTEM (P.W. 699)

Reso No. 2016/102 adopted, 5/0

Recommended Action: It is recommended that the City Council adopt a resolution authorizing the City Manager to execute the Generating Facility Interconnection Agreement with PG&E for the NRG-Developed Solar System.

STAFF REPORT

9. ANTIOCH VETERAN OF THE YEAR DISCUSSION

Direction given to staff, 5/0

Recommended Action: Discuss and direct staff regarding whether or not to have the City Council recognize an Antioch Veteran of the Year on an annual basis. This item was requested by Council Member Wilson.

STAFF REPORT

(Per City Council, Regular Agenda Item #10 was moved before the Public Hearing)

PUBLIC COMMENT

STAFF COMMUNICATIONS

COUNCIL COMMUNICATIONS AND FUTURE AGENDA ITEMS – *Council Members report out various activities and any Council Member may place an item for discussion and direction on a future agenda. Timing determined by Mayor and City Manager – no longer than 6 months.*

ADJOURNMENT – 10:07p.m.



IN HONOR OF
18TH ANNUAL DELTA BLUES FESTIVAL
SEPTEMBER 17, 2016

WHEREAS, the Delta Blues Festival was founded by the late David Williamson whose vision was to offer a non-alcoholic festival with live music for families and their children; and

WHEREAS, David rallied together three local blues bands and hosted the very first Delta Blues Festival on October 23, 1999 with performances by David's band, "the Delta Dogs," the Bluesville Bombers, and the 24th Street Sheiks; and

WHEREAS, throughout the years, the Festival has been supported by many organizations and businesses including the City of Antioch, Arts and Cultural Foundation of Antioch, Tri-Delta Transit, El Campanil, local businesses within the Historic District, and more than twelve area corporations; and

WHEREAS, during its history, the Delta Blues Festival has served as a place of healing for musicians and residents, providing fellowship and inspiration during such times as 9/11 and the passing of David Williamson; and

WHEREAS, the Delta Blues Festival has grown in size and stature – providing nationally known musical talent, excellent culinary food choices, and casual gathering areas within Waldie Plaza; and

WHEREAS, the Delta Blues Festival has remained a free event for everyone because of the dedicated efforts and hard work of many, many volunteers giving their time and talent to showcase our community; and

WHEREAS, Today, under the leadership of Antioch resident Frank Giovanni, the spirit of the Delta Blues Festival is active year-round and it remains the longest running community grass-roots event in the City.

NOW, THEREFORE, I, WADE HARPER, Mayor of the City of Antioch, do hereby proclaim September 17, 2016 as "DELTA BLUES FESTIVAL DAY" in the City of Antioch and encourage all citizens to visit Waldie Plaza and experience the magical moments of music and the cooperative spirit of our community.

September 13, 2016

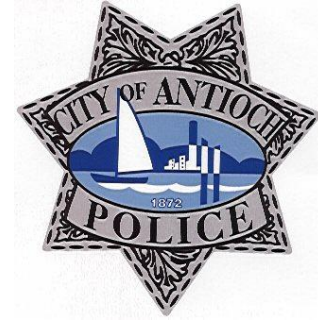
WADE HARPER, Mayor

1.02
09-13-16

*Delta Blues Festival
September 17, 2016
Waldie Plaza*



Business Watch for Antioch, Ca



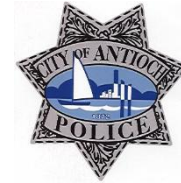
APD Crime Prevention Commission

1

ANTIOCH POLICE DEPARTMENT (APD) & CRIME PREVENTION COMMISSION

8/23/2016

Business Watch Introduction



APD Crime Prevention Commission

2

The impact of crime on American business is enormous.

- Shoplifting costs retailers \$13 billion each year.^{1*}
- More than 2 million burglaries occur annually, with an average \$1,725 loss per incident.^{2*}
- A Bureau of Justice Statistics survey recorded 1.7 million acts of workplace violence annually, including 70,000 robberies, and 900 homicides.^{3*}
- Less quantifiable but also significant is the often irreversible loss in consumer and employee loyalty that inevitably occurs as crime escalates.*

Business Watch is a crime prevention program that enlists the active participation of citizens in cooperation with law enforcement and local government to reduce crime in our community.

¹ 2006, National Association for Shoplifting Prevention, Statistics,
<http://www.shopliftingprevention.org/WhatNASPOffers/NRC/PublicEducStats.htm>

² Federal Bureau of Investigation, Crime in the United States: 2005

³ 2005 Crime Trends, <http://www.ojp.usdoj.gov/bjs/glance.htm#Crime>

* Taken from the NSA Business Watch Program Implementation Guide, National Sheriffs' Association, USAonwatch.org

Business Watch General Vision



APD Crime Prevention Commission

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The vision of the Business Watch program is:

- To teach businesses how NOT to become a target for crime.
- To create a proactive business attitude for the reduction of criminal activity in and around local businesses.
- To focus businesses on how to be Observant, Aware and Actionable to reduce criminal activity in and around their business location.

Business Watch Team



APD Crime Prevention Commission

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- Mike Gadams, Audrey Taylor and Harry Thurston: Represent Crime Prevention Commission(Neighborhood Watch). Expertise in crime prevention and organizing neighborhood groups.
- Sean Wright: President of Antioch Chamber of Commerce. Understands needs and concerns of Antioch businesses.
- Terry Ramus: Diablo Analytical: Business that has successfully organized a business watch group in Antioch.
- Hans Ho: Neighborhood watch Coordinator. 12 years experience with crime prevention.

Mimic Antioch Neighborhood Watch Principles



APD Crime Prevention Commission

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- Education
- Empowerment
- Community cooperation
- Organizing small business communities
 - Simply getting to know everyone and working together

Cooperation and 100% Support



APD Crime Prevention Commission

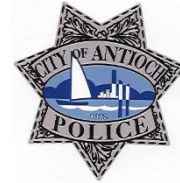
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Key Players:

1. Antioch Police
2. Crime Prevention Commissioners
3. Local Businesses(Mgmt./Owners)
4. City Staff
5. City Council
6. Chamber of Commerce

Business Watch

Local Implementation Steps



APD Crime Prevention Commission

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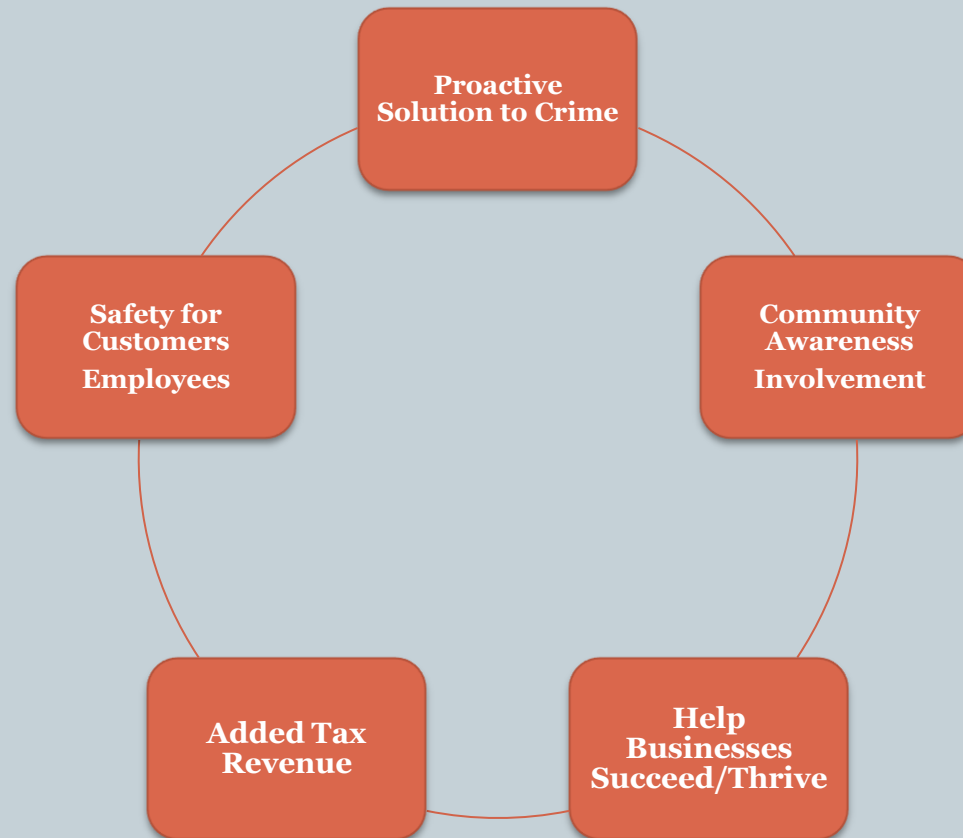
- Step 1. Training Crime Prevention Commissioners
- Step 2. Explain BW Package(Signs, Numbers, etc.)
- Step 3. Media and PR Campaign
- Step 4. Set-Up Team at Business Location
- Step 5. Training/Education of Businesses(Mgrs., Owners, etc.)
- Step 6. Expand/Change Program as needed.
- Step 7. Institutionalize the Program

Benefits to All.....

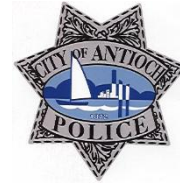


APD Crime Prevention Commission

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Business Watch Folder



APD Crime Prevention Commission

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Business Watch Folder Includes:

- Small business Crime Prevention Guide
- Laminated 8' x 11" Important Phone Numbers
- Initial Checklist to Review Current Procedures
- Sign Placard for Counter and Front Window
- Resource Guide for Security Equipment, Etc.
- Other Resource Material, Checklists, Etc.

CITY COUNCIL MEETING

Regular Meeting
7:00 P.M.

August 9, 2016
Council Chambers

6:00 P.M. - CLOSED SESSION

1. **CONFERENCE WITH LABOR NEGOTIATORS** – This Closed Session with the City's Labor Negotiators is authorized by California Government Code § 54957.6; City designated representatives: Nickie Mastay, Denise Haskett and Glenn Berkheimer; Employee organizations: Antioch Police Officers' Association and Operating Engineers Local Union No. 3 (OE3).
2. **CONFERENCE WITH REAL PROPERTY NEGOTIATORS** pursuant to California Government Code section 54956.8; Property – Humphrey's Restaurant: Agency Negotiator – City Manager; Parties – Dorothy Everett and John Jernegan.

City Attorney Vigilia reported the City Council had been in Closed Session and gave the following report: **#1 CONFERENCE WITH LABOR NEGOTIATORS**, Direction given to Labor Negotiators; and, **#2 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**, Direction was given to staff.

Mayor Harper called the meeting to order at 7:02 P.M., and City Clerk Simonsen called the roll.

Present: Council Members Wilson, Ogorchock, Tiscareno, Rocha and Mayor Harper

PLEDGE OF ALLEGIANCE

Mayor Harper led the Council and audience in the Pledge of Allegiance.

1. PROCLAMATION

Antioch High School Class of 1956 Day, August 27, 2016

On motion by Councilmember Wilson, seconded by Councilmember Ogorchock, the Council unanimously approved the Proclamation.

Mayor Harper presented the proclamation to members of the Antioch High School Class of 1956 who thanked the City Council for the recognition.

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

Alissa Friedman, Opportunity Junction, announced the following events:

- Roadmap to College Program application sessions 6:00 P.M. on August 17 and 24, 2016
- Job Training and Placement Program 10:00 A.M. on August 29 and September 6 and 12, 2016
- Information sessions for job seekers 10:00 A.M. every Tuesday

- Job Training and Placement Program Graduation 7:00 P.M. on September 22, 2016 at the El Campanil Theatre

Director of Parks and Recreation Kaiser announced Family Sports Day at Antioch Sports Legends Museum would be held from 12:00 P.M. – 4:00 P.M. on August 13, 2016 and the Fall Recreation Guide would be mailed out this week.

Barbara Sobalvarro, Friends of Animal Services, announced their organization would be at the Antioch Animal Shelter from 1:00 P.M. – 4:00 P.M. on August 13, 2016 to answer questions and welcome the public.

Councilmember Rocha announced the Antioch Historical Society Barbeque would be held from 12:00 P.M. – 3:00 P.M. on August 21, 2016.

ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

City Clerk Simonsen announced the following Board and Commission openings:

Police Crime Prevention Commission: One (1) vacancy; deadline date is August 12, 2016

He reported applications would be available in Council Chambers, online at the City's website and at the City Clerk's and Deputy City Clerks offices.

PUBLIC COMMENTS

Mayor Harper announced staff report dated June 14, 2016 regarding Antioch Animal Services were available in Council Chambers this evening. He reported Council had approved three additional Animal Services positions and directed staff to research alternatives and bring a recommendation back within 6 months. He noted staff had since been meeting with outside professionals and would continue to seek advice as they formulate a recommendation.

Nicole Salice, Antioch resident and Holly Cuciz, reiterated their concerns regarding the management of the Antioch Animal Shelter.

Lee Ballesteros, Antioch resident, spoke in support for a event plaza on the Beede Lumber Yard parcel and requested Council agendize placing the proposal for the Beede Lumber Yard parcel on the ballot.

Frederick Rouse, Antioch resident, commended Council on their efforts to address the issues at the Antioch Animal Shelter and the organizations helping to rescue pets. He spoke in support of turning the administration of the shelter over to an outside agency.

Rodney Lal, Prime Vintage Realty, spoke in support of a townhouse development on the Beede Lumber Yard parcel.

Joe Martinez, spoke in support of mixed use retail/commercial and townhouse project on the Beede Lumber Yard parcel.

Sean McCauley, Antioch Business Owner, spoke in support of the townhouse project on the Beede Lumber Yard parcel.

Marty Fernandez, Antioch resident, provided the Council with photos of the trash enclosure area at the Shopping Center on Delta Fair Boulevard and Buchanan Road. He requested the City require the owner to be in compliance with the condition of his use permit and clean up the area.

Mayor Harper stated he would forward Mr. Fernandez's contact information to City Manager Duran.

Fred Hoskins, Antioch resident, spoke in support of a high quality townhouse project on the Beede Lumber Yard parcel.

Mayor Harper requested public speakers respect other's opinions.

Kathryn Fitzpatrick, Antioch resident, congratulated the Class of 1956 for receiving the proclamation. She spoke in support of putting their proposal for the Beede Lumber Yard parcel on the ballot.

Karen Kops, Antioch resident, thanked the Council for looking into the options for Animal Services and requested an update in September. She expressed concern she had not received a response to her public records requests for the financial and veterinary records for the Animal Shelter. She suggested Council encourage staff to provide her with the information.

Mayor Harper stated he would forward Ms. Kops contact information to City Attorney Vigilia.

Jim Lanter, Antioch Business Owner, thanked Mr. Lal, Mr. Martinez, and Mr. McCauley for their support of downtown Antioch. He reported on the success of the Rivertown Wine Walk event.

Rick Stadtlander, Save the Yard, spoke in support of the initiative to place an event center on the Beede Lumber Yard parcel and requested the City place the item on the ballot.

COUNCIL SUBCOMMITTEE REPORTS

Councilmember Rocha reported on her attendance at the Tri Delta Transit meeting. She apologized to the Longview community for overlooking their National Night Out event, noting she was unaware the event had been relocated. She reported on her attendance at the Delta Youth Soccer event and Contra Costa Health Service Baby Shower.

Councilmember Tiscareno announced Transplan would be meeting on August 9, 2016.

Councilmember Ogorchock reported on her attendance at the League of California Cities and a tour of the Navel Weapon Station.

MAYOR'S COMMENTS

Mayor Harper reported on his attendance at National Night Out, Mayor's Conference, and Stuff the Bus event organized by Claryssa Wilson.

1. **COUNCIL CONSENT CALENDAR**
 - A. **APPROVAL OF COUNCIL MINUTES FOR JULY 26, 2016**
 - B. **APPROVAL OF COUNCIL WARRANTS**
 - C. **REJECTION OF CLAIM: BRAD SCHAEFER**
 - D. **TECHNICAL TRAINING FOR CLERKS – TTC SERIES 200**
 - E. **RESOLUTION NO. 2016/83 AUTHORIZE RESPONSE TO GRAND JURY REPORT: "HUMAN TRAFFICKING" (REPORT 1609)**
 - F. **RESOLUTION NO. 2016/84 AUTHORIZE RESPONSE TO GRAND JURY REPORT "WHERE WILL WE LIVE? THE AFFORDABLE HOUSING WAITING LIST IS CLOSED" (REPORT 1614)**
 - G. **RESOLUTION NO. 2016/85 AMENDING THE FISCAL YEAR 2016/2017 CAPITAL IMPROVEMENTS BUDGET AND AUTHORIZE THE CITY MANAGER TO SIGN A CONSULTANT SERVICE AGREEMENT WITH BKF ENGINEERING FOR THE INFRASTRUCTURE IMPROVEMENTS FOR NORTH EAST ANTIOCH ANNEXATION AREA 1 AND 2B (P.W. 693)**
 - H. **RESOLUTION NO. 2016/86 VARIOUS ASPHALT REPAIRS – SERVICE CUTS BID AWARD**

On motion by Councilmember Wilson, seconded by Councilmember Ogorchock, the City Council unanimously approved the Council Consent Calendar with the exception of Items B and D, which were removed for further discussion.

Item B – In response to Karl Dietzel, City Manager Duran stated he would report out on the City Council warrant #927218 at the next City Council meeting.

On motion by Councilmember Ogorchock, seconded by Councilmember Tiscareno, the City Council unanimously approved Item B with the exception of warrant #927218.

Item D – Karl Dietzel requested the City Council delay the expenditure associated with Technical Training for Clerks (TTC) Series 200 until after the election in November. He questioned costs associated with travel expenses.

City Clerk Simonsen explained that he utilized his travel stipend within a 75 mile radius and anything beyond qualified for reimbursement. He noted Technical Training for Clerks (TTC) Series 200 was offered every 1.5 – 2 years and it was important for the Clerk's office to participate to insure that actions taken were proper and technically accurate.

On motion by Councilmember Rocha, seconded by Councilmember Ogorchock, the City Council unanimously approved Item D.

COUNCIL REGULAR AGENDA

3. PLANNING COMMISSION APPOINTMENT FOR ONE PARTIAL-TERM VACANCY EXPIRING OCTOBER 2016

Mayor Harper nominated James Conley to be appointed to the Planning Commission for a partial term vacancy expiring October 2016.

RESOLUTION NO. 2016/87

On motion by Councilmember Rocha, seconded by Councilmember Ogorchock, the City Council unanimously appointed James Conley to the Planning Commission for a partial term vacancy expiring October 2016.

PUBLIC COMMENTS - None

STAFF COMMUNICATIONS

City Manager Duran reported on his attendance at the Delta 6 Luncheon, National Night Out, Mayor's Conference, East Bay Economic Development Alliance and meetings with various animal rescue groups.

COUNCIL COMMUNICATIONS

Councilmember Rocha announced the Mayor's Healthy Cook-off would be held on August 9, 2016 at Todas Santos Plaza. She requested staff provide a brief update on steps taken to improve the Animal Shelter.

Councilmember Tiscareno reported he was recently out of the Country on vacation and thanked the Council for allowing his absence during that time. He reported on his attendance at the Eagle Scout Awards for Troop #153, Mayor's Conference and Rivertown Wine Walk.

Councilmember Ogorchock reported on her attendance at National Night Out, Chichibu Sister City events, Fil Am Dinner Dance, Citywide Cleanup, Rivertown Wine Walk, Eagle Scouts Awards, and Don Williams 90th birthday celebration.

Councilmember Wilson reported on her attendance at National Night Out, ribbon-cuttings, a tour of the Four Star lot, Mayor's Conference, Chichibu Sister City events, Rivertown Wine Walk, and

Fil-Am Dinner Dance. She requested staff agendize a presentation from the Community Choice Energy group and a discussion on the Beede Lumber Yard parcel.

Mayor Harper reported on his attendance at the Four Star property tour and National Night Out.

ADJOURNMENT

With no further business, Mayor Harper adjourned the meeting at 8:25 P.M. to the next regular Council meeting on August 23, 2016.

Respectfully submitted:

Kitty Eiden

KITTY EIDEN, Minutes Clerk

**CITY COUNCIL MEETING
INCLUDING THE ANTIOCH CITY COUNCIL
ACTING AS SUCCESSOR AGENCY/HOUSING SUCCESSOR
TO THE ANTIOCH DEVELOPMENT AGENCY**

**Special/Regular Meeting
7:00 P.M.**

**August 23, 2016
Council Chambers**

5:00 P.M. - CLOSED SESSION

- 1. CONFERENCE WITH LABOR NEGOTIATORS** – This Closed Session with the City’s Labor Negotiators is authorized by California Government Code § 54957.6; City designated representatives: Nickie Mastay, Denise Haskett and Glenn Berkheimer; Employee organizations: Antioch Police Officers’ Association and Operating Engineers Local Union No. 3 (OE3).

Mayor Harper called the special meeting to order at 6:04 P.M., and City Clerk Simonsen called the roll.

Present: Council Members Wilson, Ogorchock, Tiscareno, Rocha and Mayor Harper
Absent: Council Member Rocha (arrived at 6:05 P.M.)

PLEDGE OF ALLEGIANCE

Mayor Harper led the Council and audience in the Pledge of Allegiance.

STUDY SESSION – SPECIAL MEETING

- 1. STUDY SESSION ON NEEDS AND PRIORITIES FOR HOUSING, HOMELESS, AND COMMUNITY SERVICES FOR THE 2017-20 GRANT CYCLE**

CDBG Consultant House presented the staff report dated August 23, 2016 recommending the City Council hold a Study Session to receive an update on the needs of Antioch’s lower income residents and areas, and review goals to address those needs in the remaining three years (2017-20) of the 2015-20 Consolidated Plan.

In response to Council, CDBG Consultant House discussed the proposal to provide services and resources for the homeless. She suggested Ms. Martin provide Council with an update once they received direction on funding.

Councilmember Rocha suggested the CDBG subcommittee review the public services allocation.

Mayor Harper suggested considering grant opportunities for senior projects to free up funds for youth programming.

Councilmember Ogorchock suggested the possibility of developing an Elementary School Outreach Program for the Antioch Police Department.

In response to Councilmember Ogorchock, CDBG Consultant stated she would report out on housing subsidies in two weeks.

PUBLIC COMMENT

Director of Park and Recreation Kaiser expressed her thanked Council for allocating CDBG funds for services at the Antioch Senior Center and Youth Scholarships.

Alex Alexander and Elsa Favala representing Shelter Inc. gave an overview of services they provided to the homeless.

Mayor Harper thanked Mr. Alexander and Ms. Favala for providing homeless services.

Councilmember Rocha recognized Ms. Favala for her years of service.

Councilmember Wilson suggested funding a police officer dedicated to homeless issues.

Ms. House, speaking to the rent subsidies for residents of Vista Diablo Mobile Home Estates ending in August 2017, stated she could look into a mobile home grant program to keep some seniors in their homes. She added there were other program options that could be considered for these residents.

The Study Session ended at 6:53 P.M.

Mayor Harper called the meeting to order at 7:04 P.M.

City Attorney Vigilia reported the City Council had been in Closed Session prior to the Study Session and gave the following report: **#1 CONFERENCE WITH LABOR NEGOTIATORS**, Direction was given to the Labor Negotiators.

City Clerk Simonsen called the roll.

Present: Council Members Wilson, Ogorchock, Tiscareno, Rocha and Mayor Harper

PLEDGE OF ALLEGIANCE

Mayor Harper led the Council and audience in the Pledge of Allegiance.

2. PROCLAMATION

Stephen P. Todd, Sergeant, United States Army

On motion by Councilmember Rocha, seconded by Councilmember Wilson, the Council unanimously approved the Proclamation.

The City Council presented the proclamation to *Stephen P. Todd, Sergeant, United States Army* who accepted the proclamation and thanked the City Council for the recognition.

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

Velma Wilson, Antioch Schools Education Foundation, reported Deer Valley High School Mathematics Teacher, Maria McClain, had been named as the recipient of the Presidential Award for Excellence in Mathematics and Science Teaching. She announced the Mary Allan Fellows Awards Dinner would be held from 4:00 P.M. – 7:00 P.M. on September 20, 2016 at the Lone Tree Golf and Event Center. Contact information was provided.

Charyssa Wilson, Stuff the Bus School Supply, reported on the success of the giveaway event held on August 6, 2016. She thanked Mayor Harper and Councilmember Wilson for attending and for their support.

Julie Neward, General Manager of Somersville Towne Center and Kira Atkinson Manager of Victoria Secret Store, provided an update related to improvements made for safety and security on their property.

Mayor Harper encouraged Ms. Neward and Ms. Atkinson to continue to partner with the City to improve safety in the area.

Councilmember Rocha thanked Ms. Neward for allowing non-profits to use their facilities.

Margaret Sandoval-Todd, Vice President of the VFW #10789 Auxiliary Brentwood, announced the following events:

- Special Haven Fundraiser on September 24, 2016 at the VFW in Brentwood
- Lion's Club Dining in the Dark to fundraiser for Guide Dogs for the Blind on October 1, 2016

Councilmember Ogorchock announced the Out of the Darkness Walk would be held from 6:30 P.M.– 8:30 P.M. on August 24, 2016 and the Hot August Nights Car Show would be held on August 26, 2016 at the Nick Rodriguez Community Center.

ANNOUNCEMENTS OF BOARD AND COMMISSION OPENINGS

City Clerk Simonsen announced the following Board and Commission openings:

Police Crime Prevention Commission: One (1) vacancy; deadline date is September 2, 2016
Planning Commission: Two (2) vacancies; deadline date is September 30, 2016

He reported applications would be available in Council Chambers, online at the City's website and at the City Clerk's and Deputy City Clerks offices.

PUBLIC COMMENTS

Dr. Jeffrey Klingler requested the City Council assist him in receiving a response to his public records requests.

Mayor Harper referred Dr. Klingler's request to City Attorney Vigilia.

Amanda Jimenez, Shelley Harding, Nancy McMackin, Alicia Curran, Marlene Lopez and Michelle Kuslits, Antioch Animal Shelter Volunteers, provided Council with a book of success stories and spoke in support of the Antioch Animal Shelter. They discussed experiences in which they had helped shelter animals improve their quality of life and get adopted.

Rayzelle Forrest Young, Antioch resident, stated she had overlooked paying her water bill and when she restored service the same day; her bill with fees had increased to \$867.00. She suggested the City decrease late fees or work with agencies to assist residents who were unable to afford them.

Jeanine Silvas, Antioch Animals Deserve Better, reported she had donated supplies to the Antioch Animal Shelter. She spoke in support of the City hiring an onsite vet tech and developing an externship program for veterinary students.

Barbara Sobalvarro, President of Friends of Animal Services, announced the Autumn Adoption Promotion would be held throughout September and they would be participating in an Open House from 1:00 P.M. – 4:00 P.M. on September 10, 2016.

Kristy Keusch, Knightson resident, spoke in support of the Antioch Animal Shelter utilizing the Pet Harbor Program and suggested the item be agendaized. She recognized the efforts of the Shelter volunteers.

Holly Cuciz, acknowledged the Shelter volunteers. She spoke in support of utilizing the Pet Harbor Program and reviewing the Animal Services budget. She thanked Council for their due diligence regarding this matter.

Lisa Kirk suggested the City hire an Interim Manager, separate from the Police Department, for the Animal Shelter. She noted Maddies Fund would assist in funding a Vet Tech and may also help fund an Interim Manager.

COUNCIL SUBCOMMITTEE REPORTS - None

MAYOR'S COMMENTS

Mayor Harper thanked everyone for their dedication to animals.

3. **COUNCIL CONSENT CALENDAR for City /City as Successor Agency/Housing Successor to the Antioch Development Agency**
- A. **APPROVAL OF COUNCIL MINUTES FOR AUGUST 9, 2016**
- B. **APPROVAL OF COUNCIL WARRANTS**
- C. **APPROVAL OF TREASURER’S REPORT FOR JULY 2016**
- D. **RESOLUTION NO. 2016/88 AUTHORIZE RESPONSE TO GRAND JURY REPORT: “TRUANCY AND CHRONIC ABSENCE IN CONTRA COSTA COUNTY SCHOOLS” (REPORT 1615)**
- E. **UPDATE ON THE STATUS OF DISC GOLF RECREATION**

City of Antioch Acting as Successor Agency/Housing Successor to the Antioch Development Agency

- F. **APPROVAL OF SUCCESSOR AGENCY WARRANTS**
- G. **APPROVAL OF HOUSING SUCCESSOR WARRANTS**

On motion by Councilmember Ogorchock, seconded by Councilmember Rocha, the City Council unanimously approved the Council Consent Calendar with the exception of items A and E, which were removed for further discussion.

Item A – Lee Ballesteros requested the minutes be amended to read that Sean McCauley was not an Antioch resident.

City Manager Duran stated staff would confirm his address and recommended the minutes be continued.

Speaking to the request from Mr. Diezel regarding City Council Warrant #927218, City Manager Duran clarified he was informed costs were associated with the Mayor’s conference.

On motion by Councilmember Ogorchock, seconded by Councilmember Tiscareno, the City Council unanimously continued item A.

Item E – Gary Namanny, Bob Liler and Scott Bartlebaugh spoke in support of constructing a permanent disc golf course at Prewett Park. They stated they had funding for the purchase of the equipment and installation of the course. Handouts of the *Guiding Principles of Disc Golf Course Design* were distributed to the City Council.

Councilmember Tiscareno spoke in support of the disc golf course.

Director of Park and Recreation Kaiser reported a disc golf course was approved at Contra Loma Regional Park. She stated this item would be discussed in more detail within the next couple of months.

Councilmember Ogorchock spoke in support of a permanent disc golf course.

On motion by Councilmember Ogorchock, seconded by Councilmember Tiscareno, the City Council unanimously approved item E.

PUBLIC HEARING

4. LAUREL RANCH SUBDIVISION (PD-15-03) (PW 698)

Director of Community Development Ebbs recommended the City Council continue this item to September 13, 2016.

Mayor Harper opened and closed the public hearing with no members of the public requesting to speak.

On motion by Councilmember Rocha, seconded by Councilmember Tiscareno, the City Council unanimously continued this item to September 13, 2016.

COUNCIL REGULAR AGENDA

5. BOARD OF ADMINISTRATIVE APPEALS APPOINTMENT FOR ONE (1) ALTERNATE MEMBER VACANCY, 2-YEAR TERM, EXPIRING MARCH 2018

Mayor Harper nominated April Ussam-Lemmons to be appointed to the Board of Administrative Appeals as Alternate Member, 2-year term, expiring March 2018.

RESOLUTION NO. 2016/89

On motion by Councilmember Tiscareno, seconded by Councilmember Ogorchock, the City Council unanimously appointed April Ussam-Lemmons to the Board of Administrative Appeals as Alternate Member, 2-year term, expiring March 2018.

City Clerk Simonsen stated he would be bringing a proposed ordinance forward to require two alternate members for the Board of Administrative Appeals.

6. POLICE CRIME PREVENTION COMMISSION APPOINTMENTS FOR TWO FULL-TERM VACANCIES EXPIRING JUNE 2020

Mayor Harper nominated Daniel Solorio and Sandra White to be appointed to the Police Crime Prevention Commission for two-full terms expiring June 2020.

RESOLUTION NO. 2016/90

On motion by Councilmember Rocha, seconded by Councilmember Ogorchock, the City Council unanimously appointed Daniel Solorio and Sandra White to the Police Crime Prevention Commission for two-full terms expiring June 2020.

7. UPDATE ON DOWNTOWN SPECIFIC PLAN

Director of Community Development Ebbs gave an overhead presentation and presented the staff report dated August 23, 2016 recommending that the City Council receive an update on the Downtown Specific Plan.

Lee Ballesteros stated the Specific Plan had not indicated Council voted for the park option as well as the housing number designation and they had not considered public input. She stated she was also concerned if the Beede Lumber Yard parcel was developed with housing, there would be noise and air quality impacts from the train negatively impacting the residents. She requested the Opportunity and Constraints Report be placed back on the City's website.

John Reynolds, Antioch resident, spoke in support of developing the Beede Lumber Yard parcel as a park and suggested residents be allowed to vote on how they would like the site developed.

Director of Community Development Ebbs stated next steps would include completing the Administrative Draft and presenting it to the Planning Commission and City Council for approval. He clarified the Beede Lumber site was designated mixed use and among the allowed uses was a park.

Councilmember Ogorchock suggested staff provide Council with the mapping changes.

In response to Councilmember Ogorchock, City Manager Duran stated Councilmembers could meet with Director of Community Development Ebbs to review the minor mapping changes discussed.

Mayor Harper added that it was important the public was also made aware of the mapping changes.

On motion by Councilmember Tiscareno, seconded by Councilmember Rocha, the City Council unanimously received the report.

8. REVIEW AND PROVIDE FEEDBACK ON CONCEPTUAL PLANS FOR WALDIE PLAZA REDESIGN AND RENOVATION

City Manager Duran presented the staff report recommending that the City Council review the first draft conceptual plans for renovating and updating Waldie Plaza, discuss merits of changing the name to "Waldie Plaza & Event Center," and provide feedback to staff.

Rick Stadtlander, Antioch resident, expressed concern regarding placing this item last on the agenda. He voiced his opposition to designating Waldie Plaza as an event center given that a town square initiative was pending and other challenges were forthcoming. He requested the City Council allow the community the opportunity to determine how to proceed with the development of an event center downtown.

Lee Ballesteros, Antioch resident, stated Waldie Plaza was insufficient in size to support an event center for the entire community and reiterated her support for locating the event plaza on the Beede Lumber Yard site.

Councilmember Wilson requested staff provide information on the capacity of Waldie Plaza.

City Manager Duran discussed increasing capacity with conversion of the parking lot into a programmable grass area. Additionally, he noted staff was looking at a solution address safe access to the fishing pier.

Councilmember Tiscareno stated if the parking lot were converted to a programmable area, he would suggest the stage area be centralized toward that location.

In response to Councilmember Ogorchock, City Manager Duran clarified the process was to receive Council's input and develop a concept plan, which would be taken to funders. He noted seating adjacent to Second Street could be done in-house and the remainder could be completed in phases with grant funding or one time monies.

In response to Councilmember Rocha, City Manager Duran clarified they would include the programmable grass area in the phasing and cost plan.

Councilmember Ogorchock requested the concept plan include placement of restroom facilities and costs associated.

Councilmember Rocha requested staff provide Council with an update on the construction of a new train station.

Councilmember Tiscareno suggested the concept plan include a sculpture recognizing Jerome Waldie.

Mayor Harper requested the concept plan include reconfiguration of the fountain.

On motion by Councilmember Tiscareno, seconded by Councilmember Rocha, the Council reviewed the first draft conceptual plans for renovation and updating Waldie Plaza and provided direction to staff.

PUBLIC COMMENTS - None

STAFF COMMUNICATIONS

City Manager Duran announced he would be meeting with representatives of Maddie Fund on August 25, 2016 and he had met with ARF and East Bay SPCA and Oakland Animal Services. He noted a report would be coming back to the City Council.

COUNCIL COMMUNICATIONS

Councilmember Ogorchock requested Council investigate an Inclusionary Housing Ordinance.

In response to Councilmember Ogorchock, City Manager Duran stated the report on Animal Services would include information on Pet Harbor.

Councilmember Ogorchock reported Sharknado had been filming in Antioch.

City Manager Duran added the City had promoted those filming activities via facebook and twitter.

Councilmember Wilson reported she had attended many events.

ADJOURNMENT

With no further business, Mayor Harper adjourned the meeting at 9:56 P.M. to the next regular Council meeting on September 13, 2016.

Respectfully submitted:

Kitty Eiden
KITTY EIDEN, Minutes Clerk

CITY OF ANTIOCH
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100 General Fund

Non Departmental

364201 HARO, CONNIE	DEPOSIT REFUND	30.00
364222 MARK CONSTRUCTION	PERMIT FEE REFUND	5.04
364247 SANSOME PACIFIC PROP INC	CHECK REPLACEMENT	2,000.00
364248 SERVICE CHAMPIONS	SMIP FEE REFUND	2.71
364249 SHEMY, ETAI	SB1186 REFUND	1.00
364271 A BETTER ROOFING CO	SMIP FEE REFUND	2.66
364344 FCS INTERNATIONAL INC	CONSULTING SERVICES	1,000.00
364350 GALLOWAY, VICKY	SMIP FEE REFUND	1.50
364425 VISION SOLAR	SMIP FEE REFUND	15.69
364432 YUDS, JANIE	BARRICADE DEPOSIT REFUND	60.00
364446 BLACK DIAMOND MANAGEMENT CO	OVERPAYMENT REFUND	423.00

City Council

364290 BANK OF AMERICA	CONFERENCE-OGORCHOCK	622.96
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City Attorney

364258 TELECOM LAW FIRM PC	LEGAL SERVICES	3,734.00
364291 BANK OF AMERICA	WATER RIGHTS SEMINAR	359.00
364298 BURKE WILLIAMS AND SORENSEN LLP	LEGAL SERVICES	8,582.88
364325 COTA COLE ATTORNEYS LLP	LEGAL SERVICES	4,229.17
364341 ELLISON SCHNEIDER AND HARRIS LLP	LEGAL SERVICES	4,356.80
364355 GOLDFARB AND LIPMAN LLP	LEGAL SERVICES	3,536.00
927410 SHRED IT INC	SHRED SERVICES	52.02

City Manager

364161 BANK OF AMERICA	PROCLAMATION	335.16
364348 FOLGERGRAPHICS INC	PRINTING SERVICES	10,491.50
364392 OFFICE MAX INC	OFFICE SUPPLIES	139.46
364408 SAN FRANCISCO BUSINESS TIMES	ADVERTISING	3,405.00
927423 KARSTE CONSULTING INC	PROFESSIONAL SERVICES	975.00

City Clerk

364163 BANK OF AMERICA	CONFERENCE DUES	1,625.00
364326 COUNTY CLERK	ELECTION COSTS	86,664.21

City Treasurer

364199 GARDA CL WEST INC	ARMORED CAR PICK UP	246.66
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Human Resources

364163 BANK OF AMERICA	BUSINESS EXPENSE	94.48
364190 EIDEN, KITTY J	PROFESSIONAL SERVICES	801.00
364209 IEDA INC	PROFESSIONAL SERVICES	3,878.77
364213 JACKSON LEWIS LLP	PROFESSIONAL SERVICES	88.50
364233 OFFICE MAX INC	OFFICE SUPPLIES	58.77
364482 FEDEX	SHIPPING	83.66
927410 SHRED IT INC	SHRED SERVICES	52.03

Economic Development

364295 BEST BEST AND KRIEGER LLP	LEGAL SERVICES	475.80
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	361.75

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Finance Administration

364233 OFFICE MAX INC OFFICE SUPPLIES 163.96

Finance Accounting

364453 CALIF MUNICIPAL STATISTICS INC CAFR DEBT STATEMENT 425.00
 364482 FEDEX SHIPPING 25.90
 927410 SHRED IT INC SHRED SERVICES 52.02
 927427 SUNGARD PUBLIC SECTOR INC TRAINING EXPENSE 4,800.00

Finance Operations

364233 OFFICE MAX INC OFFICE SUPPLIES 45.39
 364242 PROGRESSIVE SOLUTIONS INC BUS LIC CERTIFICATE PAPER 606.90
 364422 UNITED PARCEL SERVICE WEEKLY PRINTER SERVICE FEE 18.50

Non Departmental

364170 BRIGHT NOW DENTAL BUSINESS LICENSE TAX REFUND 413.09
 364249 SHEMY, ETAI BUSINESS LICENSE REFUND 280.00
 364283 ANTIOCH CHICHIBU SISTER ORGANIZATION SISTER CITY EXPENSE 4,946.39
 364285 ARROWHEAD 24 HOUR TOWING INC TOWING SERVICES 95.00
 364292 BAYWOODS APARTMENT HOMES BUS LICENSE TAX FEE REFUND 1,296.25
 364299 CABANA BOY POOLS BUS LIC PENALTY FEE REFUND 107.12
 364331 DELTA DIABLO GOLF COURSE WATER 21,572.53
 364385 MUNISERVICES LLC DISCOVERY SERVICES 13,925.03
 364426 WAGeworks ADMIN FEE 114.00
 927493 RETIREE MEDICAL AFTER RETIREMENT 1,687.96

Public Works Maintenance Administration

364162 BANK OF AMERICA MEETING EXPENSE 39.08

Public Works Street Maintenance

364221 LOWES COMPANIES INC SUPPLIES 78.01
 364230 NEXTEL SPRINT CELL PHONE 57.65
 364255 STATEWIDE CONSTRUCTION SWEEPING SWEEPING 600.00
 364269 WRIGHT, SEAN EXPENSE REIMBURSEMENT 599.58
 364317 CHRISP COMPANY STRIPPING 18,016.75
 927482 GRAINGER INC SUPPLIES 48.00

Public Works-Signal/Street Lights

364237 PACIFIC GAS AND ELECTRIC CO ELECTRIC 73.69
 364528 PACIFIC GAS AND ELECTRIC CO ELECTRIC 5,150.95
 927422 ICR ELECTRICAL CONTRACTORS ELECTRICAL SERVICES 3,605.74
 927499 ICR ELECTRICAL CONTRACTORS ELECTRICAL SERVICES 274.10

Public Works-Striping/Signing

364156 ANTIOCH AUTO PARTS SUPPLIES 62.59
 364193 FASTENAL CO SUPPLIES 39.05
 364215 KELLY MOORE PAINT CO SUPPLIES 30.29
 364221 LOWES COMPANIES INC SUPPLIES 101.13
 364230 NEXTEL SPRINT CELL PHONE 57.65
 364250 SHERWIN WILLIAMS CO SUPPLIES 72.88
 364270 ZAP MANUFACTURING INC SIGNS 750.59
 364367 INTERSTATE SALES STENCIL THERMO 210.37
 364481 FASTENAL CO SUPPLIES 12.91

Prepared by: Georgina Meek
 Finance Accounting

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364514	MANERI SIGN COMPANY	SIGNS	7,815.81
364547	SHERWIN WILLIAMS CO	ROLLER PADS	219.82
364548	SHERWIN WILLIAMS CO	WOOD POLE	12.21
Public Works-Facilities Maintenance			
364189	DREAM RIDE ELEVATOR	ELEVATOR SERVICE	160.00
364204	HOME DEPOT, THE	SUPPLIES	75.16
364221	LOWES COMPANIES INC	SUPPLIES	557.00
364230	NEXTEL SPRINT	CELL PHONE	57.65
364378	M AND L OVERHEAD DOORS	DOOR REPAIR	175.00
364391	OAKLEYS PEST CONTROL	PEST CONTROL SERVICES	100.00
364513	M AND L OVERHEAD DOORS	DOOR INSTALLATION	743.65
364528	PACIFIC GAS AND ELECTRIC CO	GAS	14,834.56
927399	GRAINGER INC	SUPPLIES	402.28
Public Works-Parks Maint			
364151	ACE HARDWARE, ANTIOCH	PVC PIPE	12.40
364154	ANCHOR CONCRETE CONSTRUCTION INC	CONCRETE	14,071.50
364221	LOWES COMPANIES INC	SUPPLIES	59.33
364225	MIRACLE PLAY SYSTEMS INC	PARK BENCH	2,293.58
364230	NEXTEL SPRINT	CELL PHONE EQUIPMENT	258.47
364237	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	122.76
364256	STEWARTS TREE SERVICE INC	TREE SERVICES	1,800.00
364332	DELTA FENCE CO	FENCE REPAIR	1,764.00
364384	MT DIABLO LANDSCAPE CENTERS INC	SUPPLIES	258.38
364497	HORIZON	SUPPLIES	170.86
364526	PACHECO BROTHERS GARDENING INC	LANDSCAPE SERVICES	57,179.21
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	749.08
927412	SITEONE LANDSCAPE SUPPLY HOLDING LLC	SPRINKLERS & VALVES	1,839.96
927563	SITEONE LANDSCAPE SUPPLY HOLDING LLC	SUPPLIES	2,194.05
Public Works-Median/General Land			
364151	ACE HARDWARE, ANTIOCH	SUPPLIES	10.36
364158	APEX GRADING	MOWING/DISCING	1,000.00
364185	CROP PRODUCTION SERVICES INC	SUPPLIES	2,259.18
364188	DIABLO LIVE SCAN	FINGERPRINTING	20.00
364221	LOWES COMPANIES INC	SUPPLIES	93.34
364237	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	122.25
364435	ACE HARDWARE, ANTIOCH	PVC FITTINGS	37.67
364497	HORIZON	SUPPLIES	704.79
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,721.54
927563	SITEONE LANDSCAPE SUPPLY HOLDING LLC	SUPPLIES	200.73
Public Works-Work Alternative			
364188	DIABLO LIVE SCAN	FINGERPRINTING	20.00
364230	NEXTEL SPRINT	CELL PHONE	50.91
Police Administration			
364159	ASR - BRICKER MINCOLA	VEST	810.30
364184	CRIME SCENE CLEANERS INC	CRIME SCENE CLEANUP	300.00
364197	GALLS INC	SUPPLIES	483.06

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 Finance Accounting

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364218	LAW OFFICES OF JONES AND MAYER	LEGAL SERVICES	3,256.65
364233	OFFICE MAX INC	OFFICE SUPPLIES	3,222.95
364239	PITNEY BOWES INC	POSTAGE	425.54
364252	SIMPSON INVESTIGATIVE SERVICES GROUP	EMPLOYMENT SERVICES	1,862.16
364276	ALAMEDA COUNTY SHERIFFS OFFICE	TRAINING-CHANG	506.00
364277	ALAMEDA COUNTY SHERIFFS OFFICE	TRAINING-DUGGAR	506.00
364278	ALLENDORPH, MATTHEW JEFFREY	MEAL ALLOWANCE	37.50
364279	AMERICAN RIVER COLLEGE	TRAINING-SUMMERS	160.00
364285	ARROWHEAD 24 HOUR TOWING INC	TOWING SERVICES	1,240.00
364287	ATKINSON ANDELSON LOYA RUUD & ROMO	LEGAL SERVICES	3,441.38
364288	BANK OF AMERICA	FASTRAK FINE	688.46
364289	BANK OF AMERICA	MEETING EXPENSE	1,460.89
364300	CALIF HOMICIDE INVESTIGATORS ASSOC	TUITION-VANDERPOOL	275.00
364301	CALIF HOMICIDE INVESTIGATORS ASSOC	TUITION-COLLEY	275.00
364302	CALIFORNIA PEACE OFFICERS ASSOC	TUITION-NISSEN	250.00
364303	CALIFORNIA PEACE OFFICERS ASSOC	TUITION-ADAMS	250.00
364304	CALIFORNIA PEACE OFFICERS ASSOC	TUITION-SCHNITZIUS	250.00
364305	CALIFORNIA PEACE OFFICERS ASSOC	TUITION-DIAZ	250.00
364306	CALIFORNIA PEACE OFFICERS ASSOC	TUITION-BITTNER	250.00
364307	CALIFORNIA PEACE OFFICERS ASSOC	TUITION-LADUE	250.00
364309	CANTANDO, ALLAN J	EXPENSE REIMBURSEMENT	66.86
364311	CATO	TUITION-FORTNER	125.00
364312	CATO	TUITION-MEADS	125.00
364313	CATO	TUITION-MCDONALD	125.00
364314	CCJWSA	MEMBER DUES-FLOURNOY	105.00
364316	CHANG, THEODORE	MEAL ALLOWANCE	45.00
364318	CLEAR INC.	MEMBER DUES-FLOURNOY	85.00
364320	COMCAST	CABLE SERVICES	38.98
364322	CONCORD UNIFORMS LLC	PEPPER SPRAY	191.40
364324	CORTEZ, ANA E	EXPENSE REIMBURSEMENT	130.58
364327	COURTYARD BY MARRIOTT	LODGING-SUMMERS WK2	498.25
364328	COURTYARD BY MARRIOTT	LODGING-SUMMERS WK1	498.25
364329	CSI FORENSIC SUPPLY	SUPPLIES	287.74
364336	DUGGAR, SCOTT LLOYD	MEAL ALLOWANCE	45.00
364340	EIDEN, KITTY J	TRANSCRIPTION SERVICES	168.00
364349	FORTNER, JOHN C	TRAINING PER DIEM	256.00
364356	GRAND SIERRA RESORT	LODGING-MCDONALD	311.88
364357	GRAND SIERRA RESORT	LODGING-FORTNER	311.88
364358	GRAND SIERRA RESORT	LODGING-MEADS	311.88
364373	KIRBY POLYGRAPH & INVESTIGATIVE	POLYGRAPH EXAMS	4,800.00
364377	LOWTHER, GARY M	MEAL ALLOWANCE	37.50
364381	MCDONALD, RYAN J	TRAINING PER DIEM	256.00
364382	MEADS, ROBERT P	TRAINING PER DIEM	256.00
364387	NET TRANSCRIPTS	TRANSCRIPTION SERVICES	375.84
364396	PSYCHOLOGICAL SERVICES GROUP, THE	EVALUATION	200.00
364397	REACH PROJECT INC	JUVENILE PROGRAM	17,083.00

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 Finance Accounting

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364409 SAVE MART SUPERMARKETS	SUPPLIES	255.54
364415 SUMMERS, MATHEW V	TRAINING PER DIEM	640.00
364422 UNITED PARCEL SERVICE	SHIPPING	105.10
364471 CUMMINS-ALLISON CORP	UPGRADE SERVICES	372.65
364488 GALLS INC	TRAINING BAG	1,054.76
364495 HEWLETT PACKARD COMPANY	COMPUTER EQUIPMENT	805.16
364500 HYATT REGENCY	LODGING-ROSE	575.40
364522 ON SCENE EVENT MEDICAL SERVICES LLC	AED BATTERIES	5,364.88
364542 ROSE, BRIAN C	TRAINING PER DIEM	192.00
364554 STATE OF CALIFORNIA	FINGERPRINTING	475.00
927397 CRYSTAL CLEAR LOGOS INC	UNIFORMS	733.56
927402 IMAGE SALES INC	ID CARDS	60.45
927407 MOBILE MINI LLC	STORAGE CONTAINERS	250.72
927410 SHRED IT INC	SHRED SERVICE	341.56
927424 MOBILE MINI LLC	STORAGE CONTAINERS	359.07
927501 IMAGE SALES INC	ID CARD	20.38
927522 MOBILE MINI LLC	STORAGE CONTAINERS	108.35
927538 PROFORCE MARKETING INC	TASERS	21,002.17
927560 SHRED IT INC	SHRED SERVICES	368.35
Police Prisoner Custody		
364409 SAVE MART SUPERMARKETS	SUPPLIES	88.01
Police Community Policing		
364186 DELTA ANIMAL CLINIC	VETERINARY SERVICES	162.18
364202 HERNANDEZ, JOSE L.	MILEAGE REIMBURSEMENT	275.40
364207 HUNT AND SONS INC	FUEL	137.89
364223 MARTIN, RICHARD B	EXPENSE REIMBURSEMENT	27.09
364227 MORAGA, MARK NICOLAS	EXPENSE REIMBURSEMENT	37.50
364321 COMMERCIAL SUPPORT SERVICES	CAR WASHES	438.00
364365 HUNT AND SONS INC	FUEL	14.24
364455 CALIF METRO MOBILE COMMUNICATIONS	MOBILE COMMUNICATIONS	4,704.70
364534 PURSUIT NORTH	LIGHTS	1,959.55
Police Investigations		
364175 COMMUNITY VIOLENCE SOLUTIONS	MEDICAL EXAM	375.00
364177 CONTRA COSTA COUNTY	LAB TESTING	4,725.00
364179 CONTRA COSTA COUNTY	SART EXAMS	2,400.00
364180 CONTRA COSTA COUNTY	LAB TESTING	440.00
364181 CONTRA COSTA COUNTY	LAB TESTING	18,825.00
364289 BANK OF AMERICA	MEETING EXPENSE	177.53
364417 T MOBILE USA INC	PEN REGISTER	1,800.00
Police Special Operations Unit		
364421 TOYOTA FINANCIAL SERVICES	LEASED VEHICLES	1,620.45
Police Communications		
364176 CONTRA COSTA COUNTY	RADIO SERVICES	120.00
364286 AT AND T MCI	DISPATCH PHONE LINES	51.09
364353 GLOBALSTAR	TELECOMMUNICATIONS SERVICE	89.65
364392 OFFICE MAX INC	OFFICE SUPPLIES	626.35

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364424	VERIZON WIRELESS	WIRELESS SERVICE	3,572.94
364438	AMERICAN TOWER CORPORATION	CELL TOWER RENTAL	257.56
364442	AT AND T MCI	DISPATCH PHONE LINES	51.09
364521	OFFICE MAX INC	OFFICE SUPPLIES	626.35
364529	PACIFIC TELEMAGEMENT SERVICES	LOBBY PAY PHONE	78.00
Police Community Volunteers			
364289	BANK OF AMERICA	SUPPLIES	2,057.48
364324	CORTEZ, ANA E	EXPENSE REIMBURSEMENT	41.66
Police Facilities Maintenance			
364189	DREAM RIDE ELEVATOR	ELEVATOR SERVICE	80.00
364204	HOME DEPOT, THE	SUPPLIES	106.62
364221	LOWES COMPANIES INC	SUPPLIES	530.71
364288	BANK OF AMERICA	SUPPLIES	3,220.09
364289	BANK OF AMERICA	SUPPLIES	1,620.52
364345	FERGUSON ENTERPRISES INC	SINK HOSE	60.88
364391	OAKLEYS PEST CONTROL	PEST CONTROL SERVICES	165.00
364420	TMC SHOOTING RANGE SPECIALIST INC	RANGE CLEANING	2,631.00
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	22,251.33
364550	SILVA LANDSCAPE	LANDSCAPE SERVICES	2,736.00
927399	GRAINGER INC	SUPPLIES	309.41
927401	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	663.42
Community Development Land Planning Services			
364190	EIDEN, KITTY J	TRANSCRIPTION SERVICES	210.00
364257	TELECOM LAW FIRM PC	LEGAL SERVICES	5,000.00
CD Code Enforcement			
364204	HOME DEPOT, THE	SUPPLIES	426.62
364211	INTERWEST CONSULTING GROUP INC	PROFESSIONAL SERVICES	33,840.00
364221	LOWES COMPANIES INC	SUPPLIES	62.87
364230	NEXTEL SPRINT	CELL PHONE	161.61
364268	WORK WORLD	SAFETY BOOTS-LOPEZ, E	227.93
364413	SKAGGS, DENISE A	MILEAGE REIMBURSEMENT	45.78
364431	WORK WORLD	SAFETY BOOTS-HERNANDEZ	158.01
364507	KENS CUSTOM EMBROIDERY	EMBROIDERY SERVICES	310.65
364557	TRB AND ASSOCIATES	CONSULTANT SERVICES	2,880.00
PW Engineer Land Development			
364230	NEXTEL SPRINT	CELL PHONE	170.90
364371	JN ENGINEERING	ENGINEERING SERVICES	5,880.00
Community Development Building Inspection			
364188	DIABLO LIVE SCAN	FINGERPRINTING	20.00
364211	INTERWEST CONSULTING GROUP INC	PROFESSIONAL SERVICES	24,000.00
364222	MARK CONSTRUCTION	TECHNOLOGY FEE REFUND	217.92
364230	NEXTEL SPRINT	CELL PHONE	65.81
364232	OCCUPATIONAL HEALTH CENTERS	MEDICAL EXAMS	350.15
364233	OFFICE MAX INC	OFFICE SUPPLIES	295.05
364248	SERVICE CHAMPIONS	BLDG PERMIT FEE REFUND	220.30
364271	A BETTER ROOFING CO	BLDG PERMIT FEE REFUND	207.58

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364350	GALLOWAY, VICKY	INSPECTION FEE REFUND	139.92
364425	VISION SOLAR	TECH FEE REFUND	860.34
Community Development Engineering Services			
364230	NEXTEL SPRINT	CELL PHONE	68.65
364334	DEPARTMENT OF CONSUMER AFFAIRS	CERT RENEWAL-ABU ALI	115.00
212 CDBG Fund			
CDBG			
364323	CONTRA COSTA COUNTY	CDBG SERVICES	1,230.00
CDBG NSP			
364359	GRANTANALYSTDOTCOM LLC	CDBG SERVICES	437.50
213 Gas Tax Fund			
Streets			
364217	KLEINFELDER INC	PROFESSIONAL SERVICES	3,359.00
364237	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	201.23
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	5,174.88
927406	MCK SERVICES INC	PAVEMENT PROJECT	2,044,557.80
214 Animal Control Fund			
Animal Control			
364280	ANIMAL CARE EQUIPMENT & SERVICES	EQUIPMENT	593.51
364281	ANIMAL SUPPLY LOGISTICS	SUPPLIES	857.67
364322	CONCORD UNIFORMS LLC	UNIFORM	303.89
364337	EAST BAY VETERINARY EMERGENCY	VETERINARY SERVICES	2,643.62
364339	EAST HILLS VETERINARY HOSPITAL	VETERINARY SERVICES	12,869.68
364362	HILLS PET NUTRITION	ANIMAL FOOD	2,405.60
364368	INTERVET INC	SUPPLIES	4,931.01
364386	MWI VETERINARY SUPPLY CO	VETERINARY SUPPLIES	1,840.80
364433	ZOETIS LLC	ANIMAL CARE SUPPLIES	536.40
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,171.12
927417	CRYSTAL CLEAR LOGOS INC	UNIFORM SHIRTS	124.52
218 Senior Bus Fund			
Senior Bus			
364261	TRI DELTA TRANSIT	SENIOR BUS TICKETS	20,625.00
219 Recreation Fund			
Non Departmental			
364198	GARCIA, MARICELA	DEPOSIT REFUND	1,000.00
364206	HUB INTERNATIONAL OF CA INSURANCE	FACILITY INSURANCE	1,007.84
364234	ONE WORKPLACE L FERRARI	LOBBY FURNITURE	23,307.11
364346	FIL AM SOCIETY OF ANTIOCH	DEPOSIT REFUND	500.00
364483	FELIX, FLORA	DEPOSIT REFUND	1,000.00
Recreation Admin			
364231	OAKLEYS PEST CONTROL	PEST CONTROL SERVICES	225.00
364528	PACIFIC GAS AND ELECTRIC CO	GAS	3,570.88
Senior Programs			
364449	BRENTWOOD PRESS AND PUBLISHING INC	ADVERTISING	699.00
364528	PACIFIC GAS AND ELECTRIC CO	GAS	2,380.59

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Recreation Sports Programs

364167	BIG SKY LOGOS AND EMBROIDERY	SOFTBALL AWARDS	838.07
364221	LOWES COMPANIES INC	SUPPLIES	16.44
364231	OAKLEYS PEST CONTROL	PEST CONTROL SERVICES	150.00
364263	US FOODSERVICE INC	SUPPLIES	190.91
364297	BSN SPORTS	EQUIPMENT	95.91
364456	CALIFORNIA USSSA	REGISTRATION FEES	136.00
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	2,327.33
364559	US FOODSERVICE INC	SUPPLIES	30.43
927399	GRAINGER INC	SUPPLIES	98.40

Recreation-New Comm Cntr

364161	BANK OF AMERICA	SUPPLIES	4,459.21
364166	BAY BUILDING MAINTENANCE INC	JANITORIAL SERVICES	692.40
364172	COLE SUPPLY CO INC	SUPPLIES	179.20
364187	DHILLON, SANDIP KAUR	CLASS REFUND	160.00
364188	DIABLO LIVE SCAN	FINGERPRINTING	40.00
364199	GARDA CL WEST INC	ARMORED CAR PICK UP	211.95
364203	HIDALGO, ANIBAL AVISSAI	EXPENSE REIMBURSEMENT	35.72
364224	MELODYS DANCE STUDIO	CONTRACTOR PAYMENT	2,839.20
364228	MUIR, ROXANNE	CONTRACTOR PAYMENT	604.80
364237	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	9,583.94
364296	BLACK DIAMOND KIDS CENTER	CONTRACTOR PAYMENT	888.00
364319	COLE SUPPLY CO INC	JANITORIAL SUPPLIES	2,499.95
364333	DELTA KAYAK ADVENTURES	KAYAK EVENT	204.00
364352	GEDDES MUSIC BRENTWOOD	CONTRACTOR PAYMENT	365.40
364366	ICEE COMPANY, THE	SUPPLIES	927.40
364370	JENNIFER HINES DESIGN	DESIGN SERVICES	3,999.25
364401	RIDLEY, DEXTER	CONTRACTOR PAYMENT	72.00
364496	HIDALGO, ANIBAL AVISSAI	EXPENSE REIMBURSEMENT	14.80
364521	OFFICE MAX INC	SUPPLIES	114.18
364526	PACHECO BROTHERS GARDENING INC	LANDSCAPE SERVICES	3,746.75
927399	GRAINGER INC	SUPPLIES	945.04
927485	HAMMONS SUPPLY COMPANY	SUPPLIES	241.20
927499	ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	537.24

221 Asset Forfeiture Fund

Non Departmental

364351	GARDNER, JOHN ROY	ASSET FORFEITURE	158.00
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226 Solid Waste Reduction Fund

Solid Waste Used Oil

364188	DIABLO LIVE SCAN	FINGERPRINTING	20.00
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Solid Waste

364271	A BETTER ROOFING CO	WASTE MGMT FEE REFUND	35.00
364491	HAAS-WAJDOWICZ, JULIE A	EXPENSE REIMBURSEMENT	102.01

229 Pollution Elimination Fund

Channel Maintenance Operation

364158	APEX GRADING	MOWING/DISCING	500.00
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364169	BLANKINSHIP AND ASSOCIATES INC	TRAINING	1,463.60
364195	FURBER SAW INC	TRIMMER LINE	108.48
364226	MJH EXCAVATING INC	OPERATED EQUIPMENT RENTAL	9,025.00
364230	NEXTEL SPRINT	CELL PHONE	50.91
364383	MJH EXCAVATING INC	LANDSCAPE SERVICES	5,515.00
364393	PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	2,745.60
364518	MJH EXCAVATING INC	LANDSCAPE SERVICES	4,995.00
364527	PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	2,745.60
927414	ANKA BEHAVIORAL HEALTH INC	LANDSCAPE MAINTENANCE	2,760.00
Storm Drain Administration			
364178	CONTRA COSTA COUNTY	JEPA COMPLIANCE	15,339.39
251 Lone Tree SLLMD Fund			
Lonetree Maintenance Zone 1			
364158	APEX GRADING	MOWING/DISCING	6,000.00
364259	TERRACARE ASSOCIATES	TURF MOWING	136.60
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	868.12
Lonetree Maintenance Zone 2			
364158	APEX GRADING	MOWING/DISCING	3,500.00
364256	STEWARTS TREE SERVICE INC	TREE SERVICES	2,050.00
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	740.44
Lonetree Maintenance Zone 3			
364158	APEX GRADING	MOWING/DISCING	4,500.00
364256	STEWARTS TREE SERVICE INC	TREE SERVICES	1,250.00
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	23,575.29
Lonetree Maintenance Zone 4			
364259	TERRACARE ASSOCIATES	TURF MOWING	218.56
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	20.43
252 Downtown SLLMD Fund			
Downtown Maintenance			
364256	STEWARTS TREE SERVICE INC	TREE SERVICES	1,250.00
364259	TERRACARE ASSOCIATES	TURF MOWING	136.60
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	268.65
253 Almondridge SLLMD Fund			
Almondridge Maintenance			
364158	APEX GRADING	MOWING/DISCING	3,000.00
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	219.71
254 Hillcrest SLLMD Fund			
Hillcrest Maintenance Zone 1			
364158	APEX GRADING	MOWING/DISCING	7,000.00
364259	TERRACARE ASSOCIATES	TURF MOWING	355.16
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	880.18
Hillcrest Maintenance Zone 2			
364158	APEX GRADING	MOWING/DISCING	4,500.00
364236	PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	15,142.00
364259	TERRACARE ASSOCIATES	TURF MOWING	486.30
364474	DELTA FENCE CO	BOLLARD REMOVAL	4,200.00

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364527 PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	9,967.00
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	777.53
Hillcrest Maintenance Zone 4		
364158 APEX GRADING	MOWING/DISCING	9,500.00
364259 TERRACARE ASSOCIATES	TURF MOWING	273.20
364474 DELTA FENCE CO	BOLLARD REMOVAL	1,680.00
364527 PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	4,576.00
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	652.12
255 Park 1A Maintenance District Fund		
Park 1A Maintenance District		
364158 APEX GRADING	MOWING/DISCING	3,000.00
364259 TERRACARE ASSOCIATES	TURF MOWING	355.16
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	191.44
256 Citywide 2A Maintenance District Fund		
Citywide 2A Maintenance Zone 3		
364158 APEX GRADING	MOWING/DISCING	3,500.00
364259 TERRACARE ASSOCIATES	TURF MOWING Q	5.46
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	80.98
Citywide 2A Maintenance Zone 4		
364158 APEX GRADING	MOWING/DISCING	4,500.00
364256 STEWARTS TREE SERVICE INC	TREE SERVICES	550.00
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	317.37
Citywide 2A Maintenance Zone 5		
364158 APEX GRADING	MOWING/DISCING	9,000.00
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	351.26
Citywide 2A Maintenance Zone 6		
364158 APEX GRADING	MOWING/DISCING	8,500.00
364259 TERRACARE ASSOCIATES	TURF MOWING	327.84
364527 PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	2,196.48
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	239.21
Citywide 2A Maintenance Zone 8		
364158 APEX GRADING	MOWING/DISCING	12,000.00
364259 TERRACARE ASSOCIATES	TURF MOWING	27.32
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	230.99
Citywide 2A Maintenance Zone 9		
364158 APEX GRADING	MOWING/DISCING	8,000.00
364236 PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	5,491.20
364259 TERRACARE ASSOCIATES	TURF MOWING	81.96
364527 PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	3,893.72
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	502.34
Citywide 2A Maintenance Zone10		
364158 APEX GRADING	MOWING/DISCING	8,000.00
364251 SILVA LANDSCAPE	LANDSCAPE SERVICES	3,420.00
364474 DELTA FENCE CO	FENCE INSTALLATION	5,292.00
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	117.27
364550 SILVA LANDSCAPE	LANDSCAPE SERVICES	4,104.00

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257 SLLMD Administration Fund

SLLMD Administration

364162	BANK OF AMERICA	CELL PHONE CASE	54.49
364230	NEXTEL SPRINT	CELL PHONE	202.45
364259	TERRACARE ASSOCIATES	TURF MOWING	327.84
364418	TARGET SPECIALTY PRODUCTS	SEMINAR-HARRIS/BECHTHOLDT	138.00
927426	QUENVOLDS	SAFETY SHOES-REESE	662.72

259 East Lone Tree SLLMD Fund

Zone 1-District 10

364158	APEX GRADING	MOWING/DISCING	5,000.00
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	28.09

311 Capital Improvement Fund

Parks & Open Space

364294	BENCHMARK CONSULTANTS	ENGINEERING SERVICES	395.00
364402	RMC WATER AND ENVIRONMENT	PROFESSIONAL SERVICES	5,629.00

312 Prewett Family Park Fund

Parks & Open Space

364412	SIERRA VALLEY CONSTRUCTION INC	SPRAY GROUND PROJECT	127,238.90
364545	ROYSTON HANAMOTO ALLEY AND ABEY	PROFESSIONAL SERVICES	1,747.93
364549	SIERRA VALLEY CONSTRUCTION INC	PLAYGROUND PROJECT	64,661.17
927403	KARSTE CONSULTING INC	PROFESSIONAL SERVICES	2,820.00

319 Residential Dev Alloc Fund

Non Departmental

364264	WALLACE ROBERTS AND TODD LLC	PROFESSIONAL SERVICES	157.70
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376 Lone Diamond Fund

Assessment District

364459	CENTRAL SELF STORAGE ANTIOCH	STORAGE FEES	189.00
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416 Honeywell Capital Lease Fund

Non Departmental

364160	BANK OF AMERICA	LOAN PAYMENT	44,462.59
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569 Vehicle Replacement Fund

Equipment Maintenance

364335	DOWNTOWN FORD SALES	2016 FORD TRUCK	26,406.66
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570 Equipment Maintenance Fund

Non Departmental

364207	HUNT AND SONS INC	FUEL	18,137.90
364499	HUNT AND SONS INC	FUEL	7,462.15

Equipment Maintenance

364156	ANTIOCH AUTO PARTS	SUPPLIES	1,077.77
364162	BANK OF AMERICA	SAW WHEEL	219.56
364168	BILL BRANDT FORD	AUTO SUPPLIES	408.89
364193	FASTENAL CO	SUPPLIES	27.91
364195	FURBER SAW INC	OIL SWITCH	147.52
364196	FURBER SAW INC	SUPPLIES	326.00
364221	LOWES COMPANIES INC	SUPPLIES	22.72
364243	PURSUIT NORTH	SWITCHES	282.53

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364260 TRED SHED, THE	TIRES	3,575.68
364265 WALNUT CREEK FORD	WINDOW MOTOR	147.84
364282 ANTIOCH AUTO PARTS	SUPPLIES	26.50
364308 CALLAHAN, ROBERT	EXPENSE REIMBURSEMENT	43.00
364342 FAST UNDERCAR	BRAKE PARTS	382.27
364347 FIRST CALL	SUPPLIES	52.06
364354 GOLDEN GATE TRUCK CENTER	MOTOR	205.62
364379 MAACO	REPAIR SERVICE	1,222.24
364399 RED WING SHOE STORE	SAFTEY SHOES-GALL	249.52
364405 ROYAL BRASS INC	SUPPLIES	33.90
364411 SGS TESTCOM	SMOG FEES	8.67
364427 WALNUT CREEK FORD	BRAKE PARTS	759.43
364430 WINTER CHEVROLET CO	TIRE MONITOR REPAIR	135.00
364439 ANTIOCH AUTO PARTS	FILTERS	1,153.79
364441 ANTIOCH GLASS	WINDOW	163.50
364444 BILL BRANDT FORD	STARTER	382.90
364461 CHUCKS BRAKE AND WHEEL SERVICE INC	SUPPLIES	67.22
364480 FAST UNDERCAR	BRAKE PARTS	195.43
364528 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	808.98
364534 PURSUIT NORTH	LIGHT BAR	3,037.78
364544 ROYAL BRASS INC	HOSE FITTING	3.52
364552 SPRAYTEC	LIQUID PUMP	264.85
364563 WALNUT CREEK CHRYSLER JEEP DODGE	BRAKE MODULE	1,305.26
364564 WALNUT CREEK FORD	FAN MOTOR	449.61
927404 KIMBALL MIDWEST	SUPPLIES	59.20
927442 BIG SKY ENTERPRISES INC	DISPOSAL SERVICES	358.50
573 Information Services Fund		
Information Services		
364423 VERIZON WIRELESS	AIR CARD	149.58
Network Support & PCs		
364173 COMCAST	INTERNET SERVICE	182.86
364216 KIS	PROFESSIONAL SERVICES	300.00
364374 KIS	NETWORK SECURITY SUPPORT	375.00
364465 COMCAST	INTERNET SERVICE	136.69
927418 DIGITAL SERVICES	WEBSITE MAINTENANCE	2,665.00
Telephone System		
927393 ALTURA COMMUNICATION SOLUTIONS LLC	PHONE NUMBER EDITS	60.00
Office Equipment Replacement		
927394 CDW GOVERNMENT INC	COMPUTER EQUIPMENT	646.38
577 Post Retirement Medical-Police Fund		
Non Departmental		
364447 RETIREE	MEDICAL AFTER RETIREMENT	1,142.00
364452 RETIREE	MEDICAL AFTER RETIREMENT	746.47
364489 RETIREE	MEDICAL AFTER RETIREMENT	1,069.35
364498 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
364508 RETIREE	MEDICAL AFTER RETIREMENT	46.55

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364509 RETIREE	MEDICAL AFTER RETIREMENT	918.70
364515 RETIREE	MEDICAL AFTER RETIREMENT	129.00
364516 RETIREE	MEDICAL AFTER RETIREMENT	1,265.22
364543 RETIREE	MEDICAL AFTER RETIREMENT	248.24
364551 RETIREE	MEDICAL AFTER RETIREMENT	89.58
364558 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
364565 RETIREE	MEDICAL AFTER RETIREMENT	696.12
364566 RETIREE	MEDICAL AFTER RETIREMENT	469.46
927428 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927434 RETIREE	MEDICAL AFTER RETIREMENT	918.70
927435 RETIREE	MEDICAL AFTER RETIREMENT	285.56
927437 RETIREE	MEDICAL AFTER RETIREMENT	1,265.22
927440 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927441 RETIREE	MEDICAL AFTER RETIREMENT	1,265.22
927450 RETIREE	MEDICAL AFTER RETIREMENT	917.34
927451 RETIREE	MEDICAL AFTER RETIREMENT	495.00
927455 RETIREE	MEDICAL AFTER RETIREMENT	607.76
927458 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927468 RETIREE	MEDICAL AFTER RETIREMENT	1,492.94
927474 RETIREE	MEDICAL AFTER RETIREMENT	1,466.14
927475 RETIREE	MEDICAL AFTER RETIREMENT	756.00
927476 RETIREE	MEDICAL AFTER RETIREMENT	96.25
927489 RETIREE	MEDICAL AFTER RETIREMENT	172.23
927492 RETIREE	MEDICAL AFTER RETIREMENT	248.24
927495 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927496 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927497 RETIREE	MEDICAL AFTER RETIREMENT	263.80
927506 RETIREE	MEDICAL AFTER RETIREMENT	61.42
927521 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927524 RETIREE	MEDICAL AFTER RETIREMENT	621.47
927525 RETIREE	MEDICAL AFTER RETIREMENT	918.70
927539 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927540 RETIREE	MEDICAL AFTER RETIREMENT	925.09
927541 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927542 RETIREE	MEDICAL AFTER RETIREMENT	994.71
927551 RETIREE	MEDICAL AFTER RETIREMENT	621.47
927565 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927570 RETIREE	MEDICAL AFTER RETIREMENT	469.46
927575 RETIREE	MEDICAL AFTER RETIREMENT	621.47
927585 RETIREE	MEDICAL AFTER RETIREMENT	621.47
927587 RETIREE	MEDICAL AFTER RETIREMENT	271.45
927588 RETIREE	MEDICAL AFTER RETIREMENT	882.34
578 Post Retirement Medical-Misc Fund		
Non Departmental		
364443 RETIREE	MEDICAL AFTER RETIREMENT	229.69
364460 RETIREE	MEDICAL AFTER RETIREMENT	264.34

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364472 RETIREE	MEDICAL AFTER RETIREMENT	229.69
364476 RETIREE	MEDICAL AFTER RETIREMENT	111.69
364493 RETIREE	MEDICAL AFTER RETIREMENT	746.47
364506 RETIREE	MEDICAL AFTER RETIREMENT	229.69
364517 RETIREE	MEDICAL AFTER RETIREMENT	111.69
364535 RETIREE	MEDICAL AFTER RETIREMENT	111.69
364536 RETIREE	MEDICAL AFTER RETIREMENT	348.38
364541 RETIREE	MEDICAL AFTER RETIREMENT	111.69
364546 RETIREE	MEDICAL AFTER RETIREMENT	111.69
364562 RETIREE	MEDICAL AFTER RETIREMENT	111.69
364567 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927430 RETIREE	MEDICAL AFTER RETIREMENT	283.04
927431 RETIREE	MEDICAL AFTER RETIREMENT	195.98
927436 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927439 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927445 RETIREE	MEDICAL AFTER RETIREMENT	229.69
927448 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927457 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927459 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927462 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927464 RETIREE	MEDICAL AFTER RETIREMENT	229.69
927467 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927470 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927471 RETIREE	MEDICAL AFTER RETIREMENT	172.23
927481 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927483 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927491 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927494 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927502 RETIREE	MEDICAL AFTER RETIREMENT	229.69
927505 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927509 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927512 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927515 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927516 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927520 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927533 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927534 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927535 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927544 RETIREE	MEDICAL AFTER RETIREMENT	229.69
927547 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927550 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927557 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927569 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927573 RETIREE	MEDICAL AFTER RETIREMENT	66.92
927574 RETIREE	MEDICAL AFTER RETIREMENT	172.23
927576 RETIREE	MEDICAL AFTER RETIREMENT	584.38

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927578 RETIREE	MEDICAL AFTER RETIREMENT	709.38
927584 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927586 RETIREE	MEDICAL AFTER RETIREMENT	111.69
579 Post Retirement Medical-Mgmt Fund		
<i>Non Departmental</i>		
364462 RETIREE	MEDICAL AFTER RETIREMENT	888.90
364469 RETIREE	MEDICAL AFTER RETIREMENT	169.69
364486 RETIREE	MEDICAL AFTER RETIREMENT	111.69
364490 RETIREE	MEDICAL AFTER RETIREMENT	229.69
364501 RETIREE	MEDICAL AFTER RETIREMENT	400.00
364505 RETIREE	MEDICAL AFTER RETIREMENT	584.38
364510 RETIREE	MEDICAL AFTER RETIREMENT	348.38
364512 RETIREE	MEDICAL AFTER RETIREMENT	280.80
364519 RETIREE	MEDICAL AFTER RETIREMENT	749.38
364525 RETIREE	MEDICAL AFTER RETIREMENT	1,815.82
364531 RETIREE	MEDICAL AFTER RETIREMENT	111.69
364537 RETIREE	MEDICAL AFTER RETIREMENT	621.47
364555 RETIREE	MEDICAL AFTER RETIREMENT	229.69
364560 RETIREE	MEDICAL AFTER RETIREMENT	1,815.82
927405 RETIREE	MEDICAL AFTER RETIREMENT	1,494.16
927438 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927443 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927444 RETIREE	MEDICAL AFTER RETIREMENT	172.23
927446 RETIREE	MEDICAL AFTER RETIREMENT	169.70
927447 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927449 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927452 RETIREE	MEDICAL AFTER RETIREMENT	621.47
927453 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927456 RETIREE	MEDICAL AFTER RETIREMENT	709.38
927460 RETIREE	MEDICAL AFTER RETIREMENT	691.08
927461 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927463 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927465 RETIREE	MEDICAL AFTER RETIREMENT	464.38
927466 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927469 RETIREE	MEDICAL AFTER RETIREMENT	283.04
927477 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927478 RETIREE	MEDICAL AFTER RETIREMENT	888.90
927479 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927484 RETIREE	MEDICAL AFTER RETIREMENT	607.76
927486 RETIREE	MEDICAL AFTER RETIREMENT	577.29
927487 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927488 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927490 RETIREE	MEDICAL AFTER RETIREMENT	469.46
927498 RETIREE	MEDICAL AFTER RETIREMENT	346.28
927503 RETIREE	MEDICAL AFTER RETIREMENT	714.38
927504 RETIREE	MEDICAL AFTER RETIREMENT	348.38

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927507 RETIREE	MEDICAL AFTER RETIREMENT	283.04
927508 RETIREE	MEDICAL AFTER RETIREMENT	888.90
927510 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927511 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927513 RETIREE	MEDICAL AFTER RETIREMENT	1,367.94
927514 RETIREE	MEDICAL AFTER RETIREMENT	229.69
927517 RETIREE	MEDICAL AFTER RETIREMENT	186.77
927518 RETIREE	MEDICAL AFTER RETIREMENT	994.71
927519 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927523 RETIREE	MEDICAL AFTER RETIREMENT	500.31
927527 RETIREE	MEDICAL AFTER RETIREMENT	283.04
927530 RETIREE	MEDICAL AFTER RETIREMENT	169.69
927531 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927532 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927536 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927537 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927543 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927545 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927546 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927548 RETIREE	MEDICAL AFTER RETIREMENT	229.69
927549 RETIREE	MEDICAL AFTER RETIREMENT	169.70
927552 RETIREE	MEDICAL AFTER RETIREMENT	888.90
927553 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927555 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927556 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927558 RETIREE	MEDICAL AFTER RETIREMENT	283.04
927559 RETIREE	MEDICAL AFTER RETIREMENT	691.08
927562 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927564 RETIREE	MEDICAL AFTER RETIREMENT	584.38
927566 RETIREE	MEDICAL AFTER RETIREMENT	732.76
927567 RETIREE	MEDICAL AFTER RETIREMENT	193.51
927568 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927571 RETIREE	MEDICAL AFTER RETIREMENT	571.52
927577 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927579 RETIREE	MEDICAL AFTER RETIREMENT	348.38
927580 RETIREE	MEDICAL AFTER RETIREMENT	1,682.29
927581 RETIREE	MEDICAL AFTER RETIREMENT	111.69
927582 RETIREE	MEDICAL AFTER RETIREMENT	1,664.00
927583 RETIREE	MEDICAL AFTER RETIREMENT	283.04
580 Loss Control Fund		
Human Resources		
364155 ANNUVIA	AED RENEWAL	1,799.85
611 Water Fund		
Non Departmental		
364165 BAY AREA BARRICADE	SUPPLIES	485.59
364193 FASTENAL CO	SUPPLIES	1,347.33

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364244	ROBERTS AND BRUNE CO	SUPPLIES	1,103.37
364282	ANTIOCH AUTO PARTS	SUPPLIES	1,262.77
364343	FASTENAL CO	SUPPLIES	164.12
364403	ROBERTS AND BRUNE CO	SUPPLIES	4,397.52
364445	BISHOP CO	SUPPLIES	2,311.73
364481	FASTENAL CO	SUPPLIES	650.92
927399	GRAINGER INC	SUPPLIES	2,452.02
927400	HAMMONS SUPPLY COMPANY	SUPPLIES	1,307.52
927420	GOLDEN WEST BETTERWAY UNIFORMS	SUPPLIES	315.38
927480	GOLDEN WEST BETTERWAY UNIFORMS	UNIFORMS	469.82
927482	GRAINGER INC	SUPPLIES	840.00
927485	HAMMONS SUPPLY COMPANY	SUPPLIES	630.98
Water Supervision			
364230	NEXTEL SPRINT	CELL PHONE	172.95
Water Production			
364151	ACE HARDWARE, ANTIOCH	TARP	25.93
364158	APEX GRADING	MOWING/DISCING	5,000.00
364188	DIABLO LIVE SCAN	FINGERPRINTING	20.00
364194	FISHER SCIENTIFIC COMPANY	LAB SUPPLIES	193.75
364200	HACH CO	LAB SUPPLIES	590.63
364205	HONEYWELL INTERNATIONAL INC	HVAC SERVICE	1,184.05
364214	KARL NEEDHAM ENTERPRISES INC	EQUIPMENT RENTAL	18,228.03
364221	LOWES COMPANIES INC	SUPPLIES	450.61
364230	NEXTEL SPRINT	CELL PHONE	105.92
364237	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	253.90
364240	POLYDYNE INC	CENTRIFUGE POLYMER	5,060.00
364254	WATER RESOURCES CONTROL BOARD	LAB COLLECTION FEES FY16/17	4,236.00
364272	ACE HARDWARE, ANTIOCH	VALVE	93.62
364284	ARC ALTERNATIVES	PROFESSIONAL SERVICES	1,755.00
364360	HARRINGTON INDUSTRIAL PLASTICS LLC	PIPE FITTINGS	124.46
364361	HASA INC	MULTI CHLOR	558.94
364406	S AND S SUPPLIES AND SOLUTIONS	SCBA CERTIFICATION	670.00
364428	WALTER BISHOP CONSULTING	CONSULTING SERVICES	3,335.00
364435	ACE HARDWARE, ANTIOCH	SUPPLIES	166.55
364439	ANTIOCH AUTO PARTS	VACUUM PARTS	217.59
364448	BORGES AND MAHONEY	KCL KIT	42.69
364468	CONTRA COSTA WATER DISTRICT	RAW WATER	1,176,809.62
364485	FISHER SCIENTIFIC COMPANY	LAB SUPPLIES	116.48
364492	HACH CO	LAB SUPPLIES	673.47
364528	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	178,786.22
927392	AIRGAS SPECIALTY PRODUCTS	AMMONIA	1,908.25
927395	CHEMTRADE CHEMICALS US LLC	ALUM	12,867.97
927396	CONSOLIDATED ELECTRICAL DIST INC	SUPPLIES	293.21
927398	EUROFINS EATON ANALYTICAL INC	MONITORING	425.00
927409	OLIN CHLOR ALKALI PRODUCTS	CAUSTIC	9,843.12
927411	SIERRA CHEMICAL CO	CHLORINE	8,176.17

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927415 CHEMTRADE CHEMICALS US LLC	ALUM	5,155.06
927419 EUROFINS EATON ANALYTICAL INC	MONITORING	240.00
927421 GRAINGER INC	MIXER	380.62
927425 NTU TECHNOLOGIES INC	POLYMER	6,118.00
927429 AIRGAS SPECIALTY PRODUCTS	AMMONIA	1,816.45
927454 CHEMTRADE CHEMICALS US LLC	ALUM	15,265.69
927472 EUROFINS EATON ANALYTICAL INC	MONITORING	350.00
927473 EVOQUA WATER TECHNOLOGIES LLC	SERVICE DI H2O SYSTEM	500.00
927499 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	3,564.74
927500 IDEXX LABORATORIES INC	SUPPLIES	3,021.19
927528 NTU TECHNOLOGIES INC	POLYMER	8,818.00
927529 OLIN CHLOR ALKALI PRODUCTS	CAUSTIC	14,649.04
927561 SIERRA CHEMICAL CO	CHLORINE	4,402.55
Water Distribution		
364151 ACE HARDWARE, ANTIOCH	HAMMER HANDLE	6.86
364152 ALL PRO PRINTING SOLUTIONS	SALES TAX	741.31
364156 ANTIOCH AUTO PARTS	SUPPLIES	451.52
364162 BANK OF AMERICA	GIFT CARDS	1,097.24
364183 CRESCO EQUIPMENT RENTALS	EQUIPMENT RENTALS	124.79
364191 EXPRESS SERVICES	TEMP SERVICES	391.86
364193 FASTENAL CO	SUPPLIES	13.56
364221 LOWES COMPANIES INC	SUPPLIES	246.17
364230 NEXTEL SPRINT	CELL PHONE EQUIPMENT	728.48
364244 ROBERTS AND BRUNE CO	PIPE & FITTINGS	751.70
364245 ROYAL BRASS INC	FITTINGS	308.36
364330 CWEA SFBS	CERTIFICATION RENEWALS	505.00
364380 MCCAMPBELL ANALYTICAL INC	SAMPLE TESTING	180.00
364384 MT DIABLO LANDSCAPE CENTERS INC	CONCRETE MIX	93.58
364399 RED WING SHOE STORE	SAFETY SHOES-MOLINAR	1,363.11
364403 ROBERTS AND BRUNE CO	SUPPLIES	16,429.24
364416 SYAR INDUSTRIES INC	ASPHALT REPAIR	833.07
364422 UNITED PARCEL SERVICE	SHIPPING	32.37
364435 ACE HARDWARE, ANTIOCH	PIPE FITTINGS	4.89
364473 DELTA DIABLO	RECYCLED WATER	10,116.12
364479 EXPRESS SERVICES	TEMP SERVICES	533.36
364481 FASTENAL CO	SUPPLIES	198.30
364539 ROBERTS AND BRUNE CO	PIPE & FITTINGS	4,196.20
364540 ROBERTS, ARLENE T K	EXPENSE REIMBURSEMENT	36.41
927421 GRAINGER INC	PIPE & FITTINGS	65.92
927423 KARSTE CONSULTING INC	PROFESSIONAL SERVICES	975.00
927426 QUENVOLDS	SAFETY SHOES-NOACK	223.45
Water Meter Reading		
364221 LOWES COMPANIES INC	SUPPLIES	41.71
364230 NEXTEL SPRINT	CELL PHONE	52.11
927394 CDW GOVERNMENT INC	COMPUTER EQUIPMENT	4,547.47

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Public Buildings & Facilities

364229 MUNICIPAL FINANCIAL SERVICES	PROFESSIONAL SERVICES	715.00
364267 WEST YOST ASSOCIATES INC	PROFESSIONAL SERVICES	1,868.11
364315 CDM SMITH INC	CONSULTING SERVICES	7,472.62
364457 CAROLLO ENGINEERS INC	CONSULTING SERVICES	8,211.85
364458 CDM SMITH INC	PROFESSIONAL SERVICES	238.90
364538 RMC WATER AND ENVIRONMENT	PROFESSIONAL SERVICES	8,948.25
364556 TJC AND ASSOCIATES INC	CONSULTING SERVICES	11,124.08
364561 VAULT ACCESS AND SOLUTIONS	VAULT COVER	3,095.00

Warehouse & Central Stores

364230 NEXTEL SPRINT	CELL PHONE	70.60
364422 UNITED PARCEL SERVICE	WEEKLY PRINTER SERVICE FEE	18.50

612 Water System Improvement Fund

Water Systems

364371 JN ENGINEERING	ENGINEERING SERVICES	11,564.00
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621 Sewer Fund

Sewer-Wastewater Collection

364152 ALL PRO PRINTING SOLUTIONS	SALES TAX	741.31
364157 ANTIOCH BUILDING MATERIALS	ASPHALT	1,044.95
364162 BANK OF AMERICA	SUPPLIES	1,644.64
364188 DIABLO LIVE SCAN	FINGERPRINTING	40.00
364191 EXPRESS SERVICES	TEMP SERVICES	391.86
364193 FASTENAL CO	SUPPLIES	49.61
364212 JACK DOHENY SUPPLIES INC	SUPPLIES	550.92
364221 LOWES COMPANIES INC	SOD	375.62
364229 MUNICIPAL FINANCIAL SERVICES	PROFESSIONAL SERVICES	715.00
364230 NEXTEL SPRINT	CELL PHONE	373.49
364244 ROBERTS AND BRUNE CO	PIPE & FITTINGS	509.95
364369 JACK DOHENY SUPPLIES INC	SUCCTV TRUCK HOSE	53.19
364380 MCCAMPBELL ANALYTICAL INC	SAMPLE TESTING	180.00
364399 RED WING SHOE STORE	SAFETY SHOES-HUGHES	901.29
364403 ROBERTS AND BRUNE CO	SUPPLIES	1,641.78
364416 SYAR INDUSTRIES INC	ASPHALT	833.08
364440 ANTIOCH BUILDING MATERIALS	ASPHALT	881.10
364478 DUKES ROOT CONTROL INC	ROOT CONTROL	4,796.00
364479 EXPRESS SERVICES	TEMP SERVICES	533.37
364481 FASTENAL CO	SUPPLIES	198.32
364484 FINTA ENTERPRISES INC	EQUIPMENT RENTAL	9,614.50
364495 HEWLETT PACKARD COMPANY	COMPUTER EQUIPMENT	805.16
364504 JACK DOHENY SUPPLIES INC	SUPPLIES	106.14
364539 ROBERTS AND BRUNE CO	PIPE & FITTINGS	8,348.33
364540 ROBERTS, ARLENE T K	EXPENSE REIMBURSEMENT	36.41
927426 QUENVOLDS	SAFETY SHOES	438.73
927554 SCOTTO, CHARLES W AND DONNA F	PROPERTY RENT	4,500.00

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631 Marina Fund

Non Departmental

364293 BELL, DONALD	BERTH DEPOSIT REFUND	261.00
364372 JOHNSON, ROBERT	BERTH DEPOSIT REFUND	218.50
364404 RODGERS, DANIEL	BERTH DEPOSIT REFUND	40.00
364419 THOMPSON, EDWARD	BERTH DEPOSIT REFUND	275.50

Marina Administration

364162 BANK OF AMERICA	SUPPLIES	508.53
364219 LENHART ALARM AND SECURITY	ALARM SYSTEM REPAIR	193.12
364230 NEXTEL SPRINT	CELL PHONE	57.65
364274 ACME SECURITY SYSTEMS	BATTERY REPLACEMENT	244.89
364398 RECREATION PUBLICATIONS	ADVERTISEMENT	670.00
364410 SCRIBBLE SOFTWARE INC	TRAVEL EXPENSE	107.07
364437 AMERICAN PLUMBING INC	PLUMBING SERVICE	210.00
364528 PACIFIC GAS AND ELECTRIC CO	GAS	3,575.01
364532 PFLUEGER, MATTHEW JAMES	EXPENSE REIMBURSEMENT	42.02

Marina Maintenance

364151 ACE HARDWARE, ANTIOCH	SUPPLIES	13.22
364221 LOWES COMPANIES INC	SUPPLIES	247.42
364273 ACE INDUSTRIAL SUPPLY INC	TOOLS	434.91
364494 HENDERSON MARINE SUPPLY	SUPPLIES	732.99

641 Prewett Water Park Fund

Non Departmental

364164 BASTIAN, JESSE	DEPOSIT REFUND	500.00
364206 HUB INTERNATIONAL OF CA INSURANCE	FACILITY INSURANCE	641.02
364241 PRIVETTE, KIMBERLY	DEPOSIT REFUND	500.00
364375 LEE, LORRAINE	DEPOSIT REFUND	500.00

Recreation Water Park

364153 AMERICAN HOTEL REGISTER COMPANY	LECTERN	462.55
364161 BANK OF AMERICA	TRAINING	965.13
364166 BAY BUILDING MAINTENANCE INC	JANITORIAL SERVICES	1,500.00
364171 COCA COLA BOTTLING CO	SUPPLIES	2,449.01
364172 COLE SUPPLY CO INC	SUPPLIES	2,946.11
364174 COMMERCIAL POOL SYSTEMS INC	SUPPLIES	1,044.34
364188 DIABLO LIVE SCAN	FINGERPRINTING	60.00
364192 FAST SIGNS	SIGNS	1,942.10
364199 GARDA CL WEST INC	ARMORED CAR PICK UP	211.96
364208 ICEE COMPANY, THE	SUPPLIES	741.92
364221 LOWES COMPANIES INC	SUPPLIES	370.55
364230 NEXTEL SPRINT	CELL PHONE	33.27
364262 UNIVAR USA INC	CHEMICALS	2,225.74
364263 US FOODSERVICE INC	SUPPLIES	4,809.60
364266 WATERLINE TECHNOLOGIES INC	CHEMICALS	2,336.46
364275 ADORETEX INC	SALES TAX	101.25
364310 CARAVAN CANOPY INTERNATIONAL INC	TENT	563.76
364366 ICEE COMPANY, THE	SUPPLIES	371.04

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364376 LINCOLN EQUIPMENT INC	SUPPLIES	36.52
364400 RESPONSIVE COMMUNICATION SERVICES	BATTERIES	195.15
364407 SAFETY COMPLIANCE MANAGEMENT	SAFETY CONSULTING	395.00
364429 WATER SAFETY PRODUCTS INC	SUPPLIES	350.48
364463 CLAYTON, ALGERINE	GROUP TICKETS REFUND	113.00
364464 COLE SUPPLY CO INC	SUPPLIES	162.46
364466 COMMERCIAL POOL SYSTEMS INC	SUPPLIES	875.91
364470 COUNTY CONNECTION EVENTS COMMITTEE	SLIDE DOWN REFUND	270.00
364487 FURBER SAW INC	BLOWER	429.65
364526 PACHECO BROTHERS GARDENING INC	LANDSCAPE SERVICES	2,596.25
364528 PACIFIC GAS AND ELECTRIC CO	GAS	14,695.33
364559 US FOODSERVICE INC	SUPPLIES	1,276.11
927396 CONSOLIDATED ELECTRICAL DIST INC	LIGHTING	22.81
927399 GRAINGER INC	SUPPLIES	997.46
927401 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	995.10
927416 CONSOLIDATED ELECTRICAL DIST INC	SUPPLIES	522.27
721 Employee Benefits Fund		
Non Departmental		
364182 CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	50.00
364210 INTERNAL REVENUE SERVICE	PAYROLL DEDUCTIONS	60.00
364235 OPERATING ENGINEERS TRUST FUND	PAYROLL DEDUCTIONS	12,320.03
364238 PARS	PAYROLL DEDUCTIONS	6,790.87
364253 STATE OF CALIFORNIA	PAYROLL DEDUCTIONS	1,514.03
364434 24 HOUR FITNESS #00803	PAYROLL DEDUCTIONS	27.00
364436 AFLAC	PAYROLL DEDUCTIONS	7,460.22
364450 EMPLOYEE	CHECK REPLACEMENT	122.74
364451 CALFIT OAKLEY	PAYROLL DEDUCTIONS	20.00
364467 CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	400.00
364475 DELTA PARK ATHLETIC CLUB	PAYROLL DEDUCTIONS	37.00
364477 DIAMOND HILLS SPORT CLUB	PAYROLL DEDUCTIONS	59.00
364502 IN SHAPE HEALTH CLUBS	PAYROLL DEDUCTIONS	642.00
364503 INTERNAL REVENUE SERVICE	PAYROLL DEDUCTIONS	60.00
364511 LINA	PAYROLL DEDUCTIONS	5,775.34
364520 MUNICIPAL POOLING AUTHORITY	PAYROLL DEDUCTIONS	3,052.00
364523 OPERATING ENGINEERS LOCAL NO 3	PAYROLL DEDUCTIONS	3,128.00
364524 OPERATING ENGINEERS TRUST FUND	PAYROLL DEDUCTIONS	12,371.84
364530 PARS	PAYROLL DEDUCTIONS	6,085.72
364533 PUBLIC EMPLOYEES UNION LOCAL 1	PAYROLL DEDUCTIONS	2,799.34
364553 STANDARD LIFE INSURANCE	PAYROLL DEDUCTIONS	748.00
927408 NATIONWIDE RETIREMENT SOLUTIONS	PAYROLL DEDUCTIONS	28,501.47
927413 VANTAGEPOINT TRANSFER AGENTS	PAYROLL DEDUCTIONS	3,565.08
927432 ANTIOCH PD SWORN MGMT ASSOC	PAYROLL DEDUCTIONS	625.50
927433 ANTIOCH POLICE OFFICERS ASSOCIATION	PAYROLL DEDUCTIONS	12,930.33
927526 NATIONWIDE RETIREMENT SOLUTIONS	PAYROLL DEDUCTIONS	51,839.65
927572 VANTAGEPOINT TRANSFER AGENTS	PAYROLL DEDUCTIONS	7,788.47

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STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Michael G. Vigilia, City Attorney *W*

SUBJECT: **Rejection of Claims: William Leggat, D.C., Co-Successor-in-Interest to Decedent Demarco Child, Linda Biggs and Max Cooper**

RECOMMENDED ACTION

It is recommended that the City Council take the following actions:

1. Reject the claim of William Leggat that was received on July 22, 2016.
2. Reject the claim of D.C., co-successor-in-interest to Decedent Demarco Child, that was received on July 29, 2016, 1st amended claim received on August 2, 2016, and 2nd amended claim received on August 9, 2016.
3. Reject the claim of Linda Biggs that was received on August 2, 2016.
4. Reject the claim of Max Cooper that was received on August 29, 2016.

Should the City Council desire to discuss this matter, it would be scheduled for a future closed session.

D

Agenda Item #



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Amaury Berteaud, CivicSpark AmeriCorps Fellow
Julie Haas-Wajdowicz, Environmental Resources Coordinator *JWH*

APPROVED BY: Forest Ebbs, Community Development Director *FE*

SUBJECT: Greenhouse Gases Emission Inventory for 2010 and 2015 and updated 2005 inventory.

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution: (1) approving the 2010 and 2015 Community and Municipal Greenhouse Gases (GHG) inventories; and (2) approving changes to the 2005 community and municipal GHG inventories.

STRATEGIC PURPOSE

Long Term Goal E: Environmental Enhancement. Pollution prevention (NPDES), water conservation, energy and carbon conservation, and waste prevention.

Strategy E-1: Exceed environmental regulation compliance in all resource areas.

Short Term Objectives: Focus limited staff on programs and resource areas where partnerships are available or programs are legislatively required. Finalize the 2010 re-inventory of greenhouse gas emissions and approve the Energy Action Plan.

FISCAL IMPACT

There is no fiscal impact directly related to adopting the GHG inventories. This work has been funded through East Bay Energy Watch with a small contribution of \$1650 out of the City's Climate Change and Energy Efficiency budget.

In order to reduce GHG emissions as highlighted in the climate action plans, different sets of measures could be taken. These measures center around energy retrofits, water saving retrofits and transportation measures aimed at increasing fuel efficiency. While all these measures carry an upfront cost, the kWh, water and fuel savings do cumulate and provide residents and businesses with considerable monthly savings. The City currently has a budget of \$10,000 annually for climate and energy efficiency work. Additionally, the City takes advantage of partnerships and grants through East Bay Energy Watch and other programs to bring programs to our residents and businesses. Other measures such as behavior change and implementing new policies, such as becoming part of a Community Choice Aggregation (CCA) or implementing an anti-idling policy carry no cost and have great emissions reduction potential, as well as other health and environmental related benefits.

Therefore depending on which measures are implemented, initial expenditures may be created to varying degrees. However any expenditure will be offset by the monthly water, fuel or energy savings that they bring.

DISCUSSION

Background

In 2007 Antioch joined ICLEI, an international collective of local governments dedicated to sustainability. At that time, the City began exploring ways to reduce GHG emissions in order to comply with state law. These efforts follow ICLEI's 5 milestones of the Cities for Climate Protection program. The goal is to set up a framework which enables cities to accurately measure emissions, set reduction targets, create plans on how to meet those targets implement them and track results.

Antioch's Milestones:

- 2007: The City of Antioch Joins ICLEI (Resolution 2007/69).
- 2009: Established GHG reduction targets and adopted 2005 inventory (Resolution 2009/57). (Set a Target)
- 2011: Adopted Municipal and Community Climate Action Plans (Resolution 2011/39). (Climate Action Plan)
- 2015-2016: Completed 2010 and 2015 community and municipal greenhouse gases inventories. (Monitor Success)

In 2007, Antioch completed its 2005 Community baseline inventory, a measure of all emissions created within Antioch City limits. The Municipal 2005 baseline inventory was also completed, tracking all the emissions created by city operations. Both inventories were completed using the CCAP 2003 software. Staff also created a Community Climate Action Plan (CCAP) and a Municipal Climate Action Plan (MCAP). The CCAP set a target of reducing Antioch's emissions by 25% by 2020 while the MCAP set a target of reducing city operation emissions by 25% by 2020. Both these plans also described the different methods which could be implemented in order to reduce emissions. Each measure was described in detail and given an associated cost and associated benefits, both in terms of estimated emissions reduction and other community benefits. Both Plans were approved by City Council on May 24, 2011.

Figure 1



In 2012 work on the 2010 Community and Municipal inventories began. As part of the 2010 inventory the 2005 figures were partially updated. This work was done by QuEST using the CACP 2009 software and funded by PG&E.

In 2015, the City of Antioch, using a generous grant from the East Bay Energy Watch was able to share a CivicSpark AmeriCorps Fellow, Amaury Berteaud, with two other Contra Costa jurisdictions. The CivicSpark program is a Governor's initiative AmeriCorps program, dedicated to helping local governments with issues relating to climate change and sustainability. Mr. Berteaud created Antioch's 2015 Community and Municipal Inventory. Since ICLEI is now using a software called ClearPath to track emissions, this project included recreating the 2005 and 2010 inventories using the ClearPath tool. Table 1 below is the emissions inventory for all 3 years using the ClearPath program.

Table 1

Municipal Emissions (in MTCO₂e)				
Sector	2005	2010	2015	% Change
Buildings & Facilities	1592	1846	1187	-25.44%
Street Lights & Traffic Signals	917	807	486	-47.00%
Vehicle Fleet	1190	1171	1839	54.54%
Employee Commute	720	457	658	-8.61%
Solid Waste Facilities	492	575	504	2.44%
Water & Wastewater Treatment Facilities	2828	2369	1443	-48.97%
Total	7739	7225	6117	-20.96%

Table 2

Community Emissions (in MTCO₂e)				
Sector	2005	2010	2015	% Change
Transportation and & Mobile Sources	276695	284453	261405	-5.53%
Solid Waste	27536	20580	18936	-31.23%
Water & Wastewater	3494	2876	2884	-17.46%
Commercial Energy	56673	60782	40616	-28.33%
Industrial Energy	2742	2658	1199	-56.27%
Residential Energy	135643	131722	118465	-12.66%
Total	502783	503071	443505	-11.79%

- Analysis

Antioch has made lead way in reducing our greenhouse gas emissions over the last 10 years. We have more work to do in order to meet our 25% emissions reduction goals

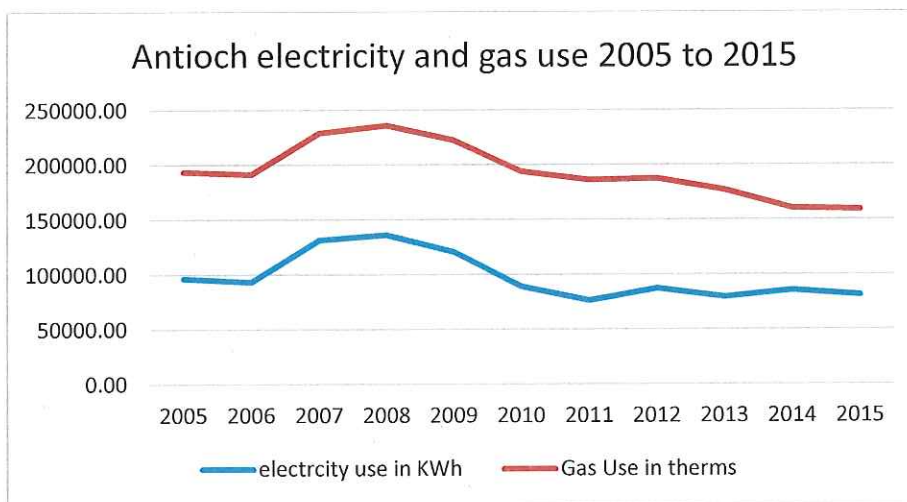
by 2020 and the state laws requiring 40% reduction of emissions by 2030 and 80% reduction by 2050.

Community Inventory

The figures for the 2005 inventory were edited quite substantially in order to account for a change in the methodology for the transportation sector emissions. This means that compared to the figures in the 2011 Climate Action Plan, the 2005 emissions are 40% higher. This change was necessary in order to have consistent methods across inventories and avoid having upwards of a 40% artificial increase between the 2005 and 2010 inventories.

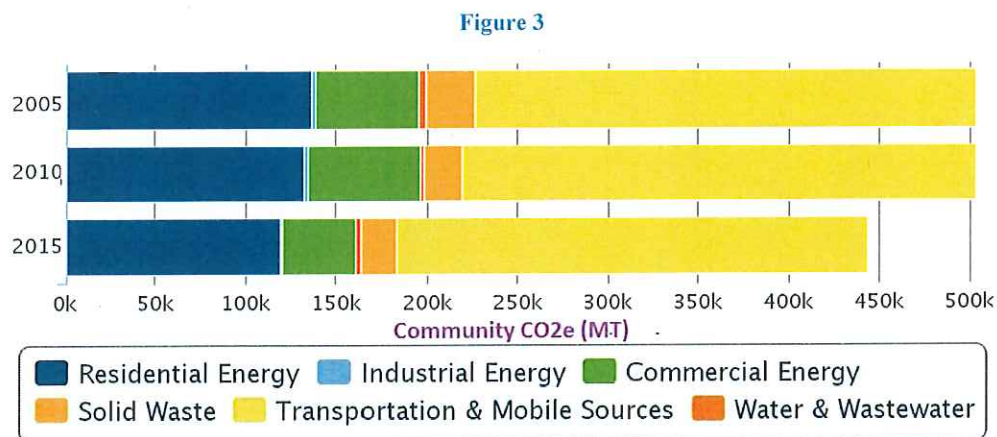
The Community emissions for 2010 were only slightly below the 2005 figures. We believe that emissions spiked from 2005 to 2008 but that due to the great recession, they then decreased. The fact that the inventories are created every 5 years, however, means that we can only make such a prediction by using PG&E energy usage data, which we have on a year to year basis and assuming trends are similar for all the other sectors

Figure 2



Finally, the emissions for 2015 were significantly lower than both the 2005 and 2010 emissions, by about 12%. These changes are due to a number of factors. In the waste sector, the mandatory commercial recycling law, as well as waste prevention outreach efforts mean that less and less tons are being land filled, greatly decreasing emissions. Additionally, in 2009, Keller Canyon Landfill, which received the majority of the communities' solid waste, opened a landfill gas recovered turbine, decreasing the amount of methane that was released on site. In the energy sector, changes in PGE's energy mix mean less emissions per kWh, this combined with different energy efficiency efforts and the rise of renewable energy also mean decreasing emissions. In the transportation sector, both the rise of fuel efficiency and a decrease of vehicle miles travelled mean lower emissions. This decrease in vehicle miles travelled can be partially attributed to increases in public transit usage and in active modes of

transportation such as biking. Such results indicate that programs such as Spare the Air and Bike to Work day are having a meaningful impact.



In order to meet the 2020 goal set in 2009 with Resolution 2009/57, the City of Antioch must implement measures which will bring a further 13% reduction in emissions. We already know that the BART extension will reduce VMT and that continued drive to increase fuel efficiency will further reduce transportation related emissions. In the waste sector, fully implementing commercial organics recycling will allow the City to further divert waste from the landfill, and to also reduce emissions. In light of these factors there are three different CAP measures the City could take to achieve its goals with the lowest cost. First, heavily promote energy efficiency to businesses, homeowners and multi-family complexes. At minimal cost to the City, this measure will allow constituents to save both money and energy. A second measure is to continue promoting the use of public transportation and active modes such as biking and walking. The final measure and by far the most effective is for the City to join a Community Choice Aggregation program. This would boost the proportion of electricity coming from renewable energy by 20%, greatly reducing emissions at no cost to either the City or the constituents.

Municipal Inventory

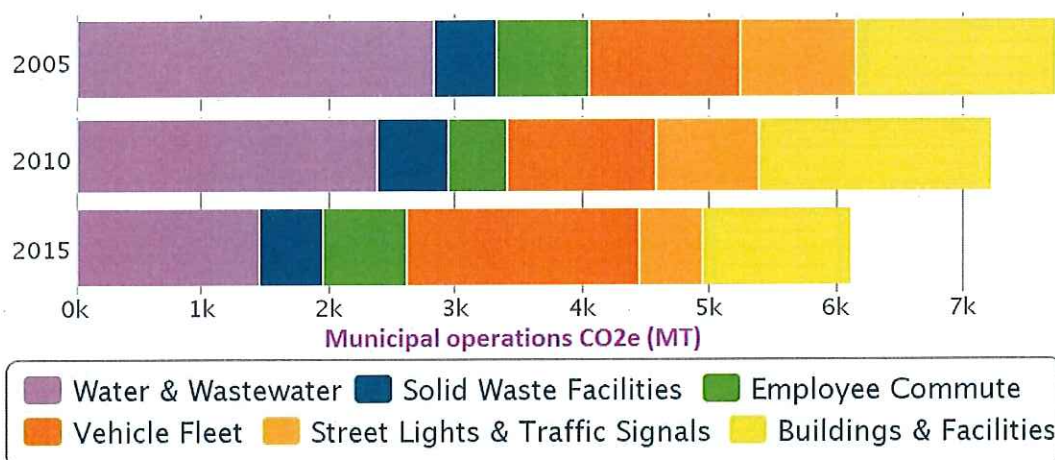
For the Municipal inventory, the City has direct control over the emissions. Since the emissions only account for City operations, they are a direct reflection of the efforts the City is making. Any project implemented can have great impact and drastically reduce emissions. From 2005 to 2015 there was an overall 21% reduction in emissions getting us very close the 2020 25% reduction objective. This is a testament to the strides that have been made by the City.

From 2005 to 2010 there was a 6.5% overall reduction in emissions. This reduction is attributed to a few key factors. First an overall reduction in the size of the fleet combined with a 36 hour work schedule provide for a great reduction in both employee commute and fleet emissions. Second, since the water treatment plan is a substantial part of the emissions, efforts in water conservation throughout the City and efficiency upgrades in the Water Department helped reduce emissions on that front. Finally a 2010-2011 facilities lighting and streetlights retrofit also helped reduce energy usage and therefore emissions. It is worth noting that the emissions from the waste sector

increased, which we believe is due to an increase in the illegal dumping within Antioch, which was collected and logged as part of the City's waste totals.

From 2010 to 2015 there was a 15% reduction in emission. This is a due to a few factors. First, the street light retrofits brought a further 40% reduction in electricity usage. Second continued water conservation efforts further contributed to lower emissions from the water plant. Third, retrofits in city buildings also lowered electricity usage. Finally, an uptake in recycling within cities facilities lowered the waste sector emissions. It's worth noting that both the employee commute and fleet emissions did go up, but that was expected since the work schedule went back to a 40 hour week.

Figure 4



In order to meet the goals highlighted by the MCAP, the City of Antioch must implement measures which will bring a further 4% reduction in emissions. On top of continuing water conservation, recycling and electricity efficiency efforts there are three measures which with little or no cost to the City would allow Antioch to meet and exceed the goals of the MCAP. First, implementing a CCA, will have the same impact as the community emissions, it will slash 20% of all electricity emissions with no extra cost to the City. Second, implementing a 9/80 schedule would reduce both fleet emissions and employee commute, thus further reducing emissions. Finally implementing an anti-idling policy and implementing green purchasing policies for the fleet would allow the City not only to run an exemplary fleet of hybrids and EV's but also to greatly reduce unnecessary fuel usage.

ATTACHMENTS

A. Resolution

RESOLUTION NO. 2016/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING THE GREENHOUSE GASES EMISSION INVENTORY FOR 2010 AND 2015 AND THE UPDATED 2005 INVENTORY

WHEREAS, there is a consensus among the world's leading scientists that global warming caused by human emission of greenhouse gases is among the most significant problems facing the world today;

WHEREAS, documented impacts of global warming include but are not limited to increased occurrences of extreme weather events (i.e., droughts and floods), adverse impacts on plants and wildlife habitats, threats to global food and water supplies – all of which have an economic impact on communities and their local governments;

WHEREAS, leading scientists have projected that stabilization of climate change in time to minimize such impacts will require a reduction of global warming emissions to 80 percent below current levels by the year 2050;

WHEREAS, currently the United States is responsible for producing approximately 25 percent of the world's global warming pollutants;

WHEREAS, the State of California has mandated statewide reduction of greenhouse gas emissions to 80 percent below 1990 levels by 2050;

WHEREAS, cities have a unique role to play in reducing greenhouse gas emissions and preparing for the impacts of climate change through their local jurisdiction over policy areas such as air quality, land use planning, transportation, zoning, forest preservation, water conservation, wastewater and solid waste management;

WHEREAS, the economic arguments for implementing climate solutions are compelling, from the near-term economic gains of energy efficiency to the long-term climate stabilization that can prevent irreparable harm from catastrophic climate change impacts;

WHEREAS, many cities throughout the nation, both large and small, are reducing global warming pollutants through programs that provide economic and quality of life benefits such as reducing energy bills, preserving green space, implementing better land use policies, improving air quality, promoting waste-to-energy programs, expanding transportation and work choices to reduce traffic congestion, and fostering more economic development and job creation through energy conservation and new technologies;

WHEREAS, the City of Antioch joined ICLEI and became a partner in the Cities for Climate Protection Campaign in 2007;

RESOLUTION NO. 2016/**

September 13, 2016

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WHEREAS, as a Full Member of ICLEI and participant of the Cities for Climate Protection Campaign, with Resolution 2007/69, the City of Antioch pledged to take a leadership role in promoting public awareness about the causes and impacts of climate change and to undertake the Cities for Climate Protection Campaign's five milestones to reduce both greenhouse gas and air pollution emissions throughout the community, and specifically:

- Conduct a greenhouse gas emissions inventory and forecast to determine the source and quantity of greenhouse gas emissions in the jurisdiction;
- Establish a greenhouse gas emissions reduction target;
- Develop an action plan with both existing and future actions which when implemented will meet the local greenhouse gas reduction target;
- Implement the action plan; and
- Monitor and report progress; and

NOW, THEREFORE BE IT RESOLVED, that the City of Antioch is in the process of the 4th and 5th bullet points above and as part of the 'monitor and report progress' milestone does adopt the following as our 2005, 2010 and 2015 greenhouse gas emissions inventories:

Municipal CO₂e Emissions (in MTCO₂e)			
Sector	2005	2010	2015
Buildings & Facilities	1592	1846	1187
Street Lights & Traffic Signals	917	807	486
Vehicle Fleet	1190	1171	1839
Employee Commute	720	457	658
Solid Waste Facilities	492	575	504
Water & Wastewater Treatment Facilities	2828	2369	1443
Total	7739	7225	6117

Community CO₂e Emissions (in MTCO₂e)			
Sector	2005	2010	2015
Transportation and & Mobile Sources	276695	284453	261405
Solid Waste	27536	20580	18936
Water & Wastewater	3494	2876	2884
Commercial Energy	56673	60782	40616
Industrial Energy	2742	2658	1199
Residential Energy	135643	131722	118465
Total	502783	503071	443505

RESOLUTION NO. 2016/**

September 13, 2016

Page 3

BE IT FINALLY RESOLVED that the City will continue to take steps to reduce local greenhouse gas emissions and to prepare for and build resilience to impact related to climate change.

* * * * *

I **HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:


ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH



STAFF REPORT TO THE CITY COUNCIL AND CITY COUNCIL AS SUCCESSOR AGENCY TO THE ANTIOCH DEVELOPMENT AGENCY

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council and City Council as Successor Agency to the Antioch Development Agency

SUBMITTED BY: Michael G. Vigilia, City Attorney 

SUBJECT: Conflict of Interest Code for the City of Antioch and City as Successor Agency to the Antioch Development Agency

RECOMMENDED ACTION

It is recommended that:

- 1) The City Council adopt a resolution adopting the updated Conflict of Interest Code for the City of Antioch and authorizing the City Manager to execute the attached Biennial Notice; and
- 2) The City Council as Successor Agency to the Antioch Development Agency adopte a resolution adopting the updated Conflict of Interest Code for the City as Successor Agency to the Antioch Development Agency and authorizing the City Manager to execute the attached Biennial Notice.

STRATEGIC PURPOSE

Strategy L-3, Encourage and enhance culture of cooperation and transparency at City Hall.

FISCAL IMPACT

No fiscal impact related to this item.

DISCUSSION

Pursuant to the Political Reform Act (Cal. Gov't Code sections 87100 *et. seq.*), a Conflict of Interest Code designates positions within an agency that make, or participate in making, governmental decisions that may have a material effect on the financial interest of the person holding such position. A Conflict of Interest Code also indicates disclosure categories, which list the specific types of financial interests that must be disclosed annually by the designated official or employee.

City

To comply with the Political Reform Act, the City is required to review its Conflict of Interest Code every two years to determine if amendments are necessary to include new positions, delete abolished positions, revise job titles or revise disclosure categories. Positions that still exist, even if they are currently vacant, frozen or unbudgeted are still shown. Appendix B to Attachment A shows proposed revisions to

designated positions to conform to the City's current organization chart and list of existing but unbudgeted positions in redline format with explanatory notes in comment boxes in the right margins (the final adopted document will not have the redlines or comment boxes).

City as Successor Agency to the Antioch Development Agency

AB 1484 made Successor Agencies separate legal entities subject to the Political Reform Act. The City, as Successor Agency to the Antioch Development Agency adopted its own Conflict of Interest Code in 2012. Appendix B to Attachment B shows proposed revisions to designated positions to conform to the City/Successor Agency's current organization chart and list of existing but unbudgeted positions in redline format with explanatory notes in comment boxes in the right margins (the final adopted document will not have the redlines or comment boxes).

ATTACHMENTS

- A: Resolution 2016/**
 - Exhibit 1—Conflict of Interest Code
 - Appendix A – Disclosure Categories
 - Appendix B – Designated Officials and Employees
 - Exhibit 2 – Biennial Notice

- B: SA Resolution 2016/**
 - Exhibit 1—Conflict of Interest Code
 - Appendix A – Disclosure Categories
 - Appendix B – Designated Officials and Employees
 - Exhibit 2 – Biennial Notice

RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
ADOPTING AN UPDATED CONFLICT OF INTEREST CODE**

WHEREAS, pursuant to the Political Reform Act (Cal. Gov't Code section 87100, et. seq.), the City is required by October 1 of each even-numbered year to review and update its Conflict of Interest Code as necessary; and

WHEREAS, Appendix "B" of said Code is proposed to be updated by deleting positions that are no longer in existence, adding new positions, and updating job titles.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby adopts the updated City of Antioch Conflict of Interest Code attached as Exhibit 1, including Appendices A (Disclosure Categories) and B (Designated Officials and Employees), and incorporated herein by reference.

BE IT FURTHER RESOLVED that the City Manager or designee is authorized to execute the Local Agency Biennial Notice as required by law.

* * * * *

I **HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September 2016, by the following vote:

AYES:

ABSENT:

NOES:

**ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH**

Exhibit 1

Conflict of Interest Code of the City of Antioch

The Political Reform Act (Government Code §§ 81000, et seq.) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. §18730) which contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency's code and which may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act after public notice and hearings. Therefore, the terms of 2 California Code of Regulations § 18730 and any amendments to it duly adopted by the Fair Political Commission along with the attached Appendix in which officials and employees are designated and disclosure categories are set forth, are hereby incorporated by reference and constitute the conflict of interest code of the City of Antioch.

Individuals in designated positions shall file statements of economic interests with the City Clerk, which will make the statements available for public inspection and reproduction. (Government Code § 81008.) Statements filed by all individuals in designated positions will be retained by the City Clerk.

APPENDIX "A"

DISCLOSURE CATEGORIES

Disclosure Category

1 All Interests in Real Property.

This includes any leasehold, beneficial or ownership interest, or an option to acquire such an interest, in real property located within the City of Antioch, or within two miles of the city limits or of and land owned or used by the City. This includes interests owned directly, indirectly or beneficially by the designated employee, or other filer, or his or her immediate family if the fair market value of the interest is \$2,000.00 or more. Interests in real property of an individual includes a pro rate share of interests in real property of any business entity or trust in which the individual or immediate family owns, directly or indirectly or beneficially, a 10% interest or greater. It is not required to disclose a residence which was used exclusively by the filer as his or her personal residence, unless it is also a place of business, or interests acquired by a blind trust pursuant to FPPC Regulation 18235.

2 All Investments not Held by Business Entity or Trust.

This includes any financial interest in any business entity located in or doing business within the City in which the filer or the filer's immediate family had a direct, indirect or beneficial interest aggregating \$2,000.00 or more during the reporting period. A business entity is located in or doing business in the jurisdiction if it, a parent or subsidiary, or a related business entity manufactures, distributes, sells or purchases products or services on a regular basis in the jurisdiction; or plans to do business in the jurisdiction; or has done business in the jurisdiction within the previous two years; or has an interest in real property in the jurisdiction; or has an office in the jurisdiction.

This does not include bank accounts, savings accounts and money market accounts; insurance policies; shares in a credit union; government bonds; diversified mutual funds registered with the Securities and Exchange Commission; common fund trust fund created under Financial Code 1564; individual retirement accounts invested in non-reportable interests such as insurance policies, diversified mutual funds or government bonds.

3 Investments Held by a Business Entity or Trust.

This includes investments held by a business entity if the filer's pro rate share of the investment is \$2,000.00 or more and the investment is in a business entity located in, or doing business in, the jurisdiction.

4 Income (other than loans, gifts and honoraria).

This includes gross income and the filer's community property interest in spouse's gross income. Gross income is the total amount of income before deducting expenses, losses or taxes. Income aggregating \$500.00 or more received from any source located in or doing business in the jurisdiction must be disclosed, as defined in the real property disclosure category.

It is not required to report salary or reimbursements for expenses and per diem from a federal, state or local government agency; or reimbursement for travel expenses and per diem received from a bona fide educational, academic or charitable organization; or campaign contributions; or a devise or inheritance; or dividends, interest or other return on a security which is registered with the Securities and Exchange Commission; or payments from an insurance company; or interest, dividends, or premiums on a time or demand deposit in a financial institution, shares in a credit union, an insurance policy or bond or other debt issued by a government agency; or income of dependent children; or alimony or child support payments; or payments received under a defined benefit pension plan.

5 Income (loans, gifts and honoraria).

This includes loans received by the filer or the filer's spouse aggregating \$500.00 or more from a single source which is located in or doing business in the jurisdiction, as defined for real property disclosures. This also includes gifts with an aggregate value of \$50.00 or more received during the reporting period from a single source. All gifts are reportable without regard to where the donor is located. Any number of gifts from one person, the value of which adds up to \$50.00 or more during the reporting period must be disclosed. This also includes honoraria, such as payment for making a speech, publishing an article, or attending an event. Payments aggregating \$50.00 or more during the reporting period must be disclosed. All of these forms of income are subject to the exceptions and exemptions provided by the Fair Political Practices Act and its regulations.

APPENDIX "B" DESIGNATED OFFICIALS AND EMPLOYEES

The following officials and employees hold positions requiring disclosure of financial interests pursuant to California Government Code Section 87200 and shall file a Form 700:

Mayor and City Council Members
 Planning Commissioners
 City Treasurer
 City Manager
 City Attorney
 Finance Director

The following officials, employees and consultants are in the following disclosure categories:

<u>Position</u>	<u>Category</u>
Board of Administrative Appeals.....	1, 2, 3, 4, 5
Building Board of Appeals	1, 2, 3, 4, 5
Economic Development Commissioners	1, 2, 3, 4, 5
Parks and Recreation Commissioners.....	1, 2, 3, 4, 5
 <u>City Attorney's Office</u>	
City Attorney	1, 2, 3, 4, 5
Deputy City Attorney.....	1, 2, 3, 4, 5
 <u>City Clerk's Office</u>	
City Clerk	1, 2, 3, 4, 5
Deputy City Clerk.....	1, 2, 3, 4, 5
 <u>City Manager's Office</u>	
City Manager	1, 2, 3, 4, 5
Assistant City Manager.....	1, 2, 3, 4, 5
Project Manager	1, 2, 3, 4, 5

Community Development

Community Development Director..... 1, 2, 3, 4, 5
Planning Manager.....1, 2, 3, 4, 5
Planners -- Assistant, Associate and Senior 1, 2, 3, 4, 5
Building Inspection Services Manager..... 1, 2, 3, 4, 5
Building Inspector..... 1, 2, 3, 4, 5
Code Enforcement Manager..... 1, 2, 3, 4, 5
Code Enforcement/Asset Recovery Coordinator 1, 2, 3, 4, 5
Code Enforcement Officer 2, 3, 4, 5
Administrative Analyst 1, 2, 3, 4, 5

Economic Development Department

Economic Development Director 1, 2, 3, 4, 5
Economic Development Program Manager 1, 2, 3, 4, 5

Finance Department

Finance Director 1, 2, 3, 4, 5
Deputy Finance Director 1, 2, 3, 4, 5
Finance Services Supervisor 1, 2, 3, 4, 5
Buyer 1, 2, 3, 4, 5

Human Resources Department

Administrative Services Director 1, 2, 3, 4, 5
Human Resources Director 1, 2, 3, 4, 5
Administrative Analyst 1, 2, 3, 4, 5

Information Systems Department

Information Systems Director 1, 2, 3, 4, 5
Information Systems Project Manager..... 1, 2, 3, 4, 5

Police Department

Chief of Police 1, 2, 3, 4, 5
Police Captain 1, 2, 3, 4, 5
Police Lieutenant 1, 2, 3, 4, 5
Administrative Analyst 1, 2, 3, 4, 5

Public Works Department

Public Works Director/City Engineer.....	1, 2, 3, 4, 5
Deputy Director of Public Works.....	1, 2, 3, 4, 5
Water Treatment Plant Superintendent	1, 2, 3, 4, 5
Collection Systems Superintendent.....	1, 2, 3, 4, 5
Water Distribution Superintendent.....	1, 2, 3, 4, 5
Assistant City Engineer.....	1, 2, 3, 4, 5
Engineers –Assistant, Associate, Senior	1, 2, 3, 4, 5
Senior Public Works Inspector.....	1, 2, 3, 4, 5
Public Works Inspector.....	1, 2, 3, 4, 5
Administrative Analyst	1, 2, 3, 4, 5

Parks and Recreation Department

Parks and Recreation Director.....	1, 2, 3, 4, 5
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** Consultants shall be designated on a case-by-case basis, depending upon the nature of their services. The city manager may determine, in writing, that a particular consultant, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in the City’s Conflict of Interest Code. Such written determination shall include a description of the consultant’s duties and, based upon that description, a statement of the extent of the disclosure requirements. The city manager’s determination shall be a public record and shall be retained for public inspection in the same manner and location as this chapter.*

2016 Local Agency Biennial Notice

Name of Agency: City of Antioch

Mailing Address: P.O. Box 5007 Antioch, CA 94531-5007

Contact Person: Michael Vigilia, City Attorney Phone No. 925 -79-7015

Email: mvigilia@ci.antioch.ca.us Alternate Email: _____

Accurate disclosure is essential to monitor whether officials have conflicts of interest and to help ensure public trust in government. The biennial review examines current programs to ensure that the agency's code includes disclosure by those agency officials who make or participate in making governmental decisions.

This agency has reviewed its conflict of interest code and has determined that (*check one BOX*):

An amendment is required. The following amendments are necessary:

(*Check all that apply.*)

- Include new positions
- Revise disclosure categories
- Revise the titles of existing positions
- Delete titles of positions that have been abolished and/or positions that no longer make or participate in making governmental decisions
- Other (*describe*) _____

The code is currently under review by the code reviewing body.

No amendment is required. (If your code is over five years old, amendments may be necessary.)

Verification (to be completed if no amendment is required)

This agency's code accurately designates all positions that make or participate in the making of governmental decisions. The disclosure assigned to those positions accurately requires that all investments, business positions, interests in real property, and sources of income that may foreseeably be affected materially by the decisions made by those holding designated positions are reported. The code includes all other provisions required by Government Code Section 87302.

Signature of Chief Executive Officer

Date

All agencies must complete and return this notice regardless of how recently your code was approved or amended. Please return this notice no later than **October 3, 2016**, or by the date specified by your agency, if earlier, to:

(PLACE RETURN ADDRESS OF CODE REVIEWING BODY HERE)

PLEASE DO NOT RETURN THIS FORM TO THE FPPC.

SA RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH AS
SUCCESSOR AGENCY TO THE ANTIOCH DEVELOPMENT AGENCY
ADOPTING AN UPDATED CONFLICT OF INTEREST CODE**

WHEREAS, pursuant to the Political Reform Act (Cal. Gov't Code section 87100, et. seq.), the City as Successor Agency to the Antioch Development Agency is required by October 1 of each even-numbered year to review and update its Conflict of Interest Code as necessary; and

WHEREAS, Appendix "B" of said Code is proposed to be updated by deleting positions that are no longer in existence, adding new positions, and updating job titles.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch as Successor Agency to the Antioch Development Agency hereby adopts the updated City of Antioch as Successor Agency to the Antioch Development Agency Conflict of Interest Code attached as Exhibit 1, including Appendices A (Disclosure Categories) and B (Designated Officials and Employees), and incorporated herein by reference.

BE IT FURTHER RESOLVED that the City Manager or designee is authorized to execute the Local Agency Biennial Notice as required by law.

* * * * *

I **HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch as Successor Agency to the Antioch Development Agency at a regular meeting thereof, held on the 13th day of September 2016, by the following vote:

AYES:

ABSENT:

NOES:

**ARNE SIMONSEN
RECORDING SECRETARY**

Exhibit 1

Conflict of Interest Code of the City of Antioch as Successor Agency to the Antioch Development Agency

The Political Reform Act (Government Code §§ 81000, et seq.) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. §18730) which contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency's code and which may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act after public notice and hearings. Therefore, the terms of 2 California Code of Regulations § 18730 and any amendments to it duly adopted by the Fair Political Commission along with the attached Appendix in which officials and employees are designated and disclosure categories are set forth, are hereby incorporated by reference and constitute the conflict of interest code of the City of Antioch as Successor Agency to the Antioch Development Agency.

Individuals in designated positions shall file statements of economic interests with the City Clerk, which will make the statements available for public inspection and reproduction. (Government Code §81008.) Statements filed by all individuals in designated positions will be retained by the City Clerk.

APPENDIX "A"

DISCLOSURE CATEGORIES

Disclosure Category

1 **All Interests in Real Property.**

This includes any leasehold, beneficial or ownership interest, or an option to acquire such an interest, in real property located within the City of Antioch, or within two miles of the city limits or of land owned or used by the City. This includes interests owned directly, indirectly or beneficially by the designated employee, or other filer, or his or her immediate family if the fair market value of the interest is \$2,000.00 or more. Interests in real property of an individual includes a pro rate share of interests in real property of any business entity or trust in which the individual or immediate family owns, directly or indirectly or beneficially, a 10% interest or greater. It is not required to disclose a residence which was used exclusively by the filer as his or her personal residence, unless it is also a place of business, or interests acquired by a blind trust pursuant to FPPC Regulation 18235.

2 **All investments not Held by Business Entity or Trust.**

This includes any financial interest in any business entity located in or doing business within the City in which the filer or the filer's immediate family had a direct, indirect or beneficial interest aggregating \$2,000.00 or more during the reporting period. A business entity is located in or doing business in the jurisdiction if it, a parent or subsidiary, or a related business entity manufactures, distributes, sells or purchases products or services on a regular basis in the jurisdiction; or plans to do business in the jurisdiction; or has done business in the jurisdiction within the previous two years; or has an interest in real property in the jurisdiction; or has an office in the jurisdiction.

This does not include bank accounts, savings accounts and money market accounts; insurance policies; shares in a credit union; government bonds; diversified mutual funds registered with the Securities and Exchange Commission; common fund trust fund created under Financial Code ' 1564; individual retirement accounts invested in non-reportable interests such as insurance policies, diversified mutual funds or government bonds.

3 Investments Held by a Business Entity or Trust.

This includes Investments held by a business entity if the filer's pro rate share of the investment is \$2,000.00 or more and the investment is in a business entity located in, or doing business in, the jurisdiction.

4 Income (other than loans, gifts and honoraria).

This includes gross income and the filer's community property interest in spouse's gross income. Gross income is the total amount of income before deducting expenses, losses or taxes. Income aggregating \$500.00 or more received from any source located in or doing business in the jurisdiction must be disclosed, as defined in the real property disclosure category.

It is not required to report salary or reimbursements for expenses and per diem from a federal, state or local government agency; or reimbursement for travel expenses and per diem received from a bona fide educational, academic or charitable organization; or campaign contributions; or a devise or inheritance; or dividends, interest or other return on a security which is registered with the Securities and Exchange Commission; or payments from an insurance company; or interest, dividends, or premiums on a time or demand deposit in a financial institution, shares in a credit union, an insurance policy or bond or other debt issued by a government agency; or income of dependent children; or alimony or child support payments; or payments received under a defined benefit pension plan.

5 Income (loans, gifts and honoraria).

This includes loans received by the filer or the filer's spouse aggregating \$500.00 or more from a single source which is located in or doing business in the jurisdiction, as defined for real property disclosures. This also includes gifts with an aggregate value of \$50.00 or more received during the reporting period from a single source. All gifts are reportable without regard to where the donor is located. Any number of gifts from one person, the value of which adds up to \$50.00 or more during the reporting period must be disclosed. This also includes honoraria, such as payment for making a speech, publishing an article, or attending an event. Payments aggregating \$50.00 or more during the reporting period must be disclosed. All of these forms of income are subject to the exceptions and exemptions provided by the Fair Political Practices Act and its regulations.

APPENDIX "B" DESIGNATED OFFICIALS AND EMPLOYEES

The following officials and employees hold positions requiring disclosure of financial interests pursuant to California Government Code Section 87200 and shall file a Form 700:

City Treasurer
Finance Director

The following officials, employees and consultants are in the following disclosure categories:

Members of City Council as Successor Agency to the Antioch Development Agency..... 1, 2, 3, 4, 5

Office of the City Attorney

City Attorney 1, 2, 3, 4, 5
Deputy City Attorney 1, 2, 3, 4, 5

City Clerk's Office/Secretary

City Clerk 1, 2, 3, 4, 5
Deputy City Clerk 1, 2, 3, 4, 5

Office of the City Manager

City Manager 1, 2, 3, 4, 5
Assistant City Manager 1, 2, 3, 4, 5
Administrative Analyst 1, 2, 3, 4, 5

Economic Development Department

Economic Development Director 1, 2, 3, 4, 5

Community Development Department

Community Development Director 1, 2, 3, 4, 5
Planning Manager 1, 2, 3, 4, 5
Building Inspection Services Manager 1, 2, 3, 4, 5

Finance Department

Finance Director 1, 2, 3, 4, 5
Assistant Finance Director..... 1, 2, 3, 4, 5

** Consultants shall be designated on a case-by-case basis, depending upon the nature of their services. The city manager may determine, in writing that a particular consultant, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in the Conflict of Interest Code. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of the disclosure requirements. The city manager's determination shall be a public record and shall be retained for public inspection in the same manner and location as this chapter.*

2016 Local Agency Biennial Notice

Name of Agency: City of Antioch as Successor Agency to Antioch Development Agency

Mailing Address: P.O. Box 5007 Antioch, CA 94531-5007

Contact Person: Michael Vigilia, City Attorney Phone No. 925-779-7015

Email: mvigilia@ci.antioch.ca.us Alternate Email: _____

Accurate disclosure is essential to monitor whether officials have conflicts of interest and to help ensure public trust in government. The biennial review examines current programs to ensure that the agency's code includes disclosure by those agency officials who make or participate in making governmental decisions.

This agency has reviewed its conflict of interest code and has determined that (*check one BOX*):

An amendment is required. The following amendments are necessary:

(Check all that apply.)

- Include new positions
- Revise disclosure categories
- Revise the titles of existing positions
- Delete titles of positions that have been abolished and/or positions that no longer make or participate in making governmental decisions
- Other (*describe*) _____

The code is currently under review by the code reviewing body.

No amendment is required. (If your code is over five years old, amendments may be necessary.)

Verification (to be completed if no amendment is required)

This agency's code accurately designates all positions that make or participate in the making of governmental decisions. The disclosure assigned to those positions accurately requires that all investments, business positions, interests in real property, and sources of income that may foreseeably be affected materially by the decisions made by those holding designated positions are reported. The code includes all other provisions required by Government Code Section 87302.

Signature of Chief Executive Officer

Date

All agencies must complete and return this notice regardless of how recently your code was approved or amended. Please return this notice no later than **October 3, 2016**, or by the date specified by your agency, if earlier, to:

(PLACE RETURN ADDRESS OF CODE REVIEWING BODY HERE)


PLEASE DO NOT RETURN THIS FORM TO THE FPPC.



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Nickie Mastay, Administrative Services Director 

SUBJECT: Delegation of Authority for Disability Retirement Claims Applications for California Public Employees Retirement System (CalPERS)

RECOMMENDED ACTION

It is recommended that the City Council Adopt a Resolution to delegate authority to the City Manager to make applications for disability retirement to the California Public Employees Retirement System (CalPERS) and to initiate requests for reinstatement in accordance with State law.

STRATEGIC PURPOSE

Strategy L-10: Effective and efficient management of all aspects of Human Resource management, including Employer/Employee Relations, labor negotiations, classification and compensation, recruitment and selection, benefits administration, and staff development.

FISCAL IMPACT

No fiscal impact for adopting the resolution.

DISCUSSION

The City of Antioch contracts with CalPERS for its retirement system. As a part of this contract, CalPERS administers a disability retirement program for both local Safety and Miscellaneous members of the retirement system. Various Government Code sections describe the process of filing applications for determination of and appeal to the determination of a disability retirement.

Government Code section 21156 grants authority to the contracting agency to make a determination on the basis of competent medical opinion and whether such disability is "industrial" within the meaning of CalPERS law. The attached resolution delegates authority to the City manager to make Industrial Disability determinations by submitting applications for disability retirement and initiating requests for reinstatement in accordance with State law.

The City Council has previously delegated to the City Manager the authority to make determinations of Industrial Disability Retirement on resolution #3623-A dated

November 27, 1973. Although such authority continues to present day, the statutory references contained in this resolution are now out of date.

The attached resolution is a CalPERS document and contracting agencies are required to have a valid resolution for Delegation of Authority on file. This resolution also reflects the signature of the Mayor.

ATTACHMENTS

- A. Resolution to Delegate Authority to the City Manager for Disability Retirement Claims to CalPERS.
- B. November 27, 1973 Resolution #3623-A

RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
DELEGATING AUTHORITY TO THE CITY MANAGER TO MAKE APPLICATIONS
FOR INDUSTRIAL DISABILITY RETIREMENT AND TO INITIATE REQUESTS FOR
REINSTATEMENT IN ACCORDANCE WITH STATE LAW**

WHEREAS, the City of Antioch is a contracting agency of the California Public Employees' Retirement System; and

WHEREAS, the Public Employees' Retirement Law requires that a contracting agency determine whether an employee of such agency in employment in which he/she is classified as a local safety member is disabled for purposes of the Public Employees' Retirement Law and whether such disability is "industrial" within the meaning of the law; and

WHEREAS, the City Council has determined upon legal advice that it may delegate authority under Government Code Section 21173 to make such determinations to the incumbent of the office/position of City Manager.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

Section 1. That the City Council of the City of Antioch delegate and it does hereby delegate to the incumbent of the office/position of City Manager authority to make applications on behalf of the Agency pursuant to Government Code Section 21152 (c) for disability retirement of all employees and to initiate requests for retirement of such employees who are retired for disability; and

BE IT FURTHER RESOLVED by the City Council of the City of Antioch as follows:

Section 1. That the City Council of the City of Antioch delegate and it does hereby delegate to the incumbent of the office/position of City Manager authority to make determinations of disability on behalf of the Agency under Government Code Section 21156 and whether such disability is industrial and to certify such determinations and all other necessary information to the California Public Employees' Retirement System.

* * * * *

RESOLUTION NO. 2016/**

September 13, 2016

Page 2

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September, 2016, by the following vote:

AYES:

NOES:

ABSENT:

**WADE HARPER
MAYOR OF THE CITY OF ANTIOCH**

ATTEST:

**ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH**

RESOLUTION NO. 3623-A

A RESOLUTION DESIGNATING THE CITY MANAGER BE AUTHORIZED TO ACT IN DETERMINING DISABILITY QUESTIONS FOR PUBLIC SAFETY EMPLOYEES

WHEREAS, the City of Antioch (hereinafter referred to as Agency) is a contracting agency of the Public Employees' Retirement System;

WHEREAS, the Public Employees' Retirement Law requires that a contracting agency determine whether an employee of such agency in employment in which he is classified as a local safety member is disabled for purposes of the Public Employees' Retirement Law and whether such disability is "industrial" within the meaning of such Law;

WHEREAS, the City Council of the City of Antioch has determined upon legal advice that it may delegate authority to make such determinations to the incumbent of the position of City Manager;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ANTIOCH, CALIFORNIA:

That the City Council of the City of Antioch delegate and it does hereby delegate to the incumbent of the position of City Manager authority to make determinations under Section 21023.6, Government Code, on behalf of the Agency, of disability and whether such disability is industrial and to certify such determinations and all other necessary information to the Public Employees' Retirement System; and,

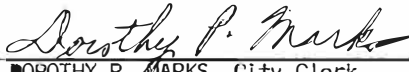
BE IT FURTHER RESOLVED that such incumbent be and he is authorized to make applications on behalf of the Agency for disability retirement of employees in employments in which they are local safety members and to initiate requests for reinstatement of such employees who are retired for disability.

I HEREBY CERTIFY that the foregoing resolution was duly passed and adopted by the City Council of the City of Antioch, County of Contra Costa, State of California, at a regular adjourned meeting of the City Council held on the 27th day of November, 1973 by the following vote:

AYES: Councilmen Giersch, Calvin, Kline, and Mayor Parsons.

NOES: Councilmen None.

ABSENT: Councilman Rodriguez.


DOROTHY P. MARKS, City Clerk



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Arne Simonsen, City Clerk *AS*

APPROVED BY: Nickie Mastay, Administrative Services Director *NM*

SUBJECT: City Clerks Workshop & League of California Cities Annual Conference

RECOMMENDED ACTION

It is recommended that the City Council Authorize associated expenditures for the City Clerk to attend the City Clerks Association of California (CCAC) Workshop and the League of California Cities Annual Conference, October 5-7, 2016 in Long Beach.

STRATEGIC PURPOSE

The recommended action supports the following strategic priorities that are duties of the City Clerk's office:

Strategy L-1: Improve community communications and trust in City government and keep the community well informed as to the activities of the City Departments.

Strategy L-5: Effectively and efficiently manage City Council agenda preparation, noticing and records.

Strategy L-7: Manage the City's Component of Municipal Elections.

Strategy L-8: Coordinate City Boards and Commissions administrative requirements.

FISCAL IMPACT

The FY 2016/17 budget provided for the City Clerk to attend the City Clerks Workshop and Annual League of California Cities Conference. The estimated cost for registration, travel and lodging is \$1,375.

DISCUSSION

- City Clerks Association of California (CCAC) City Clerks Workshop

The City Clerks Workshop includes the CCAC Annual Business meeting, installation of officers for 2016/2017 followed by a workshop on the California Public Records Act (CPRA). The workshop will explore the historical, legal and social applications of the CPRA and identify challenges and opportunities.

- The 2016 League of California Cities Annual Conference and Expo

Some 2,000 City Officials from over 400 Cities throughout California will be attending the League's Annual Conference.

Elected Officials and Staff will be able to choose from more than 60 break-out sessions and City Talks designed to educate and inform. Included are tracks of special interest to City Department and Staff seeking a more personalized professional development experience.

The League's regional divisions also conduct various events throughout the Conference.

The City of Antioch Travel and Expense Policy for Elected and Appointed (non-employee) Officials is attached as Attachment A. Contained therein the Authorization Process states: "Overnight Travel by Elected Official shall be pre-approved by placing the item on the City Council Consent Calendar."

ATTACHMENT

A. Travel and Expense Policy

**CITY OF ANTIOCH
TRAVEL AND EXPENSE POLICY
ELECTED AND APPOINTED OFFICIALS**

PURPOSE

This document establishes the expense and reimbursement policy for all Elected and Appointed (non-employee) Officials of the City of Antioch. As Elected Officials, individuals may incur expenses related to the execution of their duties and responsibilities. These expenses may include the following: personal vehicle use, communication needs (cell phones, internet, and personal phone lines, newspaper subscriptions), and conferences and meetings related to the City's interests. As to Appointed Officials on the Administrative Appeals Board, Design Review Board, Economic Development Commission, Parks and Recreation Commission, Planning Commission, Police Crime Prevention Commission and Investment Committee, there may be opportunities for individuals to attend educational seminars or meetings related to the City's interests as approved by the City Council. Therefore, this policy establishes procedures for requesting and receiving payment for expenses incurred while representing the City on official business.

ADOPTION AND IMPLEMENTATION

The Council is responsible for adopting the expense and reimbursement policy for Elected and Appointed Officials and for approving any subsequent policy revisions.

EXCEPTIONS

The City Council may approve exceptions to this policy on a case-by-case basis for special or unique circumstances.

I. PERSONAL VEHICLE USE

In recognition of the fact that Elected Officials may use their private vehicles while performing their duties, a monthly vehicle allowance will be provided, as allowed pursuant to California Government Code section 1223. In addition to expenses associated with direct use of a private vehicle, this allowance shall also cover related expenses such as bridge tolls and routine parking fees. In order to be eligible for the reimbursement allowance, Elected Officials shall annually provide proof of liability insurance to the City Clerk. The monthly cap on reimbursement of automobile expenses for personal vehicle usage shall be as follows: Mayor: \$450; Council Members: \$350; City Clerk: \$350; City Treasurer: \$350.

**CITY OF ANTIOCH
TRAVEL AND EXPENSE POLICY
ELECTED AND APPOINTED OFFICIALS**

II. COMMUNICATION EQUIPMENT AND SERVICES

In recognition of the fact that City Council members have a significant responsibility to stay in touch with their constituents and City management employees, reimbursement of communication equipment shall be allowed for cell phone service and equipment, internet service and equipment, local and long distance telephone and fax line service and equipment. Individual council members will be responsible for establishing their own communication service providers and all bills for such service will be paid by the individual. Expense reports shall be submitted on the City's form within 30 days of an expense being incurred. The monthly cap on reimbursement of communication equipment and services shall be as follows: Mayor \$100; Council Members \$50. Any communication service expenditures beyond that amount will be borne by the individual elected official.

III. MEMBERSHIPS

The City Council shall decide which groups to join as an entity, such as the League of California Cities or the Antioch Chamber of Commerce, through City Council action including the budget process. Individual memberships in groups by Elected or Appointed Officials shall be the personal expense of those individuals unless otherwise approved in advance by the City Council.

IV. LOCAL CITY EVENTS

Elected City Officials may be reimbursed for the cost of attending local events related to the City's business upon completion of an expense report and documentation of expenses. City funds shall not be used to purchase alcohol or reimburse Elected Officials for alcohol related costs, unless as part of a set price for the event that happens to include alcohol. If a guest accompanies an Elected Official, only the cost of the Elected Official will be reimbursed.

V. TRAVEL

In recognition of the fact that Elected Officials may need to represent the City at conferences and meetings and may incur expenses in the course of their travel, this policy establishes procedures for requesting and receiving payment for travel and travel-related expenditures. Appointed Officials must be specifically authorized by the City Council to attend educational seminars or other meetings in order to seek reimbursement.

**CITY OF ANTIOCH
TRAVEL AND EXPENSE POLICY
ELECTED AND APPOINTED OFFICIALS**

(A) PROCEDURE

The key document in the administrative process is the Travel Authorization/Warrant Request (TAWR). Besides ensuring that travel by Elected and Appointed Officials is conducted within this policy, the TAWR summarizes the total cost of attending conferences, meetings, and seminars and provides documentation for cash advances, vendor payments and credit card purchases. General instructions for completing and processing this form are provided in a separate document.

(B) AUTHORIZATION PROCESS

All travel by an Appointed Official shall be pre-approved by having the item placed on the City Council Consent Calendar. Overnight travel by an Elected Official, shall be pre-approved by having the item placed on the City Council Consent Calendar.

After travel, the Travel Authorization report must be finalized. Finance will review for receipts and policy compliance.

(C) METHODS OF REIMBURSEMENT

There are three ways to request and receive payment for travel and travel-related expenditures: (1) advance payment, (2) reimbursement for actual expenditures, and (3) credit card usage.

(1) Advance payments: Elected Officials may request a cash advance for meals. The advance will be within the IRS approved per diem rates for meals and incidental expenses (**M&IE**) for the location/area visited as listed in Publication 1542. The value of meals provided at conferences, training, or other travel programs will be deducted from the cash advance at the following rate:

Breakfast - 20% Lunch - 30% Dinner - 50%

Other items, such as conference registration, lodging, and air fare may be paid directly to the vendor in advance of travel.

Upon return from travel, all cash advances must be documented with original itemized receipts.

(2) Reimbursement: Elected and Appointed Officials shall be reimbursed for all eligible expenditures upon return from travel for items that have original receipts. A Travel Authorization/Warrant Request with original receipts will be paid by Finance within the regular accounts payable time

**CITY OF ANTIOCH
TRAVEL AND EXPENSE POLICY
ELECTED AND APPOINTED OFFICIALS**

schedule. Reimbursement claims should be submitted within 30 days from the return from travel, and no reimbursements may be made that cross over fiscal years.

(3) Credit Card Usage: Elected and Appointed Officials may use personal credit cards to pay for travel expenses. Original receipts must be included with the Travel Authorization Warrant Request to be eligible for reimbursement.

(D) ELIGIBLE EXPENDITURES

Meals and Incidental Expenses (M & IE)

- **Meals:** City funds shall not be used to purchase alcohol or reimburse Elected or Appointed Officials for alcohol related costs. Meal costs will be reimbursed as supported by original itemized receipts.

- **Personal Meals:** All expenditures must be documented and reimbursement will not exceed the meal schedule listed above.

- **Business Meals:** To qualify as a business meal, the identity of the participants and the business purpose of the discussion must be substantiated.

- **Incidental Expenses:** Those related to City business will be reimbursed at cost as supported by original receipts (e.g., tolls and taxi cabs).

In no event shall the reimbursement for meals and incidental expenses exceed the IRS approved per diem rates for the location visited as listed in Publication 1542.

- **Lodging:** The City will pay lodging expenses for Elected or Appointed Officials during official travel requiring one or more overnight stays. The City will pay for lodging for the evening preceding or subsequent to a meeting or business event when the Elected or Appointed Official would have to travel at unreasonably early or late hours to reach his or her destination.

Elected or Appointed Officials shall make an effort to obtain lodging at or near the facility where official City business is to take place to minimize travel time and transportation costs. The City will pay only for standard single rooms for individual Elected Officials. If lodging is in connection with a conference, lodging expenses must not exceed the group rate published by the conference sponsor. If conference rates are not available, government rates must be requested. A

**CITY OF ANTIOCH
TRAVEL AND EXPENSE POLICY
ELECTED AND APPOINTED OFFICIALS**

list of hotels offering government rates in different areas of the country is available in the Finance Department. Lodging rates that are equal to or less than the government rates are presumed to be reasonable and hence reimbursable for purposes of this policy.

If a double room is requested by an Elected or Appointed Official because he or she is accompanied by a spouse or other person, the difference between the single and double room rate shall be considered the Elected or Appointed Official's personal expense.

Elected or Appointed Officials shall cancel any reservations for lodging they will not use. Any charge for an unused reservation shall be considered the Elected or Appointed Official's personal expense unless failure to cancel the reservation was due to circumstances beyond the Elected Official's control.

- **Personal Entertainment:** No reimbursement will be made for personal entertainment.

- **Guests:** If a guest accompanies an Elected or Appointed Official, only the cost of the Elected or Appointed Official will be reimbursed. All costs above single person will be borne by the Elected or Appointed Official.

- **Discounts:** If offered early registrations should be obtained whenever possible.

- **Telephone/Internet:** The City will pay for all City-related business telephone calls or internet use by an Elected or Appointed Official while traveling on authorized City business. If approved prior to travel, the City may pay for personal internet use up to \$5.00 per day for authorized overnight business travel within California and up to \$10.00 per day for all other authorized overnight business travel.

- **Transportation:** All travel will be made by the method most cost effective for the City. Considerations such as time, distance traveled and cost of transportation should be factors in arriving at the lowest cost. Elected and Appointed Officials shall endeavor to book air travel to take advantage of discounts and nonrefundable ticket fares where practical. All flights shall be booked at coach class or equivalent level. Any additional costs incurred due to personal travel added on before or after the trip will be paid by the Elected or Appointed Official.

Elected and Appointed Officials are encouraged to use their personal vehicles as transportation to and from airports. The cost of traveling from home to the

**CITY OF ANTIOCH
TRAVEL AND EXPENSE POLICY
ELECTED AND APPOINTED OFFICIALS**

airport will be paid for from monthly stipend. If a personal vehicle is left at the airport for more than one day, parking will be reimbursed per day based on long term parking rates or other transportation to and from the airport, whichever is less. Parking will not be reimbursed at the short term parking rate.

The use of rental vehicles is discouraged and shall be authorized only when no other mode of transportation is available or when alternate transportation would be more expensive or impractical. Elected or Appointed Officials must understand that the City's vehicle insurance coverage does not cover the individual driver of a rental car. Therefore, the City Official shall confirm personal coverage under their personal insurance or purchase additional insurance from the rental agency at their own expense. Rental vehicles shall be driven only by Elected or Appointed Officials included on the car rental agreement. Elected or Appointed Officials shall be reimbursed for reasonable taxi fare, airport van, or other public transportation in order to travel from their destination airport to their hotel.

VI. REPORTING OF EXPENDITURES

If the City reimburses an Elected or Appointed Official for attending a "meeting" as defined under the Brown Act ¹, the Official shall provide a brief written or oral report regarding the "meeting" at the next regular meeting of the Council or applicable commission, board or committee to which the Official belongs. For other educational seminars or events for which expenses were reimbursed by the City, the Official may provide a brief written or oral report at the next regularly scheduled meeting of the Council or applicable commission, board or committee to which the Official belongs.

VII. ACKNOWLEDGEMENT

After being sworn in, Elected or Appointed Officials will be required to sign a statement formally acknowledging receipt and acceptance of this policy.

¹The Brown Act (California Government Code section 54952.2) defines a meeting as including "any congregation of majority of the members of a legislative body at the same time and place to hear, discuss, or deliberate upon any item that is within the subject matter jurisdiction of the legislative body or the local agency to which it pertains."



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Alexis Morris, Senior Planner

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

SUBJECT: Laurel Ranch Subdivision (PD-15-03) (PW 698)

RECOMMENDED ACTION

It is recommended that the City Council take the following actions:

1. Adopt the resolution approving the Addendum to the Future Urban Area #2 Specific Plan Final Environmental Impact Report.
2. Introduce the ordinance approving a Development Agreement between the City of Antioch and Richland Planned Communities, Inc.
3. Introduce the ordinance rezoning the project site from Planned Development (PD) District to Planned Development District (PD-15-03).
4. Adopt the resolution approving a Vesting Tentative Map/Final Development Plan (PW 698), subject to conditions of approval.

STRATEGIC PURPOSE

This action will forward Long Term Goal G: Planning, Entitlements, and Permitting, by providing consistent and efficient entitlement, permitting, and development services to the public. In addition, this action will help to maintain police services (Strategy A-1 in the Strategic Plan), in that the Development Agreement includes a provision to create a financing mechanism for the provision of police services necessary to serve the development.

FISCAL IMPACT

The action does not directly impact the City budget. All improvements and infrastructure necessary to facilitate the development will be funded by the applicant. On-going maintenance is being addressed through the Lighting and Landscaping District and the Home Owner's Association. In addition, the Development Agreement contains a provision for the creation of a financing mechanism to pay the project's fair share of police services.

DISCUSSION

Requested Approvals

The applicant, Strack Farms LLC (Richland) requests approval of an Addendum to the Future Urban Area #2 Specific Plan Final Environmental Impact Report, a rezone to Planned Development District (PD-15-03), a Vesting Tentative Map/Final Development Plan (PW 698), and a development agreement for the Laurel Ranch project. The project consists of the development of 180 single family homes and associated improvements on a portion of a 54 acre parcel. The project site is located at the northwest corner of the Highway 4 Bypass and Laurel Road interchange (APN 053-060-031). (Attachment "E")

Each request is described in detail below:

1. Addendum to the Future Urban Area #2 Specific Plan Final Environmental Impact Report (EIR): The City Council must adopt the Addendum prior to taking action on the other resolutions for the project. The Addendum details how the proposed project does not result in any impacts beyond those studied in the Future Urban Area #2 Specific Plan Final EIR.
2. Development Agreement: The Development Agreement approval allows the City and an applicant to enter into an agreement, which will assure the City that the proposed project will proceed to its completion in compliance with the plans submitted by the applicant. The Development Agreement for the proposed project extends the life of the tentative map and would include a special tax or other financing mechanism to fund additional police officers needed to serve the development.
3. Rezoning to Planned Development District (PD-15-03): Rezone to replace the previous Planned Development District standards to the proposed Planned Development District standards.
4. Vesting Tentative Map / Final Development Plan (PW 698): Tentative Map approval is required to authorize the subdivision of the project site into multiple parcels to accommodate up to 180 single-family residential units as well as parks and open space parcels.

Background Information

The subject property was previously entitled by the Bixby Company (Bixby) for a project also named Laurel Ranch. On May 10, 2005, the City Council approved Bixby's request for a planned development rezone and a tentative map for a 209 unit medium density single family subdivision and an approximately 11.3 acre commercial parcel. The Planning Commission approved a use permit for the project on August 15, 2007. The

Bixby project's final map was never recorded, thus the original tentative map and use permit have expired.

The project is located directly to the north of the Park Ridge subdivision (Davidon), which was approved for approximately 525 single family homes by the City Council in 2010. Park Ridge is currently processing a final map for the first phase of the project, which consists of 123 units on the southern portion of the project site, adjacent to the current terminus of Vista Grande Drive.

Planning Commission Recommendation

On July 20, 2016, the Planning Commission recommended all requested entitlements for the project be approved by City Council. The Planning Commission also recommended that a minimum of 15% of the homes be single-story. That recommendation is included in the attached resolution. The Planning Commission minutes are included as Attachment "F" to this staff report.

Environmental

An Addendum to the Future Urban Area #2 (FUA2) Specific Plan Environmental Impact Report was prepared for the proposed project. The Addendum without appendices is provided as Attachment "G" to this staff report. Copies of the FUA2 Final EIR and Addendum are available for review Monday through Friday, at the Community Development Department, between the hours of 8:00 a.m. and 11:30 a.m., or by appointment. The FUA2 Final EIR and Addendum are also available online at <http://ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/Environmental-docs.htm>.

CEQA Guidelines specify that when an EIR has been certified for a project, a Subsequent EIR shall not be prepared unless the lead agency determines one or more of the following:

- That substantial changes are proposed in the project that will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- That substantial changes occur with respect to the circumstances under which the project is being undertaken that will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- That new information of substantial importance to the project, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

As explained throughout the attached Addendum, these three “thresholds” for triggering a Subsequent EIR have not been met; therefore, a Subsequent EIR is not required. As a result, an addendum is the appropriate environmental document for the project.

Project Overview

The project site is currently one +/- 54 acre parcel. The proposed Vesting Tentative map creates a 180 lot residential subdivision north of the future extension of Laurel Road and a future commercial parcel south of Laurel Road. Development of the commercial site is not a part of the current application.

The applicant is proposing two distinct single-family detached residential neighborhoods: Conventional and Private Lane.

The Conventional neighborhood would consist of 88 dwelling units and is proposed to have a minimum lot size of 4,000 square feet, with minimum dimensions of 50 feet (width) and 80 feet (depth). There will be a mix of single and two-story homes. Net density for this neighborhood is approximately 8.5 dwelling units/net acre.

The Private Lane neighborhood would consist of 92 dwelling units arranged in six-unit groupings. Each lot fronts onto a short private lane that takes access from the public streets. A minimum lot size of 2,580 square feet is proposed, providing each home with an individual driveway, and private side and rear yards for personal use. Net density for this neighborhood is approximately 12.8 dwelling units/net acre.

It is important to note that the applicant will not be the future home builder; therefore, the size and type of homes will eventually be determined through a future design review application. The applicant’s project description is provided as Attachment “H”.

Consistency with the General Plan, Specific Plan and Zoning

The General Plan designation for the project site is Residential/Open Space and Office/Retail. The zoning designation is Planned Development (PD). The proposed project is located within the East Lone Tree Specific Plan area (ELTSP), which was adopted in 1996. The ELTSP was amended in 2005 to, among other things; revise the locations of Laurel Road and the pedestrian trail.

Policy 3.5.3.1 of the City’s Growth Management Element of the General Plan includes performance standards for police staffing. According to the standard, the City strives to maintain a force level within a range of 1.2 to 1.5 officers, including community service officers assigned to community policing and prisoner custody details, per 1,000 population. However, the current Antioch Police Department staffing ratio is approximately 1.0 per 1,000 population, which is unacceptable. Although the project would add population to the Antioch Police Department service area and the current staffing ratio is unacceptable, the proposed Development Agreement includes a special tax or other financing mechanism to fund additional officers needed to serve the

development. Due to the recent voter approved Measure C and the Development Agreement financing mechanism, the Antioch Police Department is anticipated to continue to serve the project site and provide law enforcement services to the new residents upon project build out.

Proposed Planned Development (PD) Standards

Each PD is required to include specific development standards designed for that particular district, to include minimum lot sizes, setbacks and open space requirements, architectural and landscaping guidelines, and maximum building heights and lot coverages. Once approved as part of a final development plan, all standards, densities, and other requirements remain tied to that plan and to the property designated by that PD district, unless formally amended by City Council action.

The residential density and lot sizes proposed for this project are similar to the previously approved Bixby project. However, a rezone to Planned Development (PD) is required for this project because the site plan and development standards are not the same as the PD zone established for the Bixby project. The commercial parcel south of Laurel Road is not proposed to be developed as part of this application; therefore, any project on this portion of the site would be required to submit a separate development application in the future. The proposed development standards for the project are as follows:

Standard	Proposed PD Zoning Standards	
	Conventional Neighborhood	Private Lane Neighborhood
Maximum Number of Units	88	92
Minimum Lot Size	4,000 s.f.	2,580 s.f.
Minimum Lot Width	50 feet	43 feet
Minimum Lot Depth	80 feet	60 feet
Minimum Front Yard Setbacks from Property Line (reserved for landscaping only, excluding driveways)	12 feet to house 20 feet to garage	8 feet to house 18 feet to garage
Minimum Side Yard Setbacks from Property Line (reserved for landscaping only)	Interior lot: 4 feet Corner lot: 10 foot street side setback. No part of a house, landscaping, or fence shall obstruct the required clear vision zone at an intersection.	Interior lot: 4 feet minimum. 10 foot minimum adjacent to a sound wall. Corner lot: 10 foot street side setback. No part of a house, landscaping, or fence shall obstruct the required clear vision zone at an intersection.
Minimum Rear Yard Setbacks from Property Line (including patio covers)	15 feet, minimum 10 feet flat area 20 feet adjacent to Laurel Rd.	5 feet 20 feet adjacent to Laurel Rd.

Standard	Proposed PD Zoning Standards	
	Conventional Neighborhood	Private Lane Neighborhood
Accessory Structure Setbacks	Interior lot: side yard and rear yard setback is zero Corner lot: street side setback is 20 feet and rear and interior side setback is zero.	Attached or detached accessory structures are not permitted.
Maximum Building Height	35 feet	35 feet
Maximum Lot Coverage (including porches, porticos, trellises and patio covers)	55%	55%
Minimum Parking and Driveways	Attached two car garage minimum 20 feet by 20 feet clear inside dimensions. Minimum 20 foot long driveway. Minimum one 20 foot long on-street guest parking space per house.	Attached two car garage minimum 20 feet by 20 feet clear inside dimensions. Minimum 18 foot long driveway. Minimum one 20 foot long on-street guest parking space per house.
Second Dwelling Unit	Detached second dwelling units are not permitted.	Detached second dwelling units are not permitted.

Vesting Tentative Map/Final Development Plan

The proposed Vesting Tentative Map and Final Development Plan would create a 180 lot residential subdivision including two park parcels, four storm water basins, open space and commercial parcels and portions of Laurel Road and Country Hills Drive. The major components of the Final Development Plan are described in more detail below.

The site plan shows one main entrance and exit to the residential development via Laurel Road. There is a second exit-only access onto Laurel Road on the eastern edge of the project site. All streets within the project will be private streets maintained by the HOA, which will also enforce parking restrictions. The Conventional Neighborhood includes standard streets with parking and sidewalks on both sides. The Private Lane Neighborhood includes narrower streets with parking either on both sides or on one side of the street depending on the location. This neighborhood also includes five off-street parking areas adjacent to the residential lots. The project is providing 227 guest parking stalls, which is 47 spaces more than the 180 required guest spaces.

Each home is currently required to have three solid waste carts each. The applicant has discussed with Republic Services the possibility of not providing green waste recycling carts so that each home would only have two carts instead of three. However, it is the City of Antioch's responsibility to determine whether a single family project is exempt from the green waste requirement, not Republic Services. The HOA will be maintaining the project's front yard landscaping, but each home has side and rear yard landscaping that will produce waste that needs to be recycled. Furthermore, it is highly probable that food waste recycling will be required for single family homes in the near

future. No alternative locations for green waste or food waste recycling have been proposed by the applicant; therefore, staff's determination is that individual green waste recycling carts still need to be provided for the project. A condition of approval is included in the attached resolution requiring that space be provided on the street for three solid waste carts for each home.

Because of the relatively narrow lot widths, on-street parking will be heavily impacted during garbage pick-up days. The HOA may have to enforce parking restrictions during garbage pick-up days to ensure enough room remains for garbage cans in front of each home and private alley. The development plan provides more than one guest parking space per house; therefore, some guest parking could still be accommodated on pick-up days.

The zoning ordinance requires unrestricted access to the rear yard for recreational vehicles (RV) for 25 percent of the lots in "new residential subdivisions". The code allows the developer to provide a separate recreational vehicle parking area as an alternative to on-lot parking. Requiring on-lot RV parking is not feasible for the project due to the smaller lot sizes and the developer has not proposed a separate lot for RV parking. Staff is recommending that rather than providing a separate lot for RV parking, that RV parking be prohibited in the development and these restrictions enforced through the development's CC&Rs.

Open Space and Park

The applicant added two park/recreation areas to the project based on Planning Commission and City Council feedback. The project will provide one 10,000-square-foot park containing a play structure, a lawn area, and seating and another 5,200-square-foot sitting park that will provide residents with a small lawn area and park furniture. From this small pocket park, there will be a trail connection to the future regional trail that will be constructed as part of the project, paralleling the project's western boundary. The trail is a component of the Specific Plan and it will eventually provide a link between Laurel Road and the Delta De Anza Regional Trail, which is a part of the East Bay Regional Park District trail system. The proposed parks and trail amenities will be private and maintained by the HOA.

Additionally, the proposed project would preserve 10.1 acres of the project site as open space. The bulk of this acreage would be located around the base and immediately south of the water tank site, which are the portions of the project site that have the highest elevation.

The Municipal Code (AMC §9-4.1004) requires 2.7 acres of park for this project, or 0.015 acres of park per dwelling unit. Credit is available for private park facilities, but they must be a minimum of two acres before credit is given. The project includes 15,200 s.f. of parks and is not eligible for credit; therefore, the project will be required to pay park in lieu fees for required 2.7 acres of park in the amount of \$270,000 at the recording of the final map.

Grading

Due to the site's topography, there are a significant number of retaining walls in rear and side yards throughout the project. The walls typically range from 1-4 feet in height, with the tallest retaining wall up to 13 feet on lot 47. All retaining walls are required to be constructed of decorative masonry.

Sound Walls

The project conditions require the project to build eight foot high masonry sound walls along Laurel Road and 10 foot high masonry sound walls along the eastern and north-eastern property lines. The design of the sound walls will be reviewed with the future design review submittal. The applicant increased the proposed setback for houses adjacent to the 10 foot high sound walls to a minimum 10 foot wide side yard.

Storm Water Basins

The project will construct four storm water control basins – two within the project boundaries and two south of Laurel Road. The basins north of Laurel Road will be maintained by the HOA (Common Space A and G) and the basins south of Laurel Road will be maintained by the City of Antioch through a Lighting and Landscaping District (LLD). Conceptual landscape plans were provided for the internal basins but not for the basin south of Laurel Road. Detailed landscape, fencing and screening plans will be required to be submitted for design review approval prior to issuance of any construction permits for the project.

Future Lot Line Adjustments

The project will require lot line adjustments between the property owner and the Contra Costa Water District and the Diablo Water District. These LLAs have not been finalized, but they will be required to be finalized prior to the recordation of the first final map for the project.

Infrastructure and Off-Site Improvements

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

The proposed project would extend Laurel Road from the SR-4 interchange to its current terminus west of the project site. Laurel Road would consist of a 104-foot-wide to a 112-foot-wide section with a center median and two through lanes in each direction. Two new intersections are proposed on this segment: a full access signalized intersection with Country Hills Drive, and a stop-controlled intersection at "D Lane" that would provide right-in right-out access to the site for westbound vehicles. The regional

trail along the western boundary of the project would cross Laurel Road just west of this intersection in a designated, signalized pedestrian crossing.

The proposed stop-controlled intersection at "D" Lane differs from the four-way signalized intersection that is required as part of the approvals for the Park Ridge subdivision, located on the south side of Laurel Road. With staff's support, Davidson and Richland are cooperating on requesting a change to the Park Ridge subdivision's conditions of approval that would eliminate the requirement for the four-way signalized intersection and replace it with a signalized pedestrian crossing on Laurel Road in general alignment with the proposed regional trail. This request will be brought before the Planning Commission and City Council at a future date; therefore the conditions of approval relating to Laurel Road in the attached resolution reflect the current requirements placed on the Park Ridge project and the potential redesign if the request to remove the signal requirement is approved by City Council.

Trail

The ELTSP requires a pedestrian trail to be incorporated into the plan. The trail is intended to connect the future neighborhood park on Wildhorse Road with a future trail running along the east side of the Diablo Water District tank site. To be consistent with the 2005 amendments to the ELTSP and the approved Park Ridge development plan, the proposed alignment for the trail is from Laurel Road through the open space along the west side of the development. This trail would eventually connect with the regional Delta De Anza trail to the north.

Design Guidelines

As discussed above, the applicant will not be the future home builder. Therefore, the applicant created design guidelines to provide a guiding document for the design quality and style of the future development. The proposed design guidelines customize the City of Antioch's Citywide Design Guidelines for the Laurel Ranch project and feature conceptual neighborhood landscaping, entry features and architectural renderings. The proposed guidelines will be used along with the Citywide Design Guidelines in evaluating future design review submittals. The future home builder will be required to obtain approval of a use permit and design review application prior to construction of any phase of the project.

Development Agreement

The development agreement gives Richland Planned Communities, Inc., a vested right to develop the property in accordance with the project approvals and vests the term of the Vesting Tentative Map to the term of the agreement – 15 years. The development agreement also addresses police services funding and reimbursement for improvements such as streets and utilities that may serve other projects. The development agreement is provided as Exhibit A to Attachment "B".

Financing

The East Lone Tree Specific Plan Financial Plan requires residential developers within the Specific Plan area to establish a land-based financing mechanism to construct employment infrastructure east of the Highway 4 Bypass, including participating in the construction of Slatten Ranch Road and all required infrastructure. The financing mechanism has not been established to date. The project will be required to form a financing mechanism, such as a communities facilities district (CFD), or annex into a financing mechanism if it has already been established by another project.

HOA Responsibilities

A homeowner's association (HOA) will be formed for the project, which will be responsible for enforcing parking restrictions and maintaining all open space, internal streets, perimeter landscaping, and water quality basins. Maintenance of front yard landscaping will also be the responsibility of the HOA. The applicant has proposed including restrictions on the ratio of rental vs. owner occupied homes in the future CC&R's for the project. This proposal is included in the development agreement for the project.

Police Department Comments

The applicant has met with the Police Department to respond to their expressed concerns regarding the project's density, narrower than normal streets, and shared driveways. In response to these concerns, the applicant proposes including rental restrictions in the project's CC&R's, increasing lighting in courtyards and providing plans and installing infrastructure to allow the HOA to gate the community in the future if they deem it necessary.

Public and Agency Comment

The Planning Commission received one letter in support of the project (Attachment "I"). The City received several comment letters from public agencies relating to their requirements for the project. The relevant comments are included as conditions of approval in the attached resolution.

ATTACHMENTS

- A: Resolution approving the Addendum to the Future Urban Area #2 Specific Plan Final Environmental Impact Report
- B: Ordinance approving a Development Agreement between the City of Antioch and Richland Planned Communities, Inc. (Exhibit A – Development Agreement)
- C: Ordinance rezoning the project site from Planned Development (PD) District to Planned Development District (PD-15-03) (Exhibit A – Legal Description)
- D: Resolution approving a Vesting Tentative Map/Final Development Plan (PW 698)
- E: Aerial Photograph

- F: Planning Commission Minutes
- G: Addendum to the Final EIR for Future Urban Area #2 Specific Plan
- H: Applicant's Project Description
- I: July 14, 2016 letter from Donna McGee

ATTACHMENT "A"

RESOLUTION NO. 2016/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING AN ADDENDUM TO THE FUA #2 (EAST LONE TREE) SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT AND REAFFIRMING THE STATEMENT OF OVERRIDING CONSIDERATIONS

WHEREAS, the City Council of the City of Antioch did receive a request from Strack Farms LLC for approval of a rezone from Planned Development District (PD) to Planned Development District (PD-15-03) to construct 180 single-family homes including associated improvements on a portion of a 54 acre parcel for the Laurel Ranch project. The project is located at the northwest corner of the Highway 4 Bypass and Laurel Road interchange (APN 053-060-031); and,

WHEREAS, the City Council on May, 28, 1996, pursuant to the California Environmental Quality Act, the City of Antioch certified the Future Urban Area #2 (East Lone Tree Specific Plan) Environmental Impact Report and adopted a Statement of Overriding Considerations for the significant and unavoidable impact related to regional air quality because the benefits derived from the project would outweigh the impact; and,

WHEREAS, pursuant to the California Environmental Quality Act and City implementing procedures, an Addendum to the Future Urban Area #2 (East Lone Tree) Specific Plan Environmental Impact Report has been prepared for the Laurel Ranch project; and,

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

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

WHEREAS, on July 20, 2016, the Planning Commission held a public hearing on the matter, and received and considered evidence, both oral and documentary and recommended the City Council adopt the Addendum to the Future Urban Area #2 (East Lone Tree) Specific Plan EIR; and,

WHEREAS, the City Council gave notice of public hearing as required by law; and,

WHEREAS, on September 13, 2016, the City Council held a public hearing on the matter, and received and considered evidence, both oral and documentary; and,

RESOLUTION NO. 2016/**

September 13, 2016

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NOW THEREFORE BE IT RESOLVED that the City Council does hereby make the following findings for adoption of the Addendum to the Project Level Environmental Impact Report on the Future Urban Area #2 (East Lone Tree) Specific Plan:

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

EVIDENCE: The Laurel Ranch project is consistent with all elements of the adopted East Lone Tree Specific Plan, and would therefore not result in new or expanded impacts beyond those identified in the previously certified Specific Plan EIR or Addenda.

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

EVIDENCE: No substantial changes have occurred within the planning area, community or region which would lead to new or expanded significant project impacts. As documented throughout the Addendum, cumulative development within the planning area is no greater than anticipated under the Specific Plan project-level EIR. The project site now adjoins the completed State Route 4 Bypass to the east, and an approved housing development to the south. Segment 1 of the State Route 4 Bypass provides additional capacity to relieve traffic volumes on local feeder streets to Highway 4. Consequently, development of the proposed project would occur in the context of additional existing development and local roadway improvements. The Addendum provides an updated description of current conditions and anticipated development over the next several years, in order to address the potential near-term impacts.

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

- a) The project will have one or more significant effects not discussed in the previous EIR.
- b) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of

AZ

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September 13, 2016

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the project, but the project proponents decline to adopt the mitigation measure or alternative.

- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

EVIDENCE:

- a) The Laurel Ranch project does not present any new potentially significant effects not evaluated in the previous EIR.
- b) The analysis provided in the Addendum shows that the previously identified significant effects of the Specific Plan would not be accentuated through implementation of the proposed Laurel Ranch project.
- c) No changes in the feasibility of Specific Plan mitigation measures have been identified.
- d) Several supplemental mitigation measures are recommended to address the specific design, context and timing of the Laurel Ranch project. In addition, supplemental measures are also recommended to minimize the otherwise less-than-significant near-term effects of development contemplated in a maturing urban setting. Collectively, these measures are consistent with those adopted in the certified Specific Plan EIR. Additional specificity has been added with the recommended supplemental measures, while not resulting in any substantial changes to the post-mitigation project effects. The Addendum correlates all recommended supplemental mitigation measures to the original EIR measures, and discusses whether they apply to: 1) the current project context, 2) specific less-than-significant effects of the current project; or 3) both of the foregoing issues.

FINDING: Based on the entire record before it, the City finds that the development of the Laurel Ranch project will result in none of the conditions described in CEQA Guidelines Section 15162 therefore there is substantial evidence to support the City's determination that an Addendum to the project level FUA #2 (East Lone Tree) Specific Plan EIR is required in this case.

EVIDENCE: As noted above, there is substantial evidence to support the City's findings that: a) no substantial changes are proposed in the Laurel Ranch project that will require major revisions of the FUA #2 (East Lone Tree) Specific Plan EIR; b) there have been no substantial changes in circumstances relating to the project that require the preparation of a subsequent or supplemental EIR; and c) there is no new information available, which was not known and could not have been known with the

RESOLUTION NO. 2016/**

September 13, 2016

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exercise of reasonable diligence at the time the FUA #2 (East Lone Tree) Specific Plan EIR was certified as complete, that requires the preparation of a subsequent or supplemental EIR. Accordingly, there is substantial evidence to support the City's determination that an Addendum to the FUA #2 (East Lone Tree) Specific Plan is required in this case, pursuant to CEQA Guidelines Section 15164.

NOW THEREFORE BE IT FURTHER RESOLVED that the City Council hereby adopts the Addendum for the FUA #2 (East Lone Tree) Specific Plan Environmental Impact Report and re-affirms the Statement of Overriding Considerations that was originally adopted with the FUA #2 Specific Plan EIR by which the benefits derived from the project still outweigh the significant and unavoidable impacts related to regional air quality.

* * * * *

I **HEREBY CERTIFY** that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 13th day of September, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH

A4

ATTACHMENT "B"

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ANTIOCH AND RICHLAND PLANNED COMMUNITIES, INC., FOR THE LAUREL RANCH PROJECT

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

Section 1. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Section 65864, *et. seq.* of the Government Code, with authorizes the City of Antioch ("City") to enter into an agreement with any person having a legal or equitable interest in real property providing for the development of such property in order to establish certainty in the development process.

Section 2. The City of Antioch previously adopted an implementing ordinance (Article 32 of the Zoning Ordinance) authorizing and regulating the use of Development Agreements.

Section 3. The Planning Commission conducted a duly noticed public hearing on July 20, 2016 at which it recommended to the City Council that the Development Agreement be approved. The City Council held a duly noticed public hearing on September 13, 2016 at which all interested persons were allowed to address the Council on the Development Agreement.

Section 4. The City Council finds that the Development Agreement is consistent with the City's General Plan as well as all provisions of the City's Zoning Ordinance and Municipal Code. The City Council finds that the Development Agreement implements General Plan objectives by providing housing opportunities and needed infrastructure. The Development Agreement will not be detrimental to the health, safety and general welfare and will not adversely affect the orderly development of property or the preservation of property values. The City Council has considered the effect of the Development Agreement on the housing needs of the region in which the City is situated and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources by requiring a HOA to maintain certain improvements and formation of a revenue generating mechanism to fund police services.

Section 5. An Addendum to the Future Urban Area #2 (East Lone Tree) Specific Plan Environmental Impact Report was adopted for the proposed project. The City Council has concluded that there have been no substantial changes to the project through the Development Agreement and there are no new significant environmental effects or an increase in previously identified effects. In addition, there is no new information of substantial importance which was not known and

could not have been known which shows new significant environmental effects. Therefore, no subsequent or supplemental environmental review is required under CEQA Guidelines Section 15162.

Section 6. The Development Agreement included as Exhibit A is hereby approved, subject to minor and clarifying revisions approved by the City Manager and City Attorney, and the City Manager is authorized and directed to sign it on behalf of the City of Antioch.

* * * * *

I HEREBY CERTIFY that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 13th day of September, 2016, and passed and adopted at a regular meeting thereof, held on the ____ day of ____, 2016.

AYES:

NOES:

ABSENT:

Wade Harper, Mayor of the City of Antioch

ATTEST:

Arne Simonsen, City Clerk of the City of Antioch

EXHIBIT A

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Antioch
200 H Street
Antioch, CA 94509
Attention: City Clerk

(Space Above This Line Reserved For Recorder's Use)

DEVELOPMENT AGREEMENT

BETWEEN

THE CITY OF ANTIOCH

AND

RICHLAND PLANNED COMMUNITIES, INC.

**DEVELOPMENT AGREEMENT
BETWEEN
THE CITY OF ANTIOCH
AND
RICHLAND PLANNED COMMUNITIES, INC.**

THIS DEVELOPMENT AGREEMENT (“**Agreement**”) by and between the City of Antioch, a municipal corporation (“**City**”) and Richland Planned Communities, Inc., a California corporation (“**Richland**”) (each a “**Party**” and collectively the “**Parties**”), pursuant to the authority of Division 1, Chapter 4, Article 2.5, Sections 65864 *et seq.* of the Government Code (the “**Statute**”) is entered into as of _____, 2016 (the “**Effective Date**”) in the following factual context.

RECITALS

A. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the California State Legislature enacted the Statute, which authorizes the City to enter into a development agreement with any person having a legal or equitable interest in real property regarding the development of such property.

B. Richland proposes to develop approximately 54 acres of real property located in the City of Antioch, Contra Costa County more particularly described in Exhibit A (the “**Property**”) as a single-family residential subdivision, commonly known as the Laurel Ranch Subdivision Project (the “**Project**”).

C. The Project’s history is as follows:

1. On October 13, 1992, pursuant to its 1988 General Plan, the City of Antioch City Council certified the Antioch Infrastructure Plan EIR (SCH No. 91-123021) and adopted the Antioch Infrastructure Plan, which addressed scenarios for development and infrastructure in Antioch’s Future Urbanization Area Nos. 1 and 2.
2. The Property was annexed into Antioch’s City limits on November 9, 1993.
3. On May 28, 1996, the City Council certified the Future Urbanization Area 2 East Lone Tree Specific Plan Environmental Impact Report (SCH No. 93-111069) (“**FUA 2 EIR**”), and adopted Findings of Fact and Statements of Overriding Considerations.
4. On _____, 1996, the City Council adopted the Future Urban Area 2 East Lone Tree Specific Plan.
5. On May 10, 2005, the City Council held a public hearing, considered, and approved a Final Development Plan, Vesting Tentative Map (VTM) and

adopted an Addendum to the FUA 2 EIR for a 209-unit single-family residential subdivision project on the Property. The Council also introduced an ordinance to rezone the Property from SP to Planned Development (PD).

6. On June 14, 2005, the City Council adopted Ordinance No. 1049-C-S, titled ORDINANCE REZONING THE PARCELS MAKING UP THE LAUREL RANCH PROJECT SITE TO THE PLANNED DEVELOPMENT (PD) DESIGNATION. The PD zoning designation remains in effect as of the Effective Date of this Agreement.

7. The VTM approved on May 10, 2005 expired on _____, 20____.

D. Richland submitted an application to the City of Antioch for the following discretionary entitlements: (1) a Final Planned Development; and (2) a Vesting Tentative Map (“**Project Approvals**”), both of which are attached hereto as **Exhibits B-1** and **B-2**, respectively.

E. An Addendum to the FUA 2 EIR was prepared in accordance with CEQA to provide the environmental analysis on the Project Approvals, and this Agreement.

F. In exchange for the covenants contained in this Agreement and the continued commitment of Richland to provide the benefits described in the Project Approvals, when and if the Project proceeds, and in order to encourage the investment by Richland necessary to proceed with the Project, the City is willing to enter into this Agreement to set forth the right of Richland to develop the Project as provided in this Agreement.

G. On _____, 2016, at a duly noted public hearing, the Planning Commission of the City of Antioch considered and recommended approval of the Addendum, Final Development Plan, Vesting Tentative Map, and this Agreement pursuant to Resolution No. _____.

H. On _____, 2016, after a duly noticed public hearing, the City Council considered and took the following actions: (1) adopted the Addendum pursuant to Resolution No. _____; (2) approved the Final Development Plan and Vesting Tentative Map, pursuant to Resolution No. _____; and (3) conducted a first reading of Ordinance No. _____ approving this Agreement.

I. On _____, 2016, at a duly noticed public hearing, the City Council adopted Ordinance No. _____ approving this Agreement.

J. The City Council has found that, among other things, this Agreement and the Project Approvals, are consistent with its General Plan and has be reviewed and evaluated in accordance with the Statute.

A G R E E M E N T

In this factual context and intending to be legally bound, the Parties agree as follows:

ARTICLE 1 TERM AND APPLICABLE LAW

The term of this Agreement shall commence as of the Effective Date and continue for 15 years, to and including _____, 2031 (the “**Term**”). The expiration of the Term shall not be interpreted to, and shall not affect, terminate or waive any additional rights that Richland may have that exist independently of this Agreement and derive from common law vesting or other laws or regulations of the state or the City. The Term and the term of any Project Approvals, may be extended from time to time pursuant to Section 3.7, or ARTICLE 4.

ARTICLE 2 COVENANTS OF RICHLAND

2.1 Obligations of Richland Generally. Richland shall have no obligation to proceed with, or complete the Project at any particular time or at all. However, if Richland proceeds, it shall comply with the Applicable Law, as defined below in Section 2.2.

2.2 Applicable Law. The rules, regulations, and official policies governing permitted uses of the Property and density and improvement requirements applicable to development of the Property shall be the ordinances, rules, regulations, and official policies in force as of the Effective Date (collectively, the “**City Regulations**”), except as otherwise expressly provided in the Project Approvals or this Agreement. The law applicable to the Project shall be (a) the City Regulations, (b) the Project Approvals and (c) this Agreement (collectively, the “**Applicable Law**”). If there is a conflict between this Agreement and the City Regulations or Project Approvals, this Agreement shall control. If there is a conflict between the Project Approvals and the City Regulations, the Project Approvals shall control.

2.3 Design Review. The Project Approvals do not include design review approval, which Richland has yet to obtain. Richland’s design review application(s) and submittal(s) shall be consistent with the City’s general design review guidelines in effect at the time of its application to the extent such guidelines are consistent with the Project Approvals.

2.4 Fees. Richland shall complete certain road, sewer and storm drain improvements to and in Laurel Road, as described in the Project Approvals. In exchange for such improvements, Richland shall not be subject to any traffic or infrastructure impact fees. However, Richland shall pay processing fees and charges of every kind and nature imposed by City, including planning processing deposits, to cover the actual costs to City of processing applications for subsequent approvals or for monitoring compliance with and review of subsequent submittals for any Project Approvals granted or issued, as such fees and charges are adjusted from time to time. No fees other than processing fees shall be due before approval of the final map unless earlier payment is expressly required by the Project Approvals.

2.5 Homeowners’ Association. Prior to approval of the first Final Map, Richland shall establish a Homeowners’ Association (“**HOA**”) and adopt Covenants, Codes and

Restrictions (“CC&Rs”) for the Project in conformance with the regulations set for by the California Bureau of Real Estate. The CC&Rs shall require the HOA to maintain (a) all private common areas and amenities, including (i) above-ground storm water control facilities along the project frontage, and on Parcel B or Area C.3., as shown on the VTM; and (ii) the surfaces of all interior roads. Additionally, the CC&Rs shall include the following provisions to preserve the character and quality of the subdivision:

2.5.1 No less than 70 percent of the housing units in the Project shall be maintained as owner-occupied homes.

2.5.2 The HOA shall require all homeowners renting their homes to provide copies of proposed prior to execution as well as copies of executed leases within 30 days of execution. The HOA shall ensure and maintain records indicating the homes for rent do not exceed 30 percent of the housing units in the Project.

2.5.3 No lease shall be for a term of less than 90 days, subject to certain exceptions including, seller leaseback situations, job and military transfers, illness, death, divorce, and similar hardship conditions.

2.5.4 Each home shall be occupied as a residence by a single family.

2.5.5 Rules and policies to govern circumstances where more than 30 percent of the homeowners express interest in leasing their homes.

2.5.6 The CC&Rs shall be reviewed and approved by the City Engineer and the City Attorney and shall be recorded concurrently with the first Final Map. No legal challenge to any provision of the CC&Rs provided above in Sections 2.5.1 through 2.5.6 shall invalidate the CC&Rs as a whole or prevent the City Engineer from approving and recording the CC&Rs.

2.6 Improvements. Richland shall construct the public and private improvements required by, and more particularly described in the Project Approvals. Richland shall perform the work in accordance with the standards and specifications established by Applicable Law. To the extent there are no such standards or specifications in the Applicable Law other than this Agreement, the work shall be performed in accordance with industry standards and in a good and workmanlike manner, as approved by the City Engineer.

2.6.1 Design and Construction of Laurel Road. Richland shall design and construct the completion of the western extension of Laurel Road including the infrastructure and traffic signalization, from the Project’s southwestern boundary to SR 4, as more particularly described in the Project Approvals. The City shall cooperate with Richland to provide reimbursement to Richland by other landowners and developers benefitting from such improvements for their fair share of the costs of such improvements as outlined below in Section 3.4.

2.6.2 Trail Improvements. Richland shall construct a public use regional trail commencing at Laurel Road and running north along the Project’s westerly boundary and connecting to the Delta De Anza Trail on the Project’s northerly boundary as outlined in the East Lone Tree Specific Plan. Richland shall be responsible for design and construction of the trail.

Richland shall dedicate the public use regional trail to the City upon completion and sign off of the trail by the City.

2.6.3 Sewer Line and Storm Drain Improvements. Richland shall design and construct the major sewer trunk line and storm drain lines in portions of Laurel Road and Country Hills Drive to locations through the neighboring properties to the south and east to connect to the Project as more particularly described in the Project Approvals, subject to a cost-sharing and/or reimbursement agreement between Richland and benefitting landowners. Richland shall obtain rights-of-way to construct portions of the sewer line and storm drain improvements on neighboring properties. The City shall cooperate with Richland to obtain such rights-of-way as more particularly described in Section 3.2, establish financing mechanisms as outlined in Section 3.3, and collect reimbursement as more particularly described in Section 3.4 of this Agreement. Once constructed, Richland shall dedicate the sewer line improvements to the City.

2.7 Police Services Funding. In order to assist the City in meeting a police force level within a range of 1.2 to 1.5 officers per 1,000 residents as set forth in Performance Standard 3.5.3.1 of the General Plan, Richland shall, at its own cost, establish or annex into (if one has already been established), a land-based financing mechanism to fund police services reasonably related to the Project. The financing mechanism may be in the form of a Community Facilities District (“CFD”) or other means acceptable to the City in consultation with Richland. The CFD or other financing mechanism shall be established prior to the issuance of the first building permit for the Project. The requirements of this Section 2.7 shall be waived by the City if the City imposes a special tax or other form of revenue generation on all City residents dedicated specifically for the purpose of funding police services. If Richland is required to establish and form a CFD, it shall be entitled to reimbursement for those formation costs from other properties annexing into the CFD pursuant to Section 3.4, below. If Richland annexes into an existing CFD, it shall reimburse the City its pro rata fair share costs of formation costs of that CFD.

2.8 East Lone Tree Specific Plan Improvements Financing. Prior to recording of the first final map for the project, the developer shall form and participate in, or annex into an existing Public Facility Benefit District (BD) formed pursuant to Antioch Municipal Code Title 9, Chapter 4, Article 21, Communities Facilities District (CFD), or other financing mechanism as approved by the City for the construction of East Lone Tree Specific Plan infrastructure. The current estimate of assessment is \$15,067 per residential lot. This may include the recordation of a BD or CFD Boundary Map, list of approved facilities, development of a Special Tax Formula (Rate and Method of Apportionment - RMA), and recordation of Notice of Special Tax Lien. Should the approved financing mechanism require an RMA, the RMA shall be structured such that, up to the first 45 units constructed, the special tax shall be levied for each home at a time no later than the issuance of building permit (BP). In accordance with the RMA, the special tax will be levied only on each unit at the time of BP; no undeveloped land tax will be levied prior to the issuance of the BP for the 45th unit. Upon issuance of a final map containing the 45th lot, the special tax will be levied upon each lot within said, and any subsequent, final map as well as the undeveloped lands within the district boundary to support debt service on bonds to be sold after the issuance of the BP on the 45th unit if applicable. No bond sale will occur until the recordation of the 45th unit. Upon finalization of the BD, CFD or any other financing mechanism, the City may determine that Richland Communities’ contribution has exceeded that

required for completion of East Lone Tree Specific Plan infrastructure. In this case, the excess funds shall be available for application to other projects enhancing the economic development of Antioch. The use of any excess funds shall be at the direction of the City Council.

2.9 Subdivision and Other Agreements; Multiple Final Maps. Richland shall execute and perform its obligations as set forth in any Subdivision Improvement Agreements required or permitted by Applicable Law to obtain approval of final maps. Richland may file multiple final maps in accordance with Section 3.7 below.

2.10 Subcontractor Labor Commitments. Richland shall commit to the hiring of union contractors for the plumbing, electrical and HVAC construction trades on the Laurel Ranch Project.

ARTICLE 3 COVENANTS OF THE CITY

3.1 Obligations of City Generally. The City shall act in good faith to accomplish the intent of this Agreement. City shall cooperate with Richland so that it receives the benefits of and the rights vested by this Agreement, including obtaining from other governmental entities necessary or desirable permits or other approvals for the Project.

3.2 Eminent Domain. Richland shall obtain all real property interests necessary to allow it to construct the sewer trunk line and storm drain improvements required by the Project Approvals, and any subsequent approvals. In the event an affected property owner has rejected an offer by Richland, based upon fair market value as determined by an appraisal prepared by a City-approved appraiser in cooperation with the City, the City shall assist Richland upon its request in obtaining any real property interests necessary for the public improvements. Specifically, the City shall promptly negotiate and seek the purchase of the necessary property, including the possible consideration of the City's use of its power of eminent domain to acquire such real property interests. Richland shall pay all costs associated with any acquisition or condemnation proceedings.

3.3 Establishment of Financing Mechanisms. Notwithstanding the formation of financing districts pursuant to Section 2.8 above, if Richland requests that a financing mechanism (e.g., Mello-Roos Community Facilities District, Landscaping and Lighting Districts, Statewide Community Infrastructure Program (SCIP), Maintenance Assessment Districts, or any other land-secured financing mechanism) be formed to finance Project facilities or infrastructure through the issuance of debt and the levy of special taxes, the City shall use its best efforts to cause such district to be formed and such bonds to be issued and such special taxes to be levied, to the extent permitted by law. The City's formation and implementation of any financing mechanisms and its issuance of any Project debt shall include all of the usual and customary associated municipal functions, including, without limitation, the formation and administrative of special districts, the issuance of Project debt, the monitoring and collection of fees, taxes, assessments and charges such as utility charges, the creation of administrative or enterprise

funds, the enforcement of debt obligations as well as other functions or duties authorized or mandated by Applicable law.

3.4 Reimbursement. The City shall work cooperatively with Richland to ensure Richland is reimbursed for costs related to obtaining rights of way and constructing public improvements as identified in Section 2.6, above. In cooperating with Richland, the City shall require all benefitting properties by condition of approval or inserting a requirement in a development agreement, an obligation on the applicable property owner to reimburse Richland for that property owner's fair share of the improvements. The City shall require this reimbursement obligation to occur at the earlier of the filing of the final map or issuance of a building permit on the affected property. The City shall then collect the reimbursement amount on behalf of Richland, less any administrative costs, and distribute that amount to Richland. The City shall not waive or defer another property owner's obligation to reimburse Richland for its fair share of improvements, unless Richland's consent is obtained in writing prior to the waiver or deferral. Notwithstanding Section 7.1.1, the City's failure to comply with this Section 3.4 shall be deemed a material default for which declaratory relief and/or specific performance would not make Richland whole. As a result, Richland shall have the right to recover from the City any damages resulting from the City's failure to comply with this Section 3.4.

3.5 Vested Development Rights. The City confirms and grants to Richland the vested right to develop the Property in accordance with the Project Approvals and this Agreement. This Agreement shall be enforceable as set forth in Section 9.2 below.

3.6 Permitted Uses. The permitted uses of the Property, including the density and intensity of use of the Property; the maximum height, bulk and size of buildings; and provisions for reservation or dedication of land for public purposes, are as set forth in the Project Approvals, which the City confirms and vests by this Agreement. City shall not require Richland to reserve or dedicate land for public purposes except as expressly required by the Project Approvals.

3.7 Life of the Project Approvals. By approval of this Agreement, the City extends and vests the term of the Vesting Tentative Map approved by Resolution No. _____ for the Term of this Agreement (including any subsequent extensions). The Term of this Agreement and the term of the Vesting Tentative Map shall be extended automatically by a time period equal to the sum of any periods of time during which a development moratorium, as defined in Government Code section 66452.6(f) of the Subdivision Map Act (the "**Map Act**"), is in effect. The term of each Project Approval shall expire no sooner than (a) this Agreement, or (b) the term otherwise applicable to the Project Approval if this Agreement were not in effect, whichever occurs later. The City shall not require Richland to enter into any subdivision or other agreement that is inconsistent with this Agreement or the Project Approvals or that requires more work than is required by this Agreement; provided, however, the Parties agree and understand that Richland will be required to enter into Subdivision Improvement Agreements as set forth above in Section 2.8. The City shall allow Richland to file multiple final maps in accordance with Section 66456.1 of the Map Act.

3.8 City's Acceptance of Public Improvements. Once the City has accepted the offers of dedication of the public improvements constructed by Richland as provided in Section 2.6, above, the City shall maintain all such accepted improvements.

3.9 City's Reservations of Authority. Notwithstanding any other provision of this Agreement to the contrary, the following regulations and provisions shall apply to the development of the Property:

3.9.1 City Regulations regarding processing fees and charges, enacted after the Effective Date, provided such procedures are uniformly applied on a City-wide basis to all substantially similar types of development projects and properties.

3.9.2 City Regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure, enacted after the Effective Date, provided such procedures are uniformly applied on a City-wide basis to all substantially similar types of development projects and properties.

3.9.3 City Regulations governing construction standards and specifications, enacted after the Effective Date, including (a) City's building code, plumbing code, mechanical code, electrical code, fire code and grading code, (b) all uniform construction codes applicable in City at the time of building permit issuance, and (c) design and construction standards for road and storm drain facilities; provided any such regulation has been adopted and uniformly applied by City on a citywide basis and has not been adopted for the purpose of preventing or otherwise limiting construction of all or any part of the Project.

3.9.4 City Regulations enacted after the Effective Date that may be in conflict with this Agreement or the Project Approvals but that are necessary to protect persons or property from dangerous or hazardous conditions that create a threat to the public health or safety or create a physical risk, based on findings by the City Council identifying the dangerous or hazardous conditions requiring such changes in the law, why there are no feasible alternatives to the imposition of such changes, and how such changes would alleviate the dangerous or hazardous condition. Changes in laws, regulations, plans or policies that are specifically mandated and required by changes in state or federal laws or regulations that require such to apply to the Project.

3.9.5 As provided in the Statute at Section 65869.5: "In the event that state or federal law or regulations, enacted after [this Agreement] has been entered into, prevent or preclude compliance with one or more provisions of [this Agreement], such provisions of [this Agreement] shall be modified or suspended as may be necessary to comply with such state or federal laws or regulations."

3.9.6 Nothing in this Section 3.5 or this Agreement shall preclude Richland from exercising its right to challenge in court any City ordinance, policy, regulation, or standard that would conflict with Applicable Law or this Agreement or reduce the development rights provided by this Agreement.

ARTICLE 4 AMENDMENT

4.1 Amendment to Approvals. To the extent permitted by state and federal law, any Project Approval or Subsequent Project Approvals (hereafter in this ARTICLE 4, an "Approval") may, from time to time, be amended or modified in the following manner.

4.1.1 Administrative Project Amendments. Upon the written request of Richland for an amendment or modification to an Approval, the Director of Community Development, or his/her designee (collectively “**Authorized Official**”) shall determine: (i) whether the requested amendment or modification is minor when considered in light of the Project as a whole; and (ii) whether the requested amendment or modification is substantially consistent with Applicable Law. If the Authorized Official finds that the proposed amendment or modification is minor, substantially consistent with Applicable Law, and will result in no new significant environmental impacts, the amendment shall be determined to be an “**Administrative Project Amendment**” and the Authorized Official may, except to the extent otherwise required by law, approve the Administrative Project Amendment, following consultation with other relevant City staff, without notice and public hearing. Without limiting the generality of the foregoing, lot line adjustments, non-substantial reductions in the density, intensity, scale or scope of the Project, minor alterations in vehicle circulation patterns or vehicle access points, substitutions of comparable landscaping for any landscaping shown on any final development plan or landscape plan, variations in the design and location of structures that do not substantially alter the design concepts of the Project, variations in the location or installation of utilities and other infrastructure connections or facilities that do not substantially alter the design concepts of the Project, modifications to the grading design that will not substantially alter the design concepts of the Project, and minor adjustments to the Property diagram or Property legal description shall be treated as Administrative Project Amendments.

4.1.2 Non-Administrative Project Amendments. Any request of Richland for an amendment or modification to an Approval which is determined not to be an Administrative Project Amendment as set forth above shall be subject to review, consideration and action pursuant to the Applicable Law and this Agreement.

4.1.3 Project Amendment Exemptions. Amendment of an Approval requested by Richland shall not require an amendment to this Agreement. Instead, the amendment shall automatically be deemed to be incorporated into the Project and the Project Approvals, and vested under this Agreement.

4.2 Amendment of This Agreement. This Agreement may be amended from time to time, in whole or in part, by mutual written consent of the Parties or their successors in interest, as follows:

4.2.1 Administrative Agreement Amendments. The City Manager and City Attorney are authorized on behalf of the City to enter into any amendments to this Agreement other than amendments which substantially affect (i) the term of this Agreement (excluding extensions of time for performance of a particular act), (ii) permitted uses of the Property, (iii) provisions for the reservation or dedication of land, (iv) the density or intensity of use of the Property or the maximum height or size of proposed buildings, or (v) monetary payments by Richland. Such amendments (“**Administrative Agreement Amendment**”) shall, except to the extent otherwise required by law, become effective without notice or public hearing.

4.2.2 Non-Administrative Agreement Amendments. Any request of Richland for an amendment or modification to this Agreement which is determined not to be an

Administrative Agreement Amendment as set forth above shall be subject to review, consideration and action pursuant to the Applicable Law and this Agreement.

ARTICLE 5

ASSIGNMENT, TRANSFER AND MORTGAGEE PROTECTION

5.1 Assignment of Interests, Rights and Obligations. Nothing herein limits the right of Richland to freely alienate or transfer all or any portion of the Property. However, Richland may only transfer or assign all or any portion of its interests, rights or obligations under this Agreement or the Project Approvals, including any amendments thereto (a “**Transfer**”), subject to the requirements for City’s consent set forth in this ARTICLE 5, to any third party who acquires an interest or estate in the Property or any portion thereof including, without limitation, purchasers or ground lessees of lots, parcels or improvements (a “**Transferee**”). City consent shall not be required if Richland transfers all or a portion of the Property to an Affiliated Party. An “**Affiliated Party**” is defined as any corporation, limited liability company, partnership or other entity which is controlling of, controlled by, or under common control with Richland, and “**control**,” for purposes of this definition, means effective management and control of the other entity, subject only to major events requiring the consent or approval of the other owners of such entity.

5.2 Transfer Agreements.

5.2.1 Written Agreement. In connection with a Transfer by Richland (other than a Transfer by Richland to an Affiliated Party to a Mortgagee (as defined below in 5.4) or to a Home Purchaser (as defined below in 5.3)), Richland and the Transferee shall enter into a written agreement (a “**Transfer Agreement**”), with City’s consent in writing to the Transfer, regarding the respective interests, rights and obligations of Richland and the Transferee in and under the Agreement and the Project Approvals. Such Transfer Agreement may (i) release Richland from obligations under the Agreement or the Project Approvals that pertain to that portion of the Project being transferred, as described in the Transfer Agreement, provided that the Transferee expressly assumes such obligations, (ii) transfer to the Transferee vested rights to improve and use that portion of the Project being transferred, and (iii) address any other matter deemed by Richland to be necessary or appropriate in connection with the transfer or assignment. Richland shall notify the City in writing that it plans to execute a Transfer Agreement at least 60 days in advance of the execution date and provide City with such information as may be required by City to demonstrate the Transferee’s qualifications and financial ability to complete the Project. City shall have 30 days from the date of such notice to review the information and provide a determination to Richland. City may withhold its consent if the City reasonably determines that the Transferee, or an entity with similar or related ownership or control as Transferee, is or has been a party to litigation filed against the City or if the Transferee lacks the financial ability to complete the Project. If City does not consent to the Transfer, City shall provide its reasons in writing and shall meet with Richland in good faith to determine what additional information may be necessary for City to provide its consent.

5.2.2 Binding. Any Transfer Agreement shall be binding on Richland, the City and the Transferee, but shall not release Richland absent express language in the Transfer Agreement. Upon recordation in the Official Records of Contra Costa County of any Transfer

Agreement, Richland shall be released from those obligations assumed by the Transferee therein, subject to the provisions of 5.2.1 above.

5.3 Home Purchaser. The burdens, obligations and duties of Richland under this Agreement shall terminate with respect to, and neither a Transfer Agreement nor the City's consent shall be required in connection with, any single-family residence conveyed to a purchaser or leased for a period in excess of one year. The Transferee in such a transaction and its successors ("**Home Purchaser**") shall be deemed to have no obligations under this Agreement.

5.4 Mortgagee Protection. This Agreement shall be superior and senior to any lien placed upon the Property or any portion thereof after the date of recording of this Agreement, including the lien of any deed of trust or mortgage ("**Mortgage**"). The foregoing notwithstanding, no breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any Mortgage made in good faith and for value, but all of the terms and conditions contained in this Agreement (including, but not limited to, the City's remedies to terminate the rights of Richland and its successors and assigns under this Agreement, to terminate this Agreement, and to seek other relief as provided in this Agreement) shall be binding upon and effective against any person or entity, including any deed of trust beneficiary or mortgagee ("**Mortgagee**") who acquires title to the Property, or any portion thereof, by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise.

5.4.1 Mortgagee Not Obligated. The provisions of 5.4 notwithstanding, no Mortgagee shall have any obligation or duty under this Agreement to construct or complete the Project, or to guarantee such construction or completion; provided, however, that a Mortgagee shall not be entitled to devote the Property to any uses or to construct any improvements other than those uses or improvements provided for or authorized by this Agreement, or otherwise under the Project Approvals.

5.4.2 Notice of Default to Mortgagee. If the City receives a written notice from a Mortgagee or from Richland requesting a copy of any notice of default given Richland and specifying the address for notice, then the City shall deliver to the Mortgagee at the Mortgagee's cost, concurrently with delivery to Richland, any notice with respect to any claim by the City that Richland has committed an event of default. Each Mortgagee shall have the right during the same period available to Richland to cure or remedy, or to commence to cure or remedy, the event of default claimed or the areas of noncompliance set forth in the City's notice. The City Manager is authorized on behalf of the City to grant to the Mortgagee an extension of time to cure or remedy, not to exceed an additional 60 days.

ARTICLE 6 COOPERATION IN THE EVENT OF LEGAL CHALLENGE, INDEMNITY

Richland, as the real party in interest, shall defend, indemnify and hold harmless the City, with legal counsel reasonably acceptable to the City Attorney, in any action brought by a third party to challenge concerning (a) the validity, legality, or constitutionality of any term, condition, obligation, fee, dedication, or exaction required or imposed by this Agreement; (ii) the procedures utilized in or the sufficiency of the environmental review associated with this

Agreement; and (iii) the implementation of this Agreement through such further actions, measures, procedures, and approvals as are necessary to satisfy the Agreement's requirements. Richland shall defend the City with qualified legal counsel subject to the approval of the City Attorney, which approval shall not be unreasonably withheld. Richland shall pay all costs, damages, attorney's fees, and other court-ordered costs awarded to any third party in any legal action in which Richland's duties to defend, indemnify, and hold the City harmless arise under this Article. The City shall promptly notify Richland of any action filed and the Parties shall cooperate fully in the defense of such action.

The Parties expressly recognize that the obligation stated in this Article do not require or contemplate that Richland shall indemnify or hold harmless or be responsible for any error, omission, intentional act, negligent act, or default of, or any injury caused by, any homeowners association or any City department or dependent special district that is formed by or the receives funding as a result of any term or condition of this Agreement.

ARTICLE 7 DEFAULT; TERMINATION; ANNUAL REVIEW

7.1 Default.

7.1.1 Remedies in General; No Damages. Except as provided in Section 3.4, the City and Richland agree that, as part of the bargained for consideration of this Agreement, in the event of default by either Party, the only remedy shall be declaratory relief or specific performance of this Agreement. In no event shall either Party, or any of their officers, agents, representatives, officials, employees or insurers, be liable to the other Party for damages, whether actual, consequential, punitive or special, for any breach or violation of this Agreement. The Parties agree that any action or proceeding to cure, correct or remedy any default or to enforce any covenant or promise under this Agreement shall be limited solely and exclusively to the remedies expressly provided. Following notice and expiration of any applicable cure periods and completion of the dispute resolution process set forth in ARTICLE 8 below, either Party may institute legal or equitable proceedings to cure, correct, or remedy any default, or to enforce any covenant or promise herein, enjoin any threatened or attempted violation, or enforce by specific performance, declaratory relief or writ of mandate the obligations and rights of the Parties. As noted above, in no event shall either Party be liable for any damages. Any legal action to interpret or enforce the provisions of this Agreement shall be brought in the Superior Court for Contra Costa County, California.

7.1.2 Cure Period. Subject to extensions of time by mutual consent in writing of the Parties, breach of, failure, or delay by either Party to perform any term or condition of this Agreement shall constitute a default. In the event of any alleged default of any term, condition, or obligation of this Agreement, the Party alleging such default shall give the defaulting Party notice in writing specifying the nature of the alleged default and the manner in which such default may be satisfactorily cured ("**Notice of Breach**"). The defaulting Party shall cure the default within 30 days following receipt of the Notice of Breach, provided, however, if the nature of the alleged default is non-monetary and such that it cannot reasonably be cured within such 30-day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, shall be deemed to be a cure, provided that if

the cure is not diligently prosecuted to completion, then no additional cure period shall be provided. If the alleged failure is cured within the time provided above, then no default shall exist and the noticing Party shall take no further action to exercise any remedies available hereunder. If the alleged failure is not cured, then a default shall exist under this Agreement and the non-defaulting Party may exercise any of the remedies available.

7.1.3 Procedure for Default by Richland. If Richland is alleged to be in default hereunder by City then after notice and expiration of the cure period specified above and the dispute resolution process set forth in ARTICLE 8 below, City may institute legal proceedings against Richland pursuant to this Agreement, and/or give notice of intent to terminate or modify this Agreement to Richland pursuant to California Government Code section 65868. Following notice of intent to terminate or modify this Agreement as provided above, the matter shall be scheduled for consideration and review at a duly noticed and conducted public hearing in the manner set forth in Government Code sections 65865, 65867 and 65868 by the City Council within 60 calendar days following the date of delivery of such notice (the “**Default Hearing**”). Richland shall have the right to offer written and oral testimony prior to or at the time of the Default Hearing. If the City Council determines that a default has occurred and is continuing, and elects to terminate the Agreement, City shall give written notice of termination of the Agreement to Richland by certified mail and the Agreement shall thereby be terminated 30 days thereafter; provided, however, that if Richland files an action to challenge City’s termination of the Agreement within such 30-day period, then the Agreement shall remain in full force and effect until a trial court has affirmed City’s termination of the Agreement and all appeals have been exhausted (or the time for requesting any and all appellate review has expired). This Section 7.1.3 shall not be interpreted to constitute a waiver of Section 65865.1 of the Government Code, but merely to provide a procedure by which the Parties may take the actions set forth in Section 65865.1.

7.1.4 Procedure for Default by City. If the City is alleged by Richland to be in default under this Agreement, then after notice and expiration of the cure period and completion of the dispute resolution procedures below, Richland may enforce the terms of this Agreement by an action at law or in equity, subject to the limitations set forth above.

7.2 Excusable Delay; Extension of Time of Performance. In addition to specific provisions of this Agreement, neither Party shall be deemed to be in default where delays in performance or failures to perform are due to, or a necessary outcome of, war, insurrection, strikes or other labor disturbances, walk-outs, riots, floods, earthquakes, fires, casualties, acts of God, enactment or imposition against the Project of any moratorium, or any time period for legal challenge of such moratorium by Richland, or similar basis for excused performance which is not within the reasonable control of the Party to be excused. Litigation attacking the validity of this Agreement or any of the Project Approvals or implementing or subsequent approvals, or any permit, ordinance, entitlement or other action of a governmental agency other than the City necessary for the development of the Project pursuant to this Agreement, or Richland’s inability to obtain materials, power or public facilities (such as water or sewer service) to the Project, shall be deemed to create an excusable delay as to Richland. Upon the request of either Party, an extension of time for the performance of any obligation whose performance has been so prevented or delayed shall be memorialized in writing. The City Manager is authorized on

behalf of the City to enter into such an extension. The term of any such extension shall be equal to the period of the excusable delay, or longer, as may be mutually agreed upon.

7.3 Annual Review. Throughout the Term, at least once every 12 months, the City may request that Richland provide City with a written report demonstrating its good-faith compliance with the terms of this Agreement (the “**Written Report**”). The City Manager and City Attorney shall review the Written Report to determine whether Richland is in good-faith compliance with the terms of the Agreement and, if they have concerns about Richland’s compliance, shall schedule a review before the City Council (the “**Periodic Review**”). At least 10 days prior to the Periodic Review, the City shall provide to Richland a copy of any staff reports and documents to be used or relied upon in conducting the review (and, to the extent practical, related exhibits) concerning Richland’s performance. Richland shall be permitted an opportunity to respond to the City’s evaluation of Richland’s performance, either orally at a public hearing or in a written statement, at Richland’s election. If before the public hearing, such response shall be directed to the Community Development Director. At the conclusion of the Periodic Review, the City Council shall make written findings and determinations, on the basis of substantial evidence, as to whether or not Richland has complied in good faith with the terms and conditions of this Agreement. If the City Council finds and determines, based on substantial evidence, that Richland has not complied with such terms and conditions, the City Council may initiate proceedings to terminate or modify this Agreement, in accordance with Government Code section 65865.1, by giving notice of its intention to do so, in the manner set forth in Government Code sections 65867 and 65868. If after receipt of the Written Report, the City does not (a) schedule a Periodic Review within two months, or (b) notify Richland in writing of the City’s determination after a Periodic Review, then it shall be conclusively presumed that Richland has complied in good faith with the terms and conditions of this Agreement during the year covered under the Written Report.

7.4 Notice of Compliance. Within 30 days following any written request which Richland or a Mortgagee may make from time to time, the City shall execute and deliver to the requesting party (or to any other party identified by the requesting party) a written “**Notice of Compliance**”, in recordable form, duly executed and acknowledged by the City, that certifies: (a) this Agreement is unmodified and in full force and effect, or if there have been modifications, that this Agreement is in full force and effect as modified and stating the date and nature of the modifications; (b) there are no current uncured defaults under this Agreement or specifying the dates and nature of any default; and (c) any other information reasonably requested by Richland or the Mortgagee. The failure to deliver such a statement within such time shall constitute a conclusive presumption against the City that this Agreement is in full force and effect without modification except as may be represented by Richland and that there are no uncured defaults in the performance of Richland, except as may be represented by Richland.

ARTICLE 8 DISPUTE RESOLUTION

8.1 Dispute; Confidentiality. Any controversy or dispute arising out of or related to this Agreement (a “**Dispute**”), shall be subject to private negotiation among the Parties, and if then not resolved shall be subject to non-binding mediation followed by litigation, if necessary, as set forth below. Each Party agrees that any Dispute, and all matters concerning any Dispute,

will be considered confidential and will not be disclosed to any third-party except (a) disclosures to a Party's attorneys, accountants, and other consultants who assist the Party in the resolution of the Dispute, (b) as provided below with respect to the mediation, and (c) as otherwise required by law, including without limitation, the California Public Records Act.

8.2 Private Negotiation. If a Dispute arises, the Parties agree to negotiate in good faith to resolve the Dispute. If the negotiations do not resolve the Dispute to the reasonable satisfaction of the Parties within 30 days from a written request for a negotiation, then the Dispute shall be submitted to mediation pursuant to 8.3.

8.3 Mediation. Within 30 days following the written request to negotiate, either Party may initiate non-binding mediation (the "**Mediation**"), conducted by JAMS, Inc. ("**JAMS**") or any other agreed-upon mediator. Either Party may initiate the Mediation by written notice to the other Party. The mediator shall be a retired judge or other mediator, selected by mutual agreement of the Parties, and if the Parties cannot agree within 15 days after the Mediation notice, the mediator shall be selected through the procedures regularly followed by JAMS. The Mediation shall be held within 30 days after the Mediator is selected, or a longer period as the Parties and the mediator mutually decide. If the Dispute is not fully resolved by mutual agreement of the Parties within 30 days after completion of the Mediation, then either Party may commence an action in state or federal court. The Parties shall bear equally the cost of the mediator's fees and expenses, but each Party shall pay its own attorneys' and expert witness fees and any other associated costs.

8.4 Injunction. Nothing in this ARTICLE 8 shall limit a Party's right to seek an injunction or restraining order from a court of competent jurisdiction in circumstances where such relief is deemed necessary to preserve assets.

ARTICLE 9 MISCELLANEOUS

9.1 Defined Terms; Citations. The capitalized terms used in this Agreement, unless the context obviously indicates otherwise, shall have the meaning given them in this Agreement. Except as otherwise expressly stated, all citations are to the Government Code of the State of California.

9.2 Enforceability. As provided in Section 65865.4, this Agreement shall be enforceable by either Party notwithstanding any change enacted or adopted (whether by ordinance, resolution, initiative, or any other means) in any applicable general plan, specific plan, zoning ordinance, subdivision ordinance, or any other land use ordinance or resolution or other rule, regulation or policy adopted by the City that changes, alters or amends the ordinances, rules, regulations and policies included in the Applicable Law, except as this Agreement may be amended or canceled pursuant to Section 65868 or modified or suspended pursuant to Section 65869.5.

9.3 Other Necessary Acts. Each Party shall execute and deliver to the other all such other further instruments and documents as may be reasonably necessary to carry out the Project

Approvals and this Agreement and to provide and secure to the other Party the full and complete enjoyment of its rights and privileges under this Agreement.

9.4 Construction. Each reference in this Agreement to this Agreement or any of the Project Approvals shall be deemed to refer to this Agreement or the Project Approvals, as it may be amended from time to time. This Agreement has been reviewed and revised by legal counsel for both the City and Richland, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement.

9.5 Covenants Running with the Land. Subject to the Transfer provisions in ARTICLE 5, all of the provisions contained in this Agreement shall be binding upon and benefit the Parties and their respective heirs, successors and assigns, representatives, lessees, and all other persons acquiring all or a portion of, or interest in, the Property, whether by operation of law or in any manner whatsoever. All of the provisions contained in this Agreement shall be enforceable as equitable servitudes and shall constitute covenants running with the land pursuant to California law including, without limitation, Civil Code Section 1468. Each covenant herein to act or refrain from acting is for the benefit of or a burden upon the Property, as appropriate, runs with the Property and is for the benefit of and binding upon the owner, Richland, and each successive owner of all or a portion of the Property, during its ownership of such property.

9.6 Attorneys' Fees. If any legal action or other proceeding is commenced to enforce or interpret any provision of, or otherwise relating to, this Agreement, the losing party or parties shall pay the prevailing party's or parties' actual expenses incurred in the investigation of any claim leading to the proceeding, preparation for and participation in the proceeding, any appeal or other post-judgment motion, and any action to enforce or collect the judgment including without limitation contempt, garnishment, levy, discovery and bankruptcy. For this purpose, "expenses" include, without limitation, court or other proceeding costs and experts' and attorneys' fees and their expenses. The phrase "prevailing party" shall mean the party which is determined in the proceeding to have prevailed or which prevails by dismissal, default or otherwise.

9.7 No Agency, Joint Venture or Partnership. The City and Richland disclaim the existence of any form of agency relationship, joint venture or partnership between the City and Richland. Nothing contained in this Agreement or in any document executed in connection with this Agreement shall be construed as creating any relationship other than a contractual relationship between the City and Richland.

9.8 No Third Party Beneficiary. This Agreement is made solely and specifically among and for the benefit of the Parties, and their respective successors and assigns subject to the express provisions relating to successors and assigns, and no other party other than a Mortgagee will have any rights, interest or claims or be entitled to any benefits under or on account of this Agreement as a third party beneficiary or otherwise.

9.9 Notices. All notices, consents, requests, demands or other communications to or upon the respective Parties shall be in writing and shall be effective for all purposes: (A) upon receipt on any City business day before 5:00 PM local time and on the next City business day if received after 5:00 PM or on other than a City business day, including without limitation, in the

case of (i) personal delivery, or (ii) delivery by messenger, express or air courier or similar courier, or (B) five days after being duly mailed certified mail, return receipt requested, postage prepaid, all addressed as follows:

If to City, to: City of Antioch
Attention: City Manager
200 H Street
Antioch, CA 94509
Telephone: (925) 779-7011

With a mandatory
copy to: City Attorney
City of Antioch
200 H Street
Antioch, CA 94509
Telephone: (925) 779-7015

If to Richland, to:

Richland Planned Communities, Inc.
Attention: Aaron Ross-Swain
801 Ygnacio Road, Suite 110
Walnut Creek, CA 94596
Telephone: (925) 271-0676

With a mandatory
copy to: Richland Planned Communities, Inc.
Attention: General Counsel
3161 Michelson Drive, Suite 425
Irvine, CA 92612
Telephone: (949) 261-7010

In this Agreement “**City business days**” means days that the Antioch City Hall is open for business and does not currently include Fridays, Saturdays, Sundays, and federal and state legal holidays. Either Party may change its address by written notice to the other on five business days’ prior notice in the manner set forth above. Receipt of communication by facsimile shall be sufficiently evidenced by a machine-generated confirmation of transmission without notation of error. In the case of illegible or otherwise unreadable facsimile transmissions, the receiving Party shall promptly notify the transmitting Party of any transmission problem and the transmitting Party shall promptly resend any affected pages.

9.10 Entire Agreement and Exhibits. This Agreement constitutes in full, the final and exclusive understanding and agreement of the Parties and supersedes all negotiations or previous agreements of the Parties with respect to all or any part of the subject matter of this Agreement. No oral statements or prior written matter not specifically incorporated in this Agreement shall be of any force and effect. No amendment of, supplement to or waiver of any obligations under this Agreement shall be enforceable or admissible unless set forth in a writing approved by the

City and Richland. The following exhibits are attached to this Agreement and incorporated for all purposes:

Exhibit A Property Legal Description

Exhibit B-1 Final Development Plan

Exhibit B-2 Vesting Tentative Map

9.11 Severability. If any part of this Agreement is declared unenforceable or invalid by a court of competent jurisdiction, all remaining provisions shall continue to be valid and enforceable.

9.12 Counterparts. This Agreement may be executed in any number of identical counterparts and each counterpart shall be deemed to be an original document. All executed counterparts together shall constitute one and the same document, and any counterpart signature pages may be detached and assembled to form a single original document. This Agreement may be executed by signatures transmitted by facsimile, adobe acrobat or other electronic image files and these signatures shall be valid, binding and admissible as though they were ink originals.

9.13 Recordation of Development Agreement. Pursuant to Section 65868.5, no later than ten days after the City enters into this Agreement, the City Clerk shall record an executed copy of this Agreement or a Memorandum of this Agreement in the Official Records of the County of Contra Costa.

This Agreement has been entered into by and between Richland and the City as of the Effective Date.

CITY:

City of Antioch, a municipal corporation

By: _____
_____, City Manager

APPROVED AS TO FORM:

By: _____
_____, City Attorney

ATTEST:

By: _____
_____, City Clerk

RICHLAND:

Richland Planned Communities, Inc., a California corporation

By: _____
Name: _____
Its: _____

APPROVED AS TO FORM:

By: _____

EXHIBIT A

PROPERTY LEGAL DESCRIPTION

(to be inserted)

EXHIBIT B-1

FINAL PLANNED DEVELOPMENT

EXHIBIT B-2

VESTING TENTATIVE MAP

ATTACHMENT "C"

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH TO REZONE TO PLANNED DEVELOPMENT DISTRICT (PD-15-03) FOR THE LAUREL RANCH PROJECT (APN 053-060-031)

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

Section 1: The City Council determined on September 13, 2016 that, pursuant to Section 15162 of the Guidelines of the California Environmental Quality Act, that the appropriate environmental document for the project is an Addendum to the Future Urban Area #2 (FUA2) Specific Plan Environmental Impact Report.

Section 2: At its regular meeting of July 20, 2016, the Planning Commission recommended that the City Council adopt the Ordinance to rezone the subject property to Planned Development District (PD-15-03) for the Laurel Ranch Project. The City Council on September 13, 2016, held a public hearing on the matter, and received and considered evidence, both oral and documentary.

Section 3: The real property described in Exhibit A, attached hereto, is hereby rezoned to Planned Development District (PD-15-03) for the Laurel Ranch Project.

Section 4: The development standards, as defined below, for the subject property (APN 053-060-031), known as the Laurel Ranch Project, are herein incorporated into this ordinance, and are binding upon said property.

Development Standards for the Laurel Ranch Planned Development District (PD-15-03)

Standard	Proposed PD Zoning Standards	
	Conventional Neighborhood	Private Lane Neighborhood
Maximum Number of Units	88	92
Minimum Lot Size	4,000 s.f.	2,580 s.f.
Minimum Lot Width	50 feet	43 feet
Minimum Lot Depth	80 feet	60 feet
Minimum Front Yard Setbacks from Property Line (reserved for landscaping only, excluding driveways)	12 feet to house 20 feet to garage	8 feet to house 18 feet to garage
Minimum Side Yard Setbacks from Property Line (reserved for landscaping only)	Interior lot: 4 feet Corner lot: 10 foot street side setback. No part of a house, landscaping, or fence shall obstruct the required clear vision zone at an intersection.	Interior lot: 4 feet minimum. 10 foot minimum adjacent to a sound wall. Corner lot: 10 foot street side setback. No part of a house, landscaping, or fence shall obstruct the required clear vision zone at an intersection.
Minimum Rear Yard Setbacks from Property	15 feet, minimum 10 feet flat area	5 feet 20 feet adjacent to Laurel Rd.

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Standard	Proposed PD Zoning Standards	
	Conventional Neighborhood	Private Lane Neighborhood
Line (including patio covers)	20 feet adjacent to Laurel Rd.	
Accessory Structure Setbacks	Interior lot: side yard and rear yard setback is zero Corner lot: street side setback is 20 feet and rear and interior side setback is zero.	Attached or detached accessory structures are not permitted.
Maximum Building Height	35 feet	35 feet
Maximum Lot Coverage (including porches, porticos, trellises and patio covers)	55%	55%
Minimum Parking and Driveways	Attached two car garage minimum 20 feet by 20 feet clear inside dimensions. Minimum 20 foot long driveway. Minimum one 20 foot long on-street guest parking space per house.	Attached two car garage minimum 20 feet by 20 feet clear inside dimensions. Minimum 18 foot long driveway. Minimum one 20 foot long on-street guest parking space per house.
Second Dwelling Unit	Detached second dwelling units are not permitted.	Detached second dwelling units are not permitted.

Section 5: The City Council finds that the public necessity requires the proposed zone change, that the subject property is suitable to the use permitted in the proposed zone change, that said permitted use is not detrimental to the surrounding property, and that the proposed zone change is in conformance with the Antioch General Plan.

Section 6: This ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption and shall be published once within fifteen (15) days upon passage and adoption in a newspaper of general circulation printed and published in the City of Antioch.

* * * * *

I **HEREBY CERTIFY** that the foregoing ordinance was introduced and adopted at a regular meeting of the City Council of the City of Antioch, held on the 13th of September, 2016, and passed and adopted at a regular meeting thereof, held on the ____ day of ____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Wade Harper, Mayor of the City of Antioch

ATTEST:

Arne Simonsen, City Clerk of the City of Antioch

02

EXHIBIT "A"

**LAUREL RANCH BOUNDARY
APN 053-060-015**

ALL THAT REAL PROPERTY, SITUATE, LYING AND BEING IN THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 2 NORTH, RANGE 2 EAST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST ¼ CORNER OF SAID SECTION 34, THENCE FROM SAID POINT OF BEGINNING, ALONG THE WEST LINE OF SAID SECTION 34, NORTH 1°22'10" EAST 1,468.73 FEET; THENCE LEAVING SAID WEST LINE, NORTH 44°09'33" EAST 376.64 FEET TO THE SOUTHERLY LINE OF CONTRA COSTA COUNTY WATER DISTRICT DESCRIBED IN BOOK 16536 AT PAGE 953, CONTRA COSTA COUNTY RECORDS; THENCE ALONG THE SOUTHERLY LINE OF SAID WATER DISTRICT DEED, SOUTH 88°29'53" EAST 101.98 FEET TO THE NORTHWESTERLY CORNER OF OAKLEY WATER DISTRICT'S PROPERTY DESCRIBED IN BOOK 16917 AT PAGE 140, CONTRA COSTA COUNTY RECORDS; THENCE ALONG SAID WATER DISTRICT'S PROPERTY THE FOLLOWING SEVEN (7) COURSES:

- 1) SOUTH 44°09'33" WEST 204.00 FEET; THENCE
- 2) SOUTH 0°06'55" WEST 326.78 FEET; THENCE
- 3) SOUTH 45°45'42" EAST 270.08 FEET; THENCE
- 4) SOUTH 88°29'53" EAST 210.00 FEET; THENCE
- 5) NORTH 46°30'07" EAST 179.91 FEET; THENCE
- 6) NORTH 1°30'07" EAST 400.00 FEET; THENCE
- 7) NORTH 43°29'53" WEST 187.78 FEET; THENCE

LEAVING SAID OAKLEY WATER DISTRICT ALONG SAID CONTRA COSTA COUNTY WATER DISTRICT PROPERTY (16536 OR 953), SOUTH 88°29'53" EAST 525.36 FEET TO THE WESTERLY LINE OF HIGHWAY FOUR BYPASS AUTHORITY DESCRIBED IN DEED 2005-220479, CONTRA COSTA COUNTY RECORDS; THENCE ALONG SAID AUTHORITY'S PROPERTY, SOUTH 36°52'13" EAST 86.60 FEET; THENCE SOUTH 28°58'12" EAST 174.02 FEET TO THE RIGHT OF WAY LINE OF STATE ROUTE 4 BYPASS AND THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE WEST WITH A RADIUS OF 590.26 FEET, A RADIAL LINE FROM THE BEGINNING OF SAID CURVE BEARS NORTH 83°08'39" WEST; THENCE ALONG THE ARC OF SAID CURVE 16.62 FEET, THROUGH A CENTRAL ANGLE OF 1°36'48"; THENCE CONTINUING ALONG SAID STATE ROUTE 4 BYPASS, SOUTH 8°27'09" WEST 380.90 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 508.89 FEET; THENCE ALONG THE ARC OF SAID CURVE 363.43 FEET THROUGH A CENTRAL ANGLE OF 40°55'08"; THENCE SOUTH 32°26'59" EAST 56.03 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF

52.82 FEET, A RADIAL LINE FROM THE BEGINNING OF SAID CURVE BEARS NORTH 68°22'58" WEST; THENCE ALONG THE ARC OF SAID CURVE 28.52 FEET, THROUGH A CENTRAL ANGLE OF 30°55'59"; THENCE SOUTH 52°33'01" WEST 98.60 FEET; THENCE SOUTH 37°26'59" EAST 52.17 FEET; THENCE NORTH 52°33'01" EAST 8.38 FEET; THENCE SOUTH 37°26'59" EAST 61.48 FEET; THENCE NORTH 51°24'16" EAST 98.71 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 46.26 FEET; THENCE ALONG THE ARC OF SAID CURVE 26.87 FEET, THROUGH A CENTRAL ANGLE OF 33°16'51"; THENCE SOUTH 37°26'59" EAST 159.91 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 382.24 FEET; THENCE ALONG THE ARC OF SAID CURVE 194.86 FEET, THROUGH A CENTRAL ANGLE OF 29°12'29"; THENCE SOUTH 66°39'28" EAST 288.73 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 802.21 FEET; THENCE ALONG THE ARC OF SAID CURVE 387.02 FEET, THROUGH A CENTRAL ANGLE OF 27°38'32"; THENCE SOUTH 9°34'29" EAST 30.59 FEET; THENCE SOUTH 33°33'52" EAST 16.53 FEET; THENCE LEAVING SAID STATE ROUTE 4 BYPASS, ALONG THE CENTER SECTION LINE OF SECTION 34, NORTH 89°20'17" WEST 2,295.49 FEET, TO THE POINT OF BEGINNING.

CONTAINING 51.187 ACRES, MORE OR LESS.

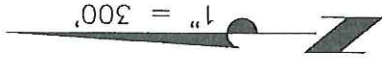
AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

BY:  _____ DATE 8/9/16

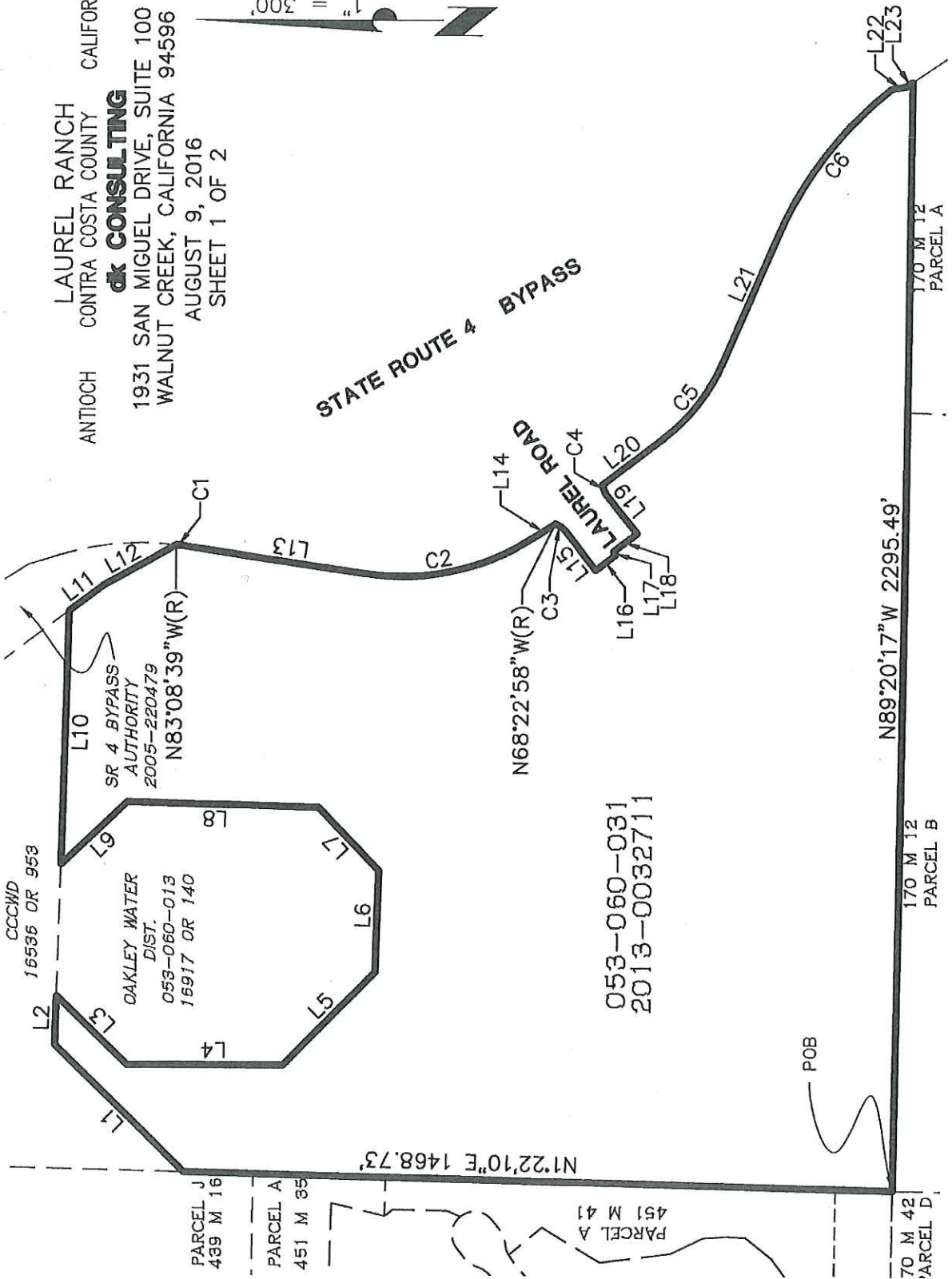
DANIEL DRUMMOND, PLS 6333

C4

LAUREL RANCH
 CONTRA COSTA COUNTY CALIFORNIA
dk CONSULTING
 1931 SAN MIGUEL DRIVE, SUITE 100
 WALNUT CREEK, CALIFORNIA 94596
 AUGUST 9, 2016
 SHEET 1 OF 2



STATE ROUTE 4 BYPASS



5

LAUREL RANCH
 CONTRA COSTA COUNTY CALIFORNIA
dk CONSULTING
 1931 SAN MIGUEL DRIVE, SUITE 100
 WALNUT CREEK, CALIFORNIA 94596
 AUGUST 9, 2016
 SHEET 2 OF 2

ANTIOCH

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N44°09'33"E	376.64'
L2	S88°29'53"E	101.98'
L3	S44°09'33"W	204.00'
L4	S0°06'55"W	326.78'
L5	S45°45'42"E	270.08'
L6	S88°29'53"E	210.00'
L7	N46°30'07"E	179.91'
L8	N1°30'07"E	400.00'
L9	N43°29'53"W	187.78'
L10	S88°29'53"E	525.36'
L11	S36°52'13"E	86.60'
L12	S28°58'12"E	174.02'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L13	S8°27'09"W	380.90'
L14	S32°26'59"E	56.03'
L15	S52°33'01"W	98.60'
L16	S37°26'59"E	52.17'
L17	N52°33'01"E	8.38'
L18	S37°26'59"E	61.48'
L19	N51°24'16"E	98.71'
L20	S37°26'59"E	159.91'
L21	S66°39'28"E	288.73'
L22	S9°34'29"E	30.59'
L23	S33°33'52"E	16.53'

CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C1	1°36'48"	590.26'	16.62'
C2	40°55'08"	508.89'	363.43'
C3	30°55'59"	52.82'	28.52'
C4	33°16'51"	46.26'	26.87'
C5	29°12'29"	382.24'	194.86'
C6	27°38'32"	802.21'	387.02'

66

ATTACHMENT "D"

RESOLUTION NO. 2016/**

APPROVAL OF A VESTING TENTATIVE MAP/FINAL DEVELOPMENT PLAN FOR THE LAUREL RANCH PROJECT

WHEREAS, the City received an application from Strack Farms LLC (Richland) requesting approval of an Addendum to the Future Urban Area #2 Specific Plan Final Environmental Impact Report, a rezone to Planned Development District (PD-15-03), a Vesting Tentative Map/Final Development Plan (PW 698), and a development agreement for the Laurel Ranch project. The project consists of the development of 180 single family homes and associated improvements on a portion of a 54 acre parcel. The project site is located at the northwest corner of the Highway 4 Bypass and Laurel Road interchange (APN 053-060-031); and,

WHEREAS, an addendum to the Final Environmental Impact Report (EIR) for Future Urban Area #2 Specific Plan was prepared for the project in conformance with the California Environmental Quality Act and considered by the Planning Commission on July 20, 2016; and,

WHEREAS, on July 20, 2016, the Planning Commission recommended adoption of the Addendum to the City Council; and,

WHEREAS, on July 20, 2016, at a duly noticed public hearing the Planning Commission recommended to City Council approval of a rezone of the project site to Planned Development District (PD-15-03) and a development agreement for the project between the City of Antioch and Richland Planned Communities, Inc. and a vesting tentative map/final development plan; and,

WHEREAS, on September 13, 2016, the City Council adopted a resolution adopting an addendum to the Final Environmental Impact Report (EIR) for Future Urban Area #2 Specific Plan

WHEREAS, on September 13, 2016, the City Council introduced an ordinance approving a development agreement between the City of Antioch and Richland Planned Communities, Inc., and introduced an ordinance rezoning the site to Planned Development District (PD-15-03); and,

WHEREAS, the City Council duly gave notice of public hearing as required by law; and,

WHEREAS, on September 13, 2016, the City Council duly held a public hearing on the matter, and received and considered evidence, both oral and documentary.

NOW THEREFORE BE IT RESOLVED, that the City Council makes the following required findings for approval of a Final Development Plan:

RESOLUTION NO. 2016/**

September 13, 2016

Page 2

1. Each individual unit of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability because each parcel has its own independent parking and access. The uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another zoning district due to the General Plan designations for the project site and the requirement to establish a Planned Development Zoning District and receive approval for a Final Development Plan for each project in the East Lone Tree Specific Plan area;
2. The streets and thoroughfares proposed meet the standards of the City's Growth Management Program and adequate utility service can be supplied to all phases of the development because the project will be constructing all the required streets and utilities to serve the project and the ultimate design, location and size of these improvements will be subject to the approval of the City Engineer;
3. Any commercial component of the project is justified. The future commercial parcel south of Laurel Road is consistent with the requirements of the East Lone Tree Specific Plan;
4. Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan which offers certain unusual redeeming features to compensate for any deviations that may be permitted. The project is substantially in conformance with the standard zoning requirements for residential development and the Planned Development District development standards established for the project site;
5. The area surrounding the PD district can be planned and zoned in coordination and substantial compatibility with the proposed development because the proposed development is consistent with the General Plan and the area around the Project is approved to be developed according to the General Plan policies for the East Lone Tree Focus Area and to comply with the requirements of the East Lone Tree Specific Plan; and,
6. The Project and the PD District conform to the General Plan of the City in that the small lot single family residential, park/trail and undeveloped open space uses are consistent with the General Plan designations of Residential/Open Space for those portions of the project site; and,
7. 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.

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BE IT FURTHER RESOLVED that the City Council does hereby make the following findings for approval of a Vesting Tentative Parcel Map:

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 is designated Residential/Open Space and is zoned Planned Development 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 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 Map and evaluated the effects of the subdivision proposed and have determined that the Vesting Tentative Map as conditioned complies with and conforms to all the applicable rules, regulations, standards, and criteria of the City's Subdivision Regulations.
3. The 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 that the City Council of the City of Antioch does hereby **APPROVE** a Vesting Tentative Map/Final Development Plan (PW 698) for the development of the Laurel Ranch project. The project consists of the development of 180 single family homes and associated improvements on a portion of a 54 acre parcel. The project site is located at the northwest corner of the Highway 4 Bypass and Laurel Road interchange (APN 053-060-031), subject to the following conditions:

A. GENERAL CONDITIONS

1. The project shall comply with the City of Antioch Municipal Code, unless a specific exception is granted thereto, or is otherwise modified in these conditions or in the development agreement.
2. This approval expires two years from the date of approval (Expires September 13, 2018) or alternate date as identified in the Development Agreement.
3. Concurrent with the first submittal of grading or improvement plans, the applicant shall submit a site plan exhibit showing the site plan as modified by conditions and approval.

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4. The applicant shall defend, indemnify, and hold harmless the City in any action brought by a third party to challenge any land use approval or environmental review for the Project. In addition, if there is any referendum or other election action to contest or overturn these approvals, the applicant shall either withdraw the application or pay all City costs for such an election.
5. A final and unchallenged approval of this project supersedes previous approvals that have been granted for this site.
6. Permits or approvals, whether discretionary or ministerial, will not be considered if the applicant is not current on fees, reimbursement and/or other payments that are due the City.
7. All advertising signs shall be consistent with the Sign Ordinance or as approved by the Community Development Director.
8. Prior to application for building and/or grading permits for any phase of the subdivision, the applicant shall secure use permit approval from the Planning Commission for that phase.
9. The architecture, sound walls, mailboxes, lighting, any accent paving, addressing, and landscaping for the entire project shall be subject to design review and approval by the Planning Commission prior to application for building and/or grading permits for the project. The design details shall conform to the Laurel Ranch Architectural Design Guidelines submitted to the City of Antioch May 2, 2016.
10. Prior to recordation of the first final map, and in conformity with California Vehicle Code 21107.5, the developer shall initiate an amendment to Antioch Municipal Code § 4-5.411, which will allow enforcement of public laws on privately owned and maintained roads.

B. VESTING TENTATIVE MAP CONDITIONS

1. The Vesting Tentative Map approval is subject to the time lines established in the State of California Subdivision Map Act or as extended by the Development Agreement.
2. Approval is based upon substantial conformance with the Vesting Tentative Map dated April 20, 2016, and as conditioned herein.
3. That approval of this Vesting Tentative map shall not constitute the approval of any improvements shown on the Vesting Tentative map and shall not be construed as a guarantee of future extension or re-approvals

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of this or similar maps, nor is it an indication of future availability of water or sewer facilities or permission to develop beyond the capacities of these facilities.

4. The developer shall comply with all mitigation measures identified in the FUA #2 (East Lone Tree) Specific Plan Final EIR and the supplemental mitigation measures identified in the 2016 Addendum to the FUA #2 (East Lone Tree) Specific Plan Final EIR prepared for the Laurel Ranch project.
5. All required easements or rights-of-way for improvements shall be obtained by the applicant at no cost to the City of Antioch. Advance permission shall be obtained from all pertinent property owners and easement holders, if applicable, for any work done within such property or easements.
6. All easements of record that are no longer required and affect individual lots or parcels within this project shall be removed prior to or concurrently with the recordation of the final map or subsequent separate document as approved by City Engineer.
7. Prior to recordation of the first final map, the developer shall obtain a lot line adjustment with the Contra Costa Water District parcel to the north in order to map open space Parcel 'E' and Lots 48, 49, 54, 55, 60 and 61.
8. The developer shall establish a Home Owners Association (HOA) for this project in conformance with the regulations set forth by the State Bureau of Real Estate. The HOA shall be responsible for maintaining all private common areas and amenities including:
 - Parcel 'A' and Parcel 'B' Parks.
 - Landscaping and entry treatments in rights of way not adjacent to front-on or side-on lots, if any, and HOA owned parcels north of the northerly curb line of Laurel Road. (Parcels 'I', 'J', 'P', and 'R')
 - HOA owned parking parcels. (Parcels 'S', 'T', 'U', and 'V')
 - All C.3 infrastructure north of the northerly curb line of Laurel Road which may include, but is not limited to engineered soil, gravel, cleanouts, pipes, overflows, and flow control orifices. (Parcels 'K', 'O', 'M', and 'N')
 - Storm drain pipes leading into basins on Parcels 'K', 'O', 'M', and 'N' (from the nearest catch basin or manhole) and storm drain pipes leading out of basins on Parcels 'K', 'O', 'M', and 'N' (to the nearest manhole outside of the basin).
 - The City shall be reimbursed if it maintains landscape or C.3 areas that are not maintained by the HOA to an acceptable City level.
 - All sound walls adjacent to the project, including graffiti removal.

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- All private streets and street lighting.
 - All front yard landscaping.
 - Mailboxes.
9. Subject to approval by the State, the CC&Rs shall include a provision indicating that the City of Antioch is named as a third-party beneficiary with the right, but not the obligation, to enforce the provisions of the CC&Rs relating to the maintenance and repair of the property and improvements, including but not limited to landscaping, parking, open space, storm water facilities and the prohibition of nuisances. The City shall have the same rights and remedies as the Association, Manager or Owners are afforded under the CC&Rs, including but not limited to rights of entry. This right of enforcement is in addition to all other legal and equitable remedies available to the City, including the right to refuse to issue building permits for any building or structure that is not in compliance with applicable federal, state or local laws, regulations, permits or approvals. Neither action nor inaction by the City shall constitute a waiver or relinquishment of any rights or remedies. In addition, the CC&Rs shall include a provision that any design approvals required by the CC&RS for construction, reconstruction and remodeling are in addition to any approvals needed from the City as well. Further, the CC&Rs cannot be terminated or amended materially without the prior written consent of the Community Development Director and City Attorney of the City of Antioch. Material changes are those that would change the fundamental purpose of the development including but not limited to:
- City approvals of uses or external modifications.
 - Property ownership or maintenance obligations including, but not limited to, common areas, storm water and landscaping.
10. The City Attorney and City Engineer shall review and approve the CC&Rs for the development prior to the issuance of building permits for the first phase of residential construction. The CC&Rs shall require the following:
- That each unit shall be required to store garbage cans outside of public view.
 - That parking shall be prohibited along the private alleys of courtyard homes and that vehicles parked in the driveways of courtyard homes shall be prohibited from encroaching upon the private alley pavements.
 - That on-street and courtyard area RV parking with the exception of active loading and unloading of RVs shall be prohibited.
 - That all homes shall be identified by a decorative addressing method easily visible from the roads within the project in order to aid emergency responders. This method shall be reviewed by the Antioch Police Department and the Community Development Director.

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11. That the developer shall install and maintain streetlights and landscaping within the project area at no cost to the City.
12. Prior to recordation of the first final map, the property shall establish and participate in a Lighting and Landscape District (LLD), Maintenance CFD for lighting and landscaping maintenance, or other financial mechanism acceptable to the City Engineer and accept a level of annual assessments sufficient to maintain:
 - Street lights and landscaping adjacent to the project area excluding those areas to be maintained by the HOA (generally medians on Laurel Road.
 - C.3 infrastructure south of Laurel Road. (Parcels 'H', and 'L')
 - Open space parcels. (Parcels 'D', 'E', 'F', and 'G').
 - Landscaping (LMP) Parcels 'O' and 'K' fronting Laurel Road.

The annual assessment shall cover the actual annual cost of maintenance as described in the Engineer's Report.

13. Prior to recording of the first final map for the project, the developer shall form and participate in, or annex into an existing Public Facility Benefit District (BD) formed pursuant to Antioch Municipal Code Title 9, Chapter 4, Article 21, Communities Facilities District (CFD), or other financing mechanism as approved by the City for the construction of East Lone Tree Specific Plan infrastructure. The current estimate of assessment is \$15,067 per residential lot. This may include the recordation of a BD or CFD Boundary Map, list of approved facilities, development of a Special Tax Formula (Rate and Method of Apportionment - RMA), and recordation of Notice of Special Tax Lien. Should the approved financing mechanism require an RMA, the RMA shall be structured such that, up to the first 45 units constructed, the special tax shall be levied for each home at a time no later than the issuance of building permit (BP). In accordance with the RMA, the special tax will be levied only on each unit at the time of BP; no undeveloped land tax will be levied prior to the issuance of the BP for the 45th unit. Upon issuance of a final map containing the 45th lot, the special tax will be levied upon each lot within said, and any subsequent, final map as well as the undeveloped lands within the district boundary to support debt service on bonds to be sold after the issuance of the BP on the 45th unit if applicable. No bond sale will occur until the recordation of the 45th unit.
14. Upon finalization of the BD, CFD, or other financing mechanism, the City may determine that Richland Communities' contribution has exceeded that required for completion of East Lone Tree Specific Plan infrastructure. In this case, the excess funds shall be available for application to other

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projects enhancing the economic development of Antioch. The use of any excess funds shall be at the direction of the City Council.

15. The commercial property (Parcel 'C') west of State Route 4 shall maintain the slope bank adjacent to the highway to a standard approved by the City Engineer.

C. CONSTRUCTION CONDITIONS

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

D. SITE AND PROJECT DESIGN

1. All main entries to the subdivision shall have a significant entry treatment including signage and landscaping, which shall be reviewed and approved as part of the design review process.
2. A minimum of 15% of the homes in the Conventional Neighborhood shall be single story homes.
3. Provisions for mail delivery and locations of mailbox facilities shall be reviewed by the USPS and approved by the City Engineer prior to the approval of the final map.
4. Prior to the approval of the grading plan(s), the City Engineer shall determine if it is necessary to engage soils and structural engineers, as well as any other professionals, deemed necessary to review and verify

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the adequacy of the building plans submitted for this project. If deemed necessary by the City Engineer, this condition may include field inspections by such professionals to verify implementation of the plans. Costs for these services shall be borne by the applicant.

5. Adequate space for the weekly set out of three solid waste carts per home shall be provided on-street in close proximity to each home. Provisions for garbage pick-up shall be reviewed and approved by the Community Development Director prior to the approval of the first final map for the project.
6. Sound wall locations and elevations for each phase of the project shall be included on the grading plan(s).
7. Fencing or other treatment as approved by the City Engineer shall be provided at open space parcel access points to prevent vehicular access.
8. All proposed improvements shall be constructed to City standards or as approved by the City Engineer.
9. All public streets shall intersect at approximately 90 degrees or as approved by the City Engineer.
10. All driveways shall be a minimum of five feet from curb return.
11. That all public road right-of-way be located 10 feet behind the face-of-curb.
12. Monolithic sidewalks with beveled curb in public rights-of-way shall be 6" thick and reinforced as approved by the City Engineer. Detached sidewalks that will be crossed by vehicles at driveway locations shall be 6" thick and reinforced as approved by the City Engineer. Minimum sidewalks widths shall be as follows:
 - Adjacent to beveled curb, 4.5 feet excluding curb (bevel curb to be 12" deep by 3" high with ½" lip and 18" gutter).
 - Adjacent to vertical curb, 4.5 feet excluding curb.
 - Detached sidewalk, 5 feet.
13. A minimum of a 20 foot tangent shall extend beyond the return at intersections, or as approved by the City Engineer.
14. That all public street intersections shall meet the requirements of Caltrans Highway Design Manual for Intersection Design Standards (Topic 405),

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and private streets to the extent practicable, or as approved by the City Engineer.

15. That all driveways be perpendicular to the street centerline for a minimum distance of 20 feet behind the curb, or as approved by the City Engineer.
16. That all parcels provide satisfactory access as approved by the City Engineer to the driveways and garages using standard automobile turn templates. Access to any lot that requires unusual or illegal maneuvers may result in modification or elimination of these lots.
17. That no parking shall be allowed on the Private Alleys.
18. All lot sidelines shall be perpendicular or radial to the fronting street centerline, or as approved by the City Engineer.
19. Sight distance triangles shall be maintained per 9-5.1101, Site Obstructions at Intersections of the Antioch Municipal Code or as approved by the City Engineer.
20. 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 9-5.1603 or as approved by the City Engineer.
21. The proposed street names shall be approved by Planning Commission prior to recordation of the first final map. Changes to street names not included in the staff report will require Planning Commission review and approval.
22. The applicant shall provide a "checklist" of universal design accessibility features to home buyers as required by Section 17959.6 of the Health and Safety Code.
23. All improvements for each lot (water meters, sewer cleanouts, etc.) shall be contained outside of the driveway and within the lot and the projection of its sidelines, or as approved by the City Engineer.
24. One on-street or guest parking space per lot shall be located within close proximity to the unit served as approved by the City Engineer.
25. The applicant and then the HOA, once the CC&Rs are operative, shall maintain all undeveloped areas within this subdivision in an attractive manner, which shall also ensure fire safety.

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26. The developer shall construct eight foot (8') high masonry sound walls (or sound wall/berm combinations) along the property lines of all proposed residential lots adjacent to Laurel Road, and ten foot (10') high masonry sound walls (or sound wall/berm combinations) along the eastern and northern property lines of all proposed residential lots adjacent to State Route 4, as determined by the acoustical analysis and as approved by the City Engineer. The sound walls along Laurel Road shall wrap around Lots 70, 80 and 81.
27. All fencing adjacent to open space shall be wrought iron, black vinyl clad chain link, masonry, or other material as approved by the City Engineer. Rear and side yard fencing shall be provided for all units. All fences shall be located at the top of slope, or as approved by the City Engineer
28. That all two-car garages be a minimum of 20 feet by 20 feet clear inside dimensions
29. Phasing of the project shall be approved by the City Engineer.
30. A pedestrian trail shall be incorporated into the plan as shown on the Vesting Tentative Map. The trail alignment shall be from Laurel Road through Parcel A (451 M 41) along the west side of the development and open space Parcel 'D' to approximately the north project boundary as shown on the Vesting Tentative Map and approved by the City Engineer. All environmental clearances, right of ways and easements shall be acquired by the developer at no cost to the City. The trail shall be constructed prior to the issuance of any building permit for lots that front or side on to 'D' Lane (Lots 1-18).
31. The developer shall be responsible for the design and construction of Laurel Road from the project's western boundary to State Route 4 and Country Hills Drive from the project's southern boundary to Laurel Road, including all infrastructure and traffic signalization. Full improvement excluding landscaping for the portion of Laurel Road between the SR4 through the westerly curb returns of Country Hills Drive shall be completed prior to the first building permit. The signed improvement plans for the remainder of Laurel Road (including landscaping for all of Laurel Road) and Country Hills Drive shall be completed prior to the recordation of the final map containing the 45th lot; construction shall commence prior to issuance of the 45th building permit; construction shall be completed (signed off by the City Engineer) prior to issuance of the 90th building permit. The City shall cooperate with the developer to provide reimbursement to developer by other landowners and developers benefitting from such improvements for their fair share of the costs of such improvements, as more particularly described in the Development

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Agreement between the City and the developer. If the improvements are constructed by another developer pursuant to project approvals for a separate project prior to construction by the Laurel Ranch developer pursuant to these conditions, the Laurel Ranch developer shall reimburse the developer that constructed the improvements for their proportionate share of the costs.

- The project applicant shall construct and install one of the following sets (Option A, Option B or Option C) of road improvements at the intersection of Laurel Road and D Lane (Laurel Ridge Project Access) and Treeline Way (Park Ridge Project Access):
 - a. Signalized intersection; OR
 - b. Side Street Stop-Controlled intersection: one stop sign at D Lane and one at Treeline Way, with a westbound left-turn pocket onto Treeline Way (length of storage and deceleration lane shall be as approved by the City Engineer), signage and striping to indicate egress is right turn out only off of Treeline Way onto Laurel Road; pedestrian cross walk across Laurel Road with automatic flashing lights; striping for right turn lane onto D Lane from Laurel Road; signage and striping to indicate egress is right turn out only off of D Lane onto Laurel Road, OR
 - c. Signalized intersection at Treeline Way and right-out from D Lane, with a minimum distance between D Lane and Treeline Way intersections of 200 feet or as determined by the City Engineer. All above ground costs for the traffic signal shall be the responsibility of the Park Ridge development.

Implementation of Option A, B or C shall be in compliance with COA #91 for the Park Ridge development (Tentative Map Resolution No. 2010/21). More specifically, the project applicant shall implement Option A or C if COA #91 for the Park Ridge development has not been revised by the time the project applicant submits improvement plans for a final map. However, if COA #91 has been revised to require a side street stop-controlled intersection, Option B shall be implemented by the project applicant.

- A full traffic signal shall be constructed at Laurel Road and Country Hills Drive as approved by the City Engineer with the construction of the third leg of the intersection. Conduits and pullboxes shall be installed at the time of roadway construction.
- Interconnect conduit shall be installed within Laurel Road from the project's western boundary to State Route 4. In conjunction with the

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construction of Laurel Road, signals from Cañada Valley Road to the State Route 4 eastbound ramps intersection, including all intervening signals, shall be interconnected.

- The median island on Laurel Road shall include a left turn pocket for eastbound traffic and a dual left turn pocket for westbound traffic at the Country Hills Drive intersection. The length of storage and deceleration lanes shall be as approved by the City Engineer.
 - The subdivider/developer shall design and construct Laurel Road as a 4-lane arterial within a 112' right-of-way (88' curb-to-curb) plus 12' additional as needed for the dual left turn lane onto southbound Country Hills Drive, with a 16' raised median, full street improvements, detached 6' sidewalks, and 20' wide landscape maintenance parcels (LMPs) on each side of the roadway with masonry sound walls at the residential edges of the LMPs, per the Specific Plan and as approved by the City Engineer.
32. The developer shall dedicate right-of-way and easements for Laurel Road and Country Hills Drive to the City of Antioch at no cost to the City. No access to commercial developments (Parcel 'C') shall be permitted off of Laurel Road due to the site's narrow frontage and close proximity to planned intersections.
 33. The developer shall construct Country Hills Drive from Laurel Road to the southerly project boundary prior to the 90th building permit or the completion of Country Hills Drive through the Park Ridge development, whichever occurs first. Country Hills Drive improvements shall include two southbound lanes at Laurel Road with Caltrans standard merge lanes to one southbound lane to conform to the future/existing roadway improvements at the property's southerly boundary. Northbound Country Hills Drive shall include a left turn lane at Laurel Road. Bike lanes shall be included northbound and southbound as shown on the tentative map.
 34. Except for right-in/right-out access, access to the 9.9-acre commercial parcel (Parcel 'C') from southbound Country Hills Drive shall be a minimum of 800' south of Laurel Road. Based on a traffic study conducted for this commercial site, this access may require signalization. The traffic signal shall be designed and constructed in cooperation with the property owner to the south.
 35. Design of Parcel 'A' (Park) and Parcel 'B' (Park) shall be approved by the Park and Recreation Commission and Planning Commission prior to recordation of the final map containing the 45th lot. Construction of Parcel 'A' (Park) shall be completed prior to the issuance of the building permit to construct the 65th "Private Lane Home". Construction of Parcel 'B' (Park)

shall be completed prior to the issuance of the 60th "Single Family Home" building permit.

36. The multi-use trail with adjacent rural/native landscaping shall be constructed to Highway Design Manual Standards as shown on the Tentative Map and as approved by the Park and Recreation Commission.

E. UTILITIES

1. That the developer shall install all infrastructure to serve the site. This will involve grading and paving future Country Hills Drive to the extent necessary to fully construct the roadway to the project's southern boundary and over sizing the facilities to accommodate future development to the south. The infrastructure for access to the site (sewer and storm extensions to tie-in with improvements to the south, and water, joint trench, and surface improvements to the southern boundary) shall be completed prior to issuance of building permits. This may involve over-sizing the facilities to accommodate all future development in the East Lone Tree Specific Plan. In the event that oversizing of improvements is necessary, the City shall cooperate with the developer in establishing a reimbursement mechanism for improvements completed for the benefit of other properties.
2. Public utilities shall be constructed to their ultimate size and configuration with the road construction in which they are to be located.
3. All existing and proposed utilities shall be undergrounded (e.g. transformers and PMH boxes) and subsurface in accordance with the Antioch Municipal Code.
4. Underground utilities shall be designed to flow approximately parallel to the centerline of the street, or as approved by the City Engineer.
5. All sewage shall flow by gravity to the intersecting street sewer main or as approved by the City Engineer.
6. All public utilities including storm drain pipes and ditches shall be installed in streets avoiding between lot locations. Storm drain lines or ditches not in streets shall be maintained by the HOA. All proposed drainage facilities, including open ditches, be constructed of Portland Concrete Cement or as approved by the City Engineer.
7. Prior to the recordation of the first final map, the applicant shall comply with all conditions stipulated in the Contra Costa County Flood Control District letter dated September 14, 2015, submit hydrology and hydraulic

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analyses with a storm water control plan to the City for review and approval and to Contra Costa County Flood Control for review at no cost to the City as directed by the City Engineer.

8. The applicant shall provide adequate water pressure and volume to serve this development. This will include a minimum residual pressure of 20 psi with all losses included at the highest point of water service and a minimum static pressure of 50 psi or as approved by the City Engineer. See Fire Requirements G.3.c. for additional water flow conditions.
9. The houses shall contain rain gutters and downspouts that direct water away from the foundation as approved by the City Engineer.
10. Recycled water mains shall be constructed in arterial roadways and internal streets with significant right of way, park, or other landscaping as approved by the City Engineer. This development is subject to State Laws which may require recycled water to all landscaped area.
11. Prior to acceptance of public utilities, the developer shall provide GPS coordinates of all in and above ground assets. This includes all Water Distribution Utility features, Collection Utility features, Storm Water Utility features, and inverts associated with these features. Developer is to also include GPS coordinates of metal subdivision entryway signs, street signs, light poles, and irrigation controllers. These GPS coordinates must be taken on a survey-grade sub-meter GPS data receiver/collector, and provided in GIS shapefile format using the North American 1983 Coordinate System.

F. LANDSCAPING

1. Landscaping on all slopes, medians, trail, and open space areas, C.3 basin parcels shall be approved by the Planning Commission. All of these areas north of the northerly curb line of Laurel Road shall be maintained and managed by the applicant or HOA as required by the City Engineer.
2. A minimum of one 15 gallon tree shall be located within 10' of the sidewalk in the front yard of each "Conventional home" lot and the side yard of corner lots prior to the issuance of the certificate of occupancy. The type and location of the tree shall be as approved by the City Engineer.
3. A minimum of one 15 gallon tree shall be located within 10' of the sidewalk in the front yard of each "Private Lane home" lot adjacent to the street prior to the issuance of the certificate of occupancy of the unit adjacent to the street. The type and location of the tree shall be as approved by the City Engineer.

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4. Based on drought conditions, the City Engineer has the authority to delay some or all of the landscape Conditions of Approval.

G. FIRE REQUIREMENTS

1. All weather access roads and a water supply shall be provided prior to commencing any combustible construction, as required by the Fire Chief.
2. Street widths shall be subject to approval by the Contra Costa County Fire Protection District and the City Engineer.
3. The applicant shall comply with the following conditions provided by the Contra Costa County Fire Protection District:
 - a. Access roadways of less than 28-feet unobstructed width shall have NO PARKING – FIRE LANE signs posted or curbs painted red with the words NO PARKING – FIRE LANE clearly marked, per 22500.1 CVC.
 - b. The cul-de-sacs or turnarounds shall have an outside turning radius of a minimum of a 45' or as approved by the City Engineer. Should the sidewalk be included in the turning radius, it shall be clear of street lights, fire hydrants and other obstructions.
 - c. The applicant shall provide an adequate reliable water supply for fire protection with a minimum fire flow of 1750 GPM. Required flow shall be delivered from not more than one hydrant flowing simultaneously for the duration of 120 minutes while maintaining 20-pounds residual pressure in the main. (508.1), (B105) CFC
 - d. The applicant shall provide hydrants of the East Bay type, which shall be maintained by the City. Approximate hydrant locations will be determined by the Fire District and approved by the City Engineer.
 - e. 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. Gravel roads are not considered all-weather roadways for emergency apparatus access. The first lift of asphalt concrete paving shall be installed as the minimum sub base materials and capable of supporting the designated gross vehicle weight specified above.
 - f. Premises identification shall be provided. Such numbers shall contrast with their background and be a minimum of four inches high

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with ½-inch stroke or larger as required to be readily visible from the street. (505.1) CFC, (501.2) CBC

- g. Plan review and inspection fees shall be submitted at the time of plan review submittal. Checks may be made payable to Contra Costa County Fire Protection District (CCCFPD).
- h. Submit plans to: Contra Costa County Fire Protection District, 2010 Geary Road, Pleasant Hill, CA 94523.

H. FEES

1. The applicant shall pay all City fees which have been established by the City Council and as required by the Antioch Municipal Code.
2. Park-in-Lieu fees in the amount of \$270,000 are due at the recording of the final map per City Code of Ordinances, Title 9, Chapter 4, Article 10.
3. The applicant shall pay all pass-through fees. Fees include but are not limited to
 - East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fee in effect at the time of building permit issuance.
 - Contra Costa County Fire Protection District Fire Development Fee in place at the time of building permit issuance. (See G.3.g.)
 - Contra Costa County Map Maintenance Fee in affect at the time of recordation of the final map(s). (currently \$50 per lot or parcel).
 - Contra Costa County Flood Control District.
 - School Impact Fees.
 - Delta Diablo Sewer Fees.
 - Contra Costa Water Fees.
4. In order to assist the City in meeting a police force level within a range of 1.2 to 1.5 officers per 1,000 residents as set forth in Performance Standard 3.5.3.1 of the General Plan, the developer shall, at its own cost, establish or annex into (if one has already been established), a land-based financing mechanism to fund police services reasonably related to the Project. The financing mechanism may be in the form of a Community Facilities District ("CFD") or other means acceptable to the City in consultation with the developer. The CFD or other financing mechanism shall be established prior to the issuance of the first building permit for the Project. The requirements of this condition of approval shall be waived by the City if the City imposes a special tax or other form of revenue generation on all City residents dedicated specifically for the purpose of funding police services. If the developer is required to establish and form a CFD, it shall be entitled to reimbursement for those formation costs from

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other properties annexing into the CFD pursuant as provided in the Development Agreement with the City. If the developer annexes into an existing CFD, it shall reimburse the City its pro rata fair share costs of formation costs of that CFD.

5. The developer shall reimburse the City's Water Fund for their fair share of costs borne by the Water Fund for the construction of the 16" water main over SR4 prior to the issuance of building permits.

I. MODEL HOMES

1. Prior to the placement of any sales trailers, plans shall be submitted to the Engineering Department for review and approval. Any trailer shall be placed out of the public right-of-way and shall have its own parking lot.
2. The model home complex parking lot location and design shall be subject to City Engineer approval.
3. The model home landscaping shall be drought tolerant, with total area of spray irrigation for the complex not to exceed 50 percent of the landscaping area.

J. GRADING

1. The grading operation shall take place at a time, and in a manner, so as not to allow erosion and sedimentation. The slopes shall be landscaped and reseeded as soon as possible after the grading operation ceases. Erosion measures shall be implemented during all construction phases in accordance with an approved erosion and sedimentation control plan.
2. All lots and slopes shall drain to approved drainage facilities as approved by the City Engineer.
3. The grading for slopes shall be contoured to provide as natural an appearance as possible as required by the City Engineer.
4. All grading shall be accomplished in a manner that precludes surface water drainage across any property line.
5. All lots shall be graded to drain positively from the rear to the street or as approved by the City Engineer.
6. The swales adjacent to the house structure shall have a minimum of a one percent (1%) slope or as directed by the City Engineer.

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7. All off-site grading is subject to the coordination and approval of the affected property owners and the City Engineer. The applicant shall submit written authorization to "access, enter, or grade" adjacent properties prior to performing any work.
8. Any sale of a portion (or portions) of this project to multiple developers shall include the necessary agreement and/or grading easements to assure that project-wide grading conforms to the approved map and conditions of this resolution.
9. The grading plan for this development shall be approved by the City Engineer.
10. All elevations shown on the improvement plans shall be on the USGS 1929 sea level datum or as approved by the City Engineer.
11. Retaining walls shall not be constructed in City right-of-way or other City maintained parcels unless approved by the City Engineer.
12. All retaining walls shall be of masonry construction.
13. All retaining walls shall be reduced in height to the maximum extent practicable and the walls shall meet the height requirements in the front yard setback and sight distance triangles as required by the City Engineer.
14. The back to back or side to side grading transitions from lot to lot shall have a maximum slope of 2:1, and shall be accommodated entirely on the lower lot or as approved by the City Engineer.
15. The minimum concrete gutter flow slope shall be 0.75%.
16. All property lines shall be located at the top of slope.

K. CONSERVATION/NPDES

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

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

4. The following corrections shall be made to the Storm water Control Plan prepared for the project, dated April 20, 2016. A revised Storm water Control Plan shall be submitted with the first final map and improvement plan submittal:
 - a. Table 1: Project watershed is East Antioch Creek. Project density should be determined and included.
 - b. Areas indicated as not treated are not correctly categorized and shall be correctly categorized and included in the IMP sizing calculator.
 - c. Indicate whether there is a valley gutter(s) alongside the trail for runoff, and if so, indicate where it discharges.
 - d. There is no discussion of ST-1, 2, or 3, and DMA 7A and B in the text. Those areas are presented in Table 5 and that's it. What do they consist of? Impervious or pervious or both? Descriptions of these areas should also be included in sections IV.A.1 and IV.A.2.
 - e. The value for ST-1 listed in Table 4 (226,055) does not match the value in the IMP sizing calculator printout (225,694).
 - f. Attachment A is missing the IMP sizing calculator "warnings" page.
 - g. An O&M plan shall be submitted and approved prior to acceptance of subdivision improvements.
 - h. An O&M maintenance agreement shall be submitted and recorded with the final versions of the SWCP and O&M plan attached.
 - i. Electronic copies of the SWCP and XML output file from the IMP sizing calculator shall be provided.

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

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- a. Prior to issuance of permits for building, site improvements, or landscaping, the applicant shall submit a permit application consistent with the applicant's approved Storm Water Control Plan, and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent source control BMPs, and other features that control storm water flow and potential storm water pollutants.
- b. The Storm Water Control Plan shall be certified by a registered civil engineer, and by a registered architect or landscape architect as applicable. Professionals certifying the Storm Water Control Plan shall be registered in the State of California and submit verification of training, on design of treatment measures for water quality, not more than three years prior to the signature date by an organization with storm water treatment measure design expertise (e.g., a university, American Society of Civil Engineers, American Society of Landscape Architects, American Public Works Association, or the California Water Environment Association), and verify understanding of groundwater protection principles applicable to the project site (see Provision C.3.i of Regional Water Quality Control Board Order R2 2003 0022).
- c. Prior to building permit final and issuance of a Certificate of Occupancy, the applicant shall submit, for review and approval by the City, a final Storm Water BMP Operation and Maintenance Plan in accordance with City of Antioch guidelines. This O&M plan shall incorporate City comments on the draft O&M plan and any revisions resulting from changes made during construction. The O&M plan shall be incorporated into the CC&Rs for the Project.
- d. Prior to building permit final and issuance of a Certificate of Occupancy, the applicant shall execute and record any agreements identified in the Storm Water Control Plan which pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs.
- e. Prevent site drainage from draining across sidewalks and driveways in a concentrated manner.
- f. Collect and convey all storm water entering, and/or originating from, the site to an adequate downstream drainage facility without diversion of the watershed. Submit hydrologic and hydraulic calculations with the Improvement Plans to Engineering Services for review and approval.

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- g. Prior to issuance of the grading permit, submit proof of filing of a Notice of Intent (NOI) by providing the unique Waste Discharge Identification Number (WDID#) issued from the Regional Water Quality Control Board.
- h. Submit a copy of the Storm Water Pollution Prevention Plan (SWPPP) for review to the Engineering Department prior to issuance of a building and/or grading permit. The general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMP's. Construction site cleanup and control of construction debris shall also be addressed in this program. Failure to comply with the approved construction BMP may result in the issuance of correction notices, citations, or a project stop work order.
- i. Install appropriate clean water devices at all private storm drain locations immediately prior to entering the public storm drain system. Implement Best Management Practices (BMP's) at all times.
- j. Install on all catch basins "No Dumping, Drains to River" decal buttons.
- k. If sidewalks are pressure washed, debris shall be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged into the storm drain. If any cleaning agent or degreaser is used, wash water shall be collected and discharged to the sanitary sewer, subject to the approval of the sanitary sewer District.
- l. Include erosion control/storm water quality measures in the final grading plan that specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydro seeding, gravel bags and siltation fences and are subject to review and approval of the City Engineer. If no grading plan is required, necessary erosion control/storm water quality measures shall be shown on the site plan submitted for an on-site permit, subject to review and approval of the City Engineer. The applicant shall be responsible for ensuring that all contractors and subcontractors are aware of and implement such measures.
- m. Sweep or vacuum the parking lot(s) a minimum of once a month and prevent the accumulation of litter and debris on the site. Corners and hard to reach areas shall be swept manually.
- n. Ensure that the area surrounding the project such as the streets stay free and clear of construction debris such as silt, dirt, dust, and tracked mud coming in from or in any way related to project construction. Areas that are exposed for extended periods shall be watered regularly

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to reduce wind erosion. Paved areas and access roads shall be swept on a regular basis. All trucks shall be covered.

- o. Clean all on-site storm drain facilities a minimum of twice a year, once immediately prior to October 15 and once in January. Additional cleaning may be required if found necessary by City Inspectors and/or City Engineer.
6. Per State Regulations, all impervious surfaces including off-site roadways to be constructed as part of the project, are subject to C.3 requirements.

L. FINAL EIR AND MITIGATION MONITORING AND REPORTING PROGRAM

- 1. The applicant shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program for the Future Urban Area #2 (FUA2) Specific Plan Environmental Impact Report, as modified by the proposed project Addendum.
- 2. The applicant shall mitigate any impacts on wildlife, including State and Federally listed threatened and endangered species, and their habitat by compliance with one of the following:
 - a. Implementing, or making enforceable commitments to implement, all applicable mitigation measures in the project environmental documents, as well as any additional measures as may be required by the California Department of Fish & Wildlife (CDFW) or the U.S. Fish & Wildlife Service (FWS), and obtaining a letter(s) from CDFW and FWS stating that the project has fulfilled the requirements of applicable State and Federal wildlife protection laws and regulations; or
 - b. Complying with applicable terms and conditions of the ECCC HCP/NCCP, as determined in written "Conditions of Coverage" by the East Contra Costa County Habitat Conservancy (Conservancy), provided that the City has first entered into an agreement with the Conservancy for coverage of impacts to ECCCHCP/NCCP Covered Species; or
 - c. Complying with a habitat conservation plan and/or natural community conservation plan developed and adopted by the City, including payment of applicable fees, provided that CDFW and FWS have approved the conservation plan.

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September 13, 2016

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* * * * *

I **HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 13th day of September, 2016.

AYES:

NOES:

ABSENT:

ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH

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ATTACHMENT "E"



ATTACHMENT "F"

RESOLUTION NO. 2016-10

On motion by Commissioner Parsons, seconded by Commissioner Hinojosa, the Planning Commission approved the use permit and design review application, subject to the conditions contained in the staff report's attached resolution. The motion carried the following vote:

AYES: Parsons, Husary, Mason, Hinojosa, Motts
NOES: None
ABSTAIN: None
ABSENT: Zacharatos

3. **PD-15-03, PW-698 – Laurel Ranch – Strack Farms Land, LLC**, requests approval of an Addendum to the Future Urban Area #2 Specific Plan Environmental Impact Report, a rezone to Planned Development District (PD), a Vesting Tentative Map/Final Development Plan, and a development agreement. The project consists of the development of 180 single family homes and associated improvements on a portion of a 54 acre parcel. The project site is located at the northwest corner of the Highway 4 Bypass and Laurel Road interchange (APN 053-060-031).

Senior Planner Morris presented the staff report dated July 15, 2016 recommending the Planning Commission take the following actions:

1. Approve the resolution recommending approval of the Addendum to the Future Urban Area #2 Specific Plan Final Environmental Impact Report.
2. Approve the resolution recommending approval of a Development Agreement between the City of Antioch and Richland Planned Communities, Inc.
3. Approve the resolution recommending approval of an ordinance rezoning the project site from Planned Development District (PD) to Planned Development District (PD-15-03).
4. Approve the resolution recommending approval of a Vesting Tentative May/Final Development Plan (PW 698), subject to conditions of approval.

Senior Planner Morris explained modifications to the conditions of approval and development agreement were made subsequent to the publishing of the staff report and those items were provided to the Planning Commission in the Memorandum dated July 19, 2016.

In response to Chair Motts, Senior Planner Morris explained the secondary entry onto Laurel Ranch Road would be exit only and noted a full signalized intersection at this location, would be too close to the existing signal at Country Hills Drive.

In response to Commissioner Parsons, Senior Planner Morris stated the applicant had agreed to the conditions of approval and accepted the changes proposed in the staff report.

In response to Commissioner Mason, Senior Planner Morris explained the original submittal by the applicant had 187 units and they were unable to accomplish lot line adjustments; therefore, they had resubmitted a 180 lot plan.

Commissioner Hinojosa questioned how the applicant was planning to address fitting the three required garbage cans into their designated spaces and accommodate cars on pick up days.

In response to Commissioner Hinojosa, Senior Planner Morris explained options available included restricting parking on garbage pickup days, alternating pickup days throughout the development and multi-family group trash enclosures. She stated the Planning Commission could condition the project to address this issue or request the applicant come back and provide additional materials. In addressing Commissioner Hinojosa's additional concerns, she explained the applicant proposed restricting the percentage of rental units in the project's CC&Rs and his Attorney as well as City Attorney Vigilia felt confident it was legal, enforceable and defensible. She noted it was a condition of the project to be enforced by the HOA and required to be reviewed by the City Attorney and City Engineer. She explained that increased lighting in the courtyards was part of the project description and was shown in their design guidelines. She noted it would be appropriate for the Commission to call out aspects of the Design Review application in the conditions of approval.

Commissioner Hinojosa stated she wanted to ensure courtyard lighting was carried forward and considered when the project was brought forward for Design Review. She reiterated her concerns regarding how the CFD was being developed for Police Services noting there were inconsistencies in the language for the provision within the Aviano and Heidorn Ranch Development Agreements.

Senior Planner Morris explained this Development Agreement was carried forward from the Park Ridge development which predated the Aviano and Heidorn Ranch Development Agreements. She noted the basis was the same with one project creating the Police Facilities District which would then be reimbursed by the other projects. She noted the proposed language did not absolve them from following the formula; it was just not as specific as the language in the other Development Agreement.

City Attorney Vigilia stated he reviewed and was comfortable with the way the Development Agreement had been drafted. In terms of the amount of the fee, he noted there would be a rigorous review and staff would substantiate any fee that was imposed. He further noted the formation of the CFD was entirely a public process as required by State statutes and the public would have the opportunity to provide feedback.

Commissioner Hinojosa spoke to the importance of transparency in the process of forming the CFD noting it had been said in the past that fees could be going toward items that were also included in the developer impact fees.

In response to Commissioner Hinojosa, Mary Bean environmental consultant from First Carbon Solutions, reported a number of plant and animal surveys were conducted for this site and it was well vetted. She noted the applicant was responsible for mitigation and was required to comply with standard practices and protocols.

Chair Motts stated during a tour of the site he noticed the creek area and was pleased it was being mitigated for in the environmental document.

Chair Motts opened the public hearing.

Aaron Ross–Swain representing Richland gave an overhead presentation on the Laurel Ranch project which included: property description, land use, project background, proposed vesting tentative map, landscaping, architecture and project highlights. He shared an exhibit demonstrating how they would handle the placement of garbage bins on pick up day and noted the CC&Rs would address this issue. He further noted there was sufficient curb area in front of each cluster to accommodate three cans per unit and the impact to guest parking was only for a 24 hour period which would be mitigated by an abundance of guest parking throughout the community.

Commissioner Hinojosa thanked Mr. Ross-Swain for addressing the issue and providing the graphic.

Mr. Ross-Swain explained they had reconfigured the conceptual floor plans to provide active living areas on the front of the home to be able to provide some surveillance of the alley.

In response to Commissioner Hinojosa, Senior Planner Morris explained given the small number of lots and challenges of enforcement, staff proposed a general standard that would restrict patio covers and detached accessory structures. She noted the Planning Commission could make an exception specific to particular lots.

Speaking to the HOA, Mr. Ross-Swain explained typically there was a master HOA with a flat fee for the entire community and those who would live in the private alleys would pay slightly higher dues. Additionally he noted, costs associated with the professional management company would be included.

Senior Planner Morris explained that there was not a condition of approval or language in the Development Agreement that required a professional management company for the HOA.

Mr. Ross-Swain further noted it was an industry standard and practice for builders to hire professional management companies.

In response to Chair Motts, Mr. Ross-Swain stated the intent along the main entry was to have separated sidewalks along the edges and landscaping in the center medians. He clarified students from this community would be attending Antioch schools and

would not trigger the need for new facilities. He noted they were paying school fees at permit issuance to mitigate for school impacts.

Chair Motts spoke in support of landscaping the private lanes. He thanked the applicant for addressing concerns expressed by the Planning Commission during their review of the preliminary development plan.

In response to Commissioner Mason, Mr. Ross-Swain stated they could look into providing passive solar for street lighting.

Commissioner Mason expressed concern for the limited park space in the development and suggested a larger percentage of single story units be provided.

Mr. Ross-Swain explained they were contributing 15,000 square feet of neighborhood parks and they would be paying a park in lieu fee to mitigate for their impacts. He noted the Park Ridge development to the south would provide larger community parks.

Senior Planner Morris added the Park Ridge development would have a regional size park and it was connected by a trail to this subdivision. She noted this applicant was proposing small private facilities that would be maintained by the HOA in addition to paying the park in lieu fees.

In response to Commissioner Mason, Mr. Ross-Swain stated he would be amiable to increasing the percentage of single family homes to 15% provided there were lots that could fit those homes.

Commissioner Husary spoke in support of installing gates at the entrances.

Chair Motts opened the public hearing.

Chair Motts declared a recess at 8:06 P.M. and reconvened at 8:16 P.M. with all Commissioners present with the exception of Commissioner Zacharatos who was absent. The public hearing remained open.

Allen Payton, Antioch resident, suggested the Planning Commission require the project to be gated and pursue a standard flat fee per unit for the police services fee. He spoke in support of the project and the infrastructure improvements they were providing.

Kevin Van Buskirk, representing Sheet Metals Workers Local 104, spoke in support of the project and in particular the Project Labor Agreement (PLA) that would provide local jobs for local union members. He urged the Planning Commission to approve the project.

Wendi Aghily, Antioch resident, thanked Richland for the presentation and expressed concern that this was another request for an amendment to the plan. She stated she did not support the project as proposed. She provided the Planning Commission with a copy of the HUD report and she urged them to delay this project until after the election.

Chair Motts closed the public hearing

Commissioner Parsons spoke in support of the project and noted it would connect by trail to a large community park. She stated the completion of Laurel Road would provide much needed access to and from the Highway 4 Bypass.

Following discussion, the Planning Commission agreed that for consistency and given the challenges of enforcement, they supported the proposed PD zoning standard for the private lane neighborhood that prohibited patio covers and detached accessory structures. Additionally they agreed to support increasing the single story home product to 15%.

Chair Motts stated he supported the project; however, a strong recommendation to Council would be to focus on Economic Development. He noted this project places higher density housing in an appropriate area, along a transportation corridor. He further noted the developer addressed concerns expressed during the review of the Preliminary Development Plan and they were amiable to the changes proposed this evening. He stated the trail connection was also important as was the completion of Laurel Road and their contribution to Slatten Ranch Road.

Commissioner Hinojosa voiced her support for the project and recognized the applicant for incorporating changes requested by the Planning Commission during the preliminary development plan process. She reiterated that lighting would need to be addressed in the Design Review process. She noted this was a good location for this product type and thanked the applicant for bringing their project to Antioch.

RESOLUTION NO. 2016-11

On motion by Commissioner Parsons, seconded by Commissioner Mason, the Planning Commission approved the resolution recommending approval of the Addendum to the Future Urban Area #2 Specific Plan Final Environmental Impact Report. The motion carried the following vote:

AYES:	<i>Parsons, Husary, Mason, Hinojosa, Motts</i>
NOES:	<i>None</i>
ABSTAIN:	<i>None</i>
ABSENT:	<i>None</i>

RESOLUTION NOS. 2016-12, 2016-13, 2016-14

On motion by Commissioner Mason, seconded by Commissioner Parsons, the Planning Commission 1) Approved the resolution recommending approval of a Development Agreement, as revised in staff's memo dated July 15, 2016, between the City of Antioch and Richland Planned Communities, Inc. 2) Approved the resolution recommending approval of an ordinance rezoning the project site from Planned Development District (PD) to Planned Development District (PD-15-03).

ATTACHMENT "G"

FIRSTCARBONSOLUTIONS™

Laurel Ranch Subdivision Project Initial Study/Addendum to the Project Level EIR for Future Urban Area #2 Specific Plan City of Antioch, Contra Costa County, California

Prepared for:

City of Antioch

Community Development Department

200 'H' Street

Antioch, CA 94509

925.779.7035

Contact: Alexis Morris, Senior Planner

Prepared by:

FirstCarbon Solutions

1350 Treat Boulevard, Suite 380

Walnut Creek, CA 94597

925.357.2562

Contact: Mary Bean, Project Director

Elizabeth Johnson, Project Manager

Report Date: July 8, 2016

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SECTION 1: INTRODUCTION

This Addendum, checklist, and attached supporting documents have been prepared to determine whether and to what extent the Final Environmental Impact Report (1996 Final EIR) for the East Lone Tree Specific Plan (officially known as the Future Urbanization Area #2 East Lone Tree Specific Plan Area Project-Level EIR) remains sufficient to address the potential impacts of the proposed Laurel Ranch Subdivision Project (proposed project), or whether additional documentation is required under the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000, et seq.). The 1996 Final EIR was certified in May 1996, based on the detailed development program identified in the Specific Plan. The City also updated its General Plan in November of 2003, providing additional policy direction for land use, housing, circulation and other long-range community planning issues.

1.1 - Initial Study/Environmental Checklist

Pursuant to Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164, subd. (a), the attached initial study/checklist has been prepared to evaluate the proposed project. The attached initial study/checklist uses the standard environmental checklist categories provided in Appendix G of the CEQA Guidelines, but provides answer columns for evaluation consistent with the considerations listed under CEQA Guidelines Section 15162, subd. (a).

1.2 - Environmental Analysis and Conclusions

CEQA Guidelines Section 15164, subd. (a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration (ND) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, Section 15164, subd. (a)).

An addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines Section 15164, subd. (c)). The decision-making body shall consider the addendum with the Final EIR prior to making a decision on the project (CEQA Guidelines Section 15164, subd. (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines Section 15164, subd. (e)).

Consequently, once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR [or ND] . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;¹

¹ CEQA Guidelines Section 15382 defines "significant effect on the environment" as ". . . a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance . . ." (see also Public Resources Code, Section 21068).

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR [or ND] . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted . . . shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR [or ND] or negative declaration;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR [or ND];
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR [or ND] would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines, Section 15162, subd. (a); see also Pub. Resources Code, Section 21166).

This addendum, checklist, and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR or ND is not required prior to approval of the proposed project by the City of Antioch, and provides the required documentation under CEQA.

1.2.1 - Findings

There are no substantial changes proposed by the Laurel Ranch Subdivision Project or in the circumstances in which the project will be undertaken that require major revisions of the 1996 Final EIR, or preparation of a new subsequent or supplemental EIR or ND, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As illustrated herein, the project is consistent with the 1996 Final EIR, and would involve only minor changes.

1.2.2 - Conclusions

The impacts of the proposed project remain within the impacts previously analyzed in the EIR (CEQA Guidelines Section 15164).

The current proposed project does not require any major revisions to the 1996 Final EIR. Minor revisions to mitigation measures are proposed to address (1) changes to statutes and regulations that have occurred since adoption of the 1996 Final EIR; (2) acknowledge that certain mitigation measures have already been implemented; (3) to refine mitigation language to more accurately address site conditions or (4) to establish that certain mitigation measures from the 1996 Final EIR

do not apply to the proposed project. No new significant information or changes in circumstances surrounding the project have occurred since the certification of the EIR. Therefore, the previous CEQA analysis completed for the Laurel Ranch Project, as part of the Future Urbanization Area #2 East Lone Tree Specific Plan (FUA #2) in 1996, remains adequate. The applicable mitigation measures from the 1996 Final EIR will be imposed on the proposed project as described herein.

1.3 - Determination

CEQA allows the preparation of an addendum to a previously certified EIR if some changes or additions are made to the previous EIR and no conditions are present that would require the preparation of a subsequent EIR (PRC Section 21166, CEQA Guidelines Sections 15162, 15164). As explained throughout this Addendum and summarized below, no such conditions are present.

1.3.1 - Statement of Findings

1. Substantial changes are not proposed to the project that would require major revisions to the 1996 Final EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified effect.
2. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken requiring major revisions to the 1996 Final EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified effect.
3. There is no new information of substantial importance which was not known and could not have been known at the time the 1996 Final EIR was certified showing any of the following:
 - A. The project will have a new significant effect not previously discussed in the 1996 Final EIR.
 - B. The project will not cause any significant effect examined in the 1996 Final EIR to be substantially more severe.
 - C. The mitigation measures in the 1996 Final EIR and adopted in the CEQA Findings for the Project remain feasible but some have been modified to reflect the proposed project. All mitigation measures identified in this Addendum and required for the proposed project as identified in the 1996 Final EIR that are necessary to reduce the potentially significant impacts to a level of insignificance will be made a requirement of the project and are acceptable by the project proponent.

1.3.2 - Evidence Supporting Findings

As discussed in Section 2.3, Project Characteristics, the proposed project represents a net reduction in the development intensity that is allowed by the underlying Planned Development (PD) zoning for the site (209 units). The East Lone Tree Specific Plan included the following proposed designations for the Laurel Ranch site: RL—Low Density Residential at 2 to 4 units per acre and RH—Medium High Density Residential at 11 to 20 units per acre.

An updated Traffic Analysis was prepared as part of this Addendum to evaluate the changes in the traffic conditions in the vicinity of the project area since 1996. As explained in Section XVI

Transportation, the proposed project will not cause any new significant traffic impacts or increase the severity of the traffic impacts already evaluated in the 1996 Final EIR.

All potential impacts that were known or could have been known were adequately analyzed in the 1996 Final EIR (aesthetics, light, and glare; air quality; biological resources; cultural resources; geology and soils; greenhouse gases; hazards and hazardous materials; hydrology and water quality; land use; mineral resources; noise; population and housing; public services; recreation; transportation; and utility systems).

As summarized above and explained throughout this Addendum, this Addendum is appropriate for the proposed project since (1) substantial changes are not proposed in the project which will require major revisions to the 1996 Final EIR, (2) there are no substantial changes with respect to the circumstances under which the project is being undertaken that would require major revisions to the 1996 Final EIR, and (3) there is no new information which was not known or could not have been known at the time the 1996 Final EIR was certified.

1.4 - Mitigation Monitoring and Reporting Program

As required by Public Resources Code Section 21081.6, subd. (a)(1), a mitigation monitoring and reporting program (MMRP) has been prepared for the project in order to monitor the implementation of the mitigation measures that have been adopted for the project. Any long-term monitoring of mitigation measures imposed on the overall development will be implemented through the MMRP.

SECTION 2: PROJECT DESCRIPTION

2.1 - Location and Setting

2.1.1 - Location

The project site is located in the City of Antioch, Contra County, California (Exhibit 1). The project site is bounded by single-family residential uses (west), an Oakley Water District elevated tank site and open space (north), State Route 4 (SR-4) (east), and vacant land (south) (Exhibit 2). A future extension of Laurel Road would bisect the site. The project site is located on the Antioch, California 7.5-minute United States Geological Survey topographical quadrangle, Township 2 North, Range 2 East, Section 6 (Latitude 37° 58'48" North; Longitude 121° 44'24" West).

2.1.2 - Environmental Setting

The 54-acre project site contains undeveloped, rolling terrain. Elevations range from 98 feet above mean sea level near SR-4 to 235 feet above mean sea level in the northern portion of the site. Numerous unpaved roads cross the project site. Weedy vegetation is present throughout the site.

The project site is bisected by a man-made drainage ditch that flows from west to east. The ditch is vegetated with broad-leaved cattail (*Typha latifolia*) and conveys stormwater and nuisance runoff from the residential uses to the west. Approximately 1.43 acres of the ditch is classified as "Isolated/Non-Jurisdictional" wetlands.

Immediately north of the project site is an Oakley Water District elevated tank site. The tank site sits atop a knoll of approximately 177 feet above mean sea level and consists of two tanks, support buildings, and an access road. The tank site is enclosed with two sets of chain link fences, with mature trees planted on the sides of the knoll.

Exhibit 3 provides photographs of the project site.

2.1.3 - Land Use Designations

The City of Antioch General Plan designates the project site as "Residential/Open Space" within the "East Lone Tree Specific Plan Focus Area." The East Lone Tree Specific Plan zones the project site "Low Density Residential (RL) and Medium High Density Residential (RH)."

2.2 - Project Background

2.2.1 - Laurel Ranch Project

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

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

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

In 2005, the Bixby Company, LLC received entitlements from the City of Antioch for the project site, including 86 single-family dwelling units, 131 detached courtyard homes, and 100,000 square feet of commercial uses. The City processed an Addendum to the 1996 Final EIR for this proposal pursuant to the California Environmental Quality Act (CEQA). Although the project was approved, a final map was never recorded and the Tentative Tract Map has since expired.

2.3 - Project Characteristics

2.3.1 - Project Summary

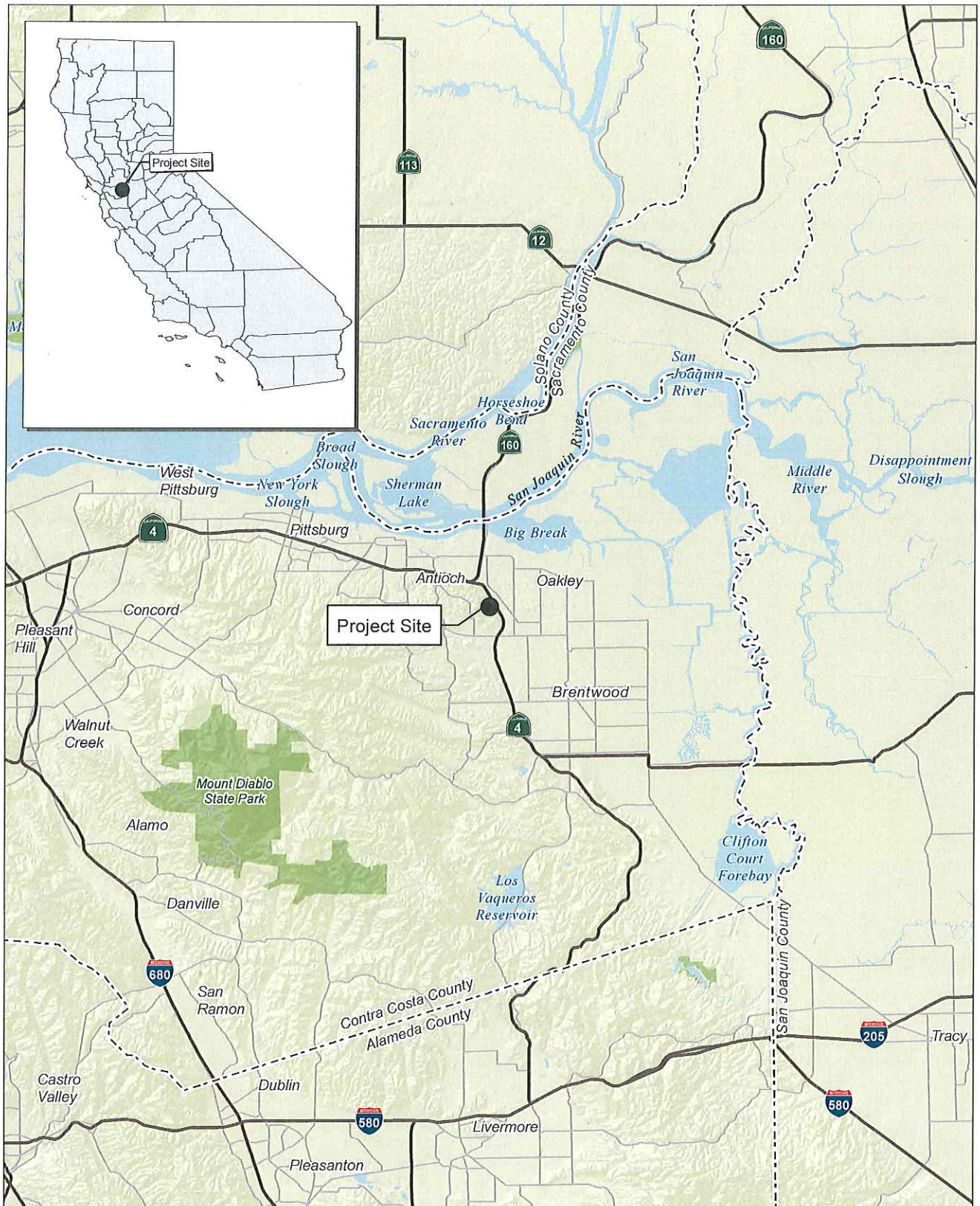
Strack Farms Land, LLC (Richland Communities) is now proposing to develop the project site for residential uses only, with a total of 180 dwelling units. The vesting tentative map is provided in Exhibit 4.

2.3.2 - Residential Uses

The applicant is proposing two distinct single-family detached residential neighborhoods: Conventional and Private Lane.

The Conventional neighborhood would consist of 88 dwelling units and is proposed to have a minimum lot size of 4,000 square feet, with minimum dimensions of 50 feet (width) and 80 feet (depth). There will be a mix of single and two-story homes that are expected to range from approximately 1,750 to 2,800 square feet. Density for this neighborhood is approximately 8.3 dwelling units/net developable acre.

The Private Lane neighborhood would consist of 92 dwelling units arranged in six-unit groupings. Each lot fronts onto a short private lane that takes access from the public streets. A minimum lot size of 2,580 square feet is proposed, providing each home with an individual driveway, and private side and rear yards for personal use. The two-story homes are expected to range in size from 1,800 to 2,100 square feet. Density for this neighborhood is approximately 12.3 dwelling units/net developable acre.



Source: Census 2000 Data, The CaSIL, FCS GIS 2013.

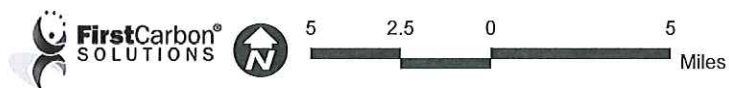
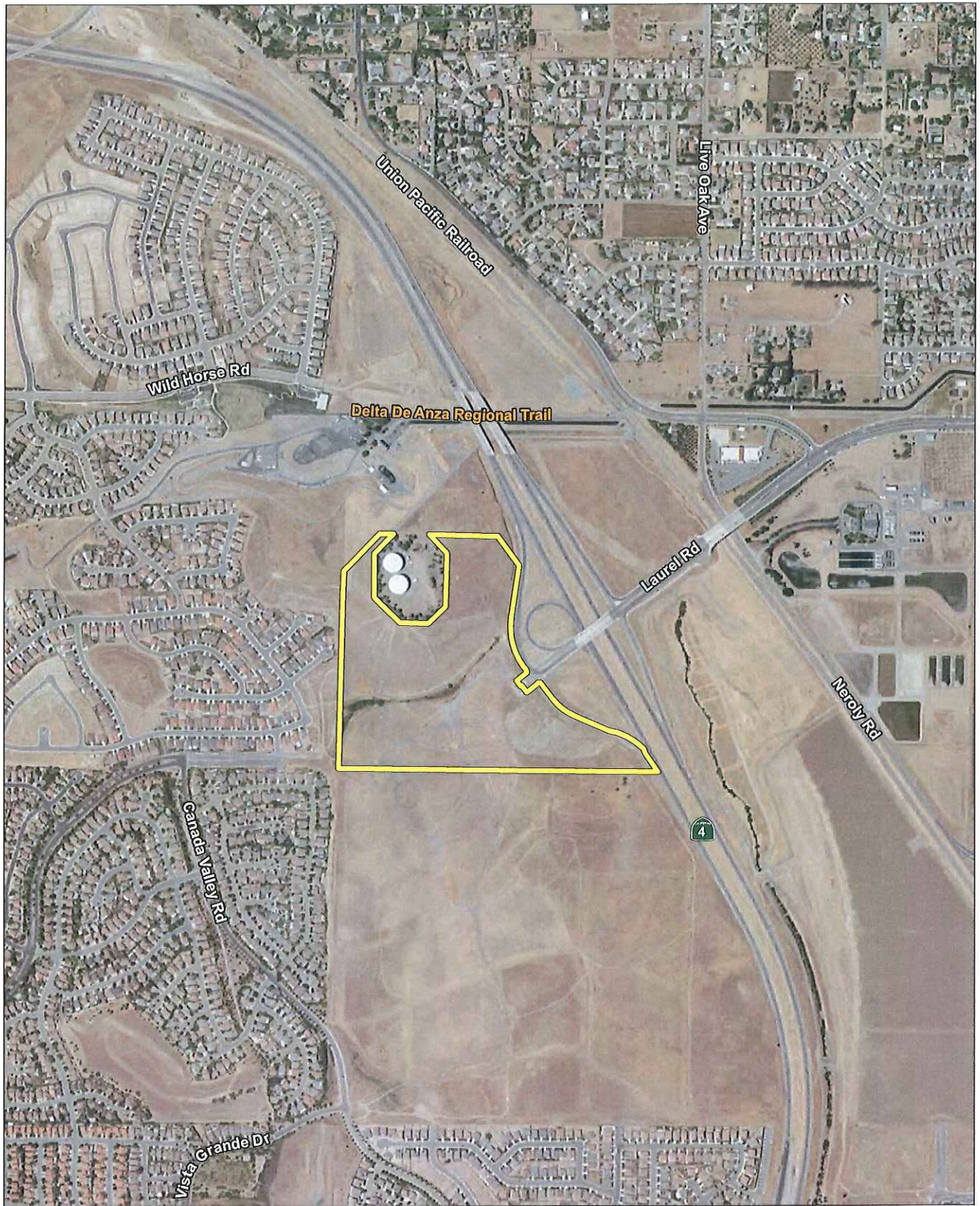


Exhibit 1 Regional Location Map

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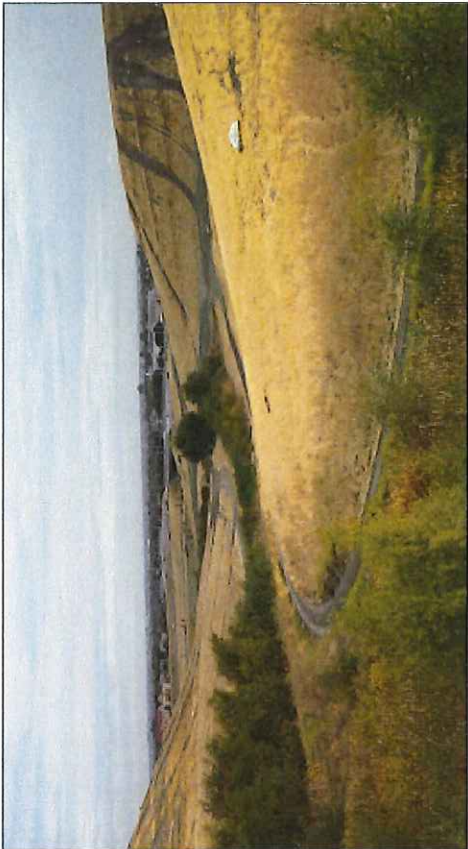


Source: ESRI Imagery, 2014

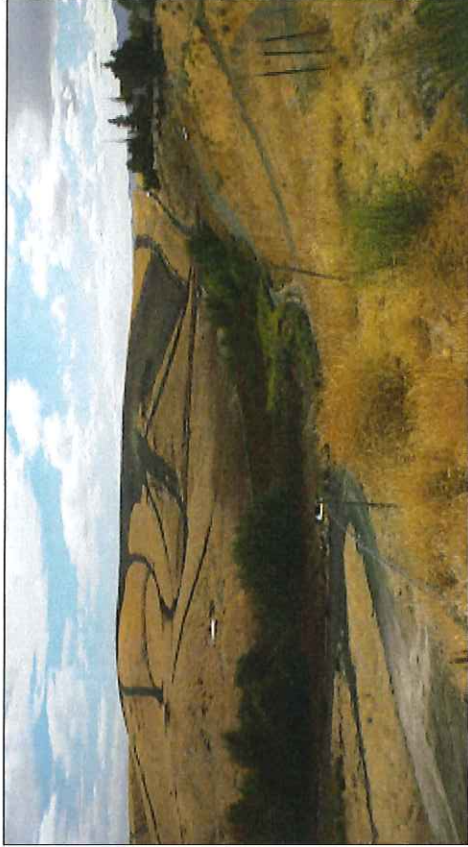


Exhibit 2 Local Vicinity Map Aerial Base

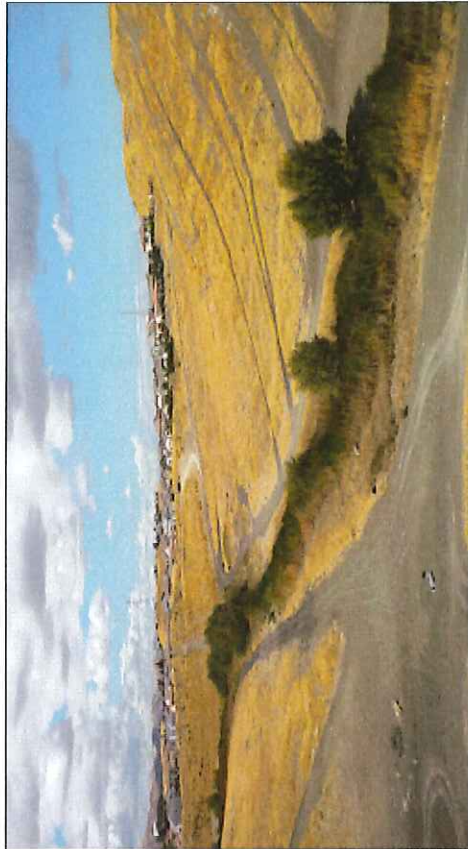
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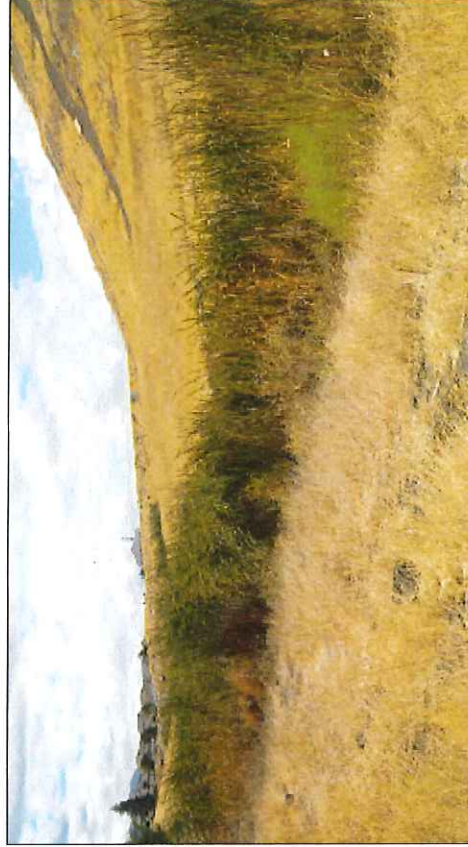
View of project site from dead end of Laurel Road



View of project site Glasgow Court



View of the project site from knoll near State Route 4 / Laurel Road interchange



View of the drainage that crosses the project site

Source: FirstCarbon Solutions, 2015.



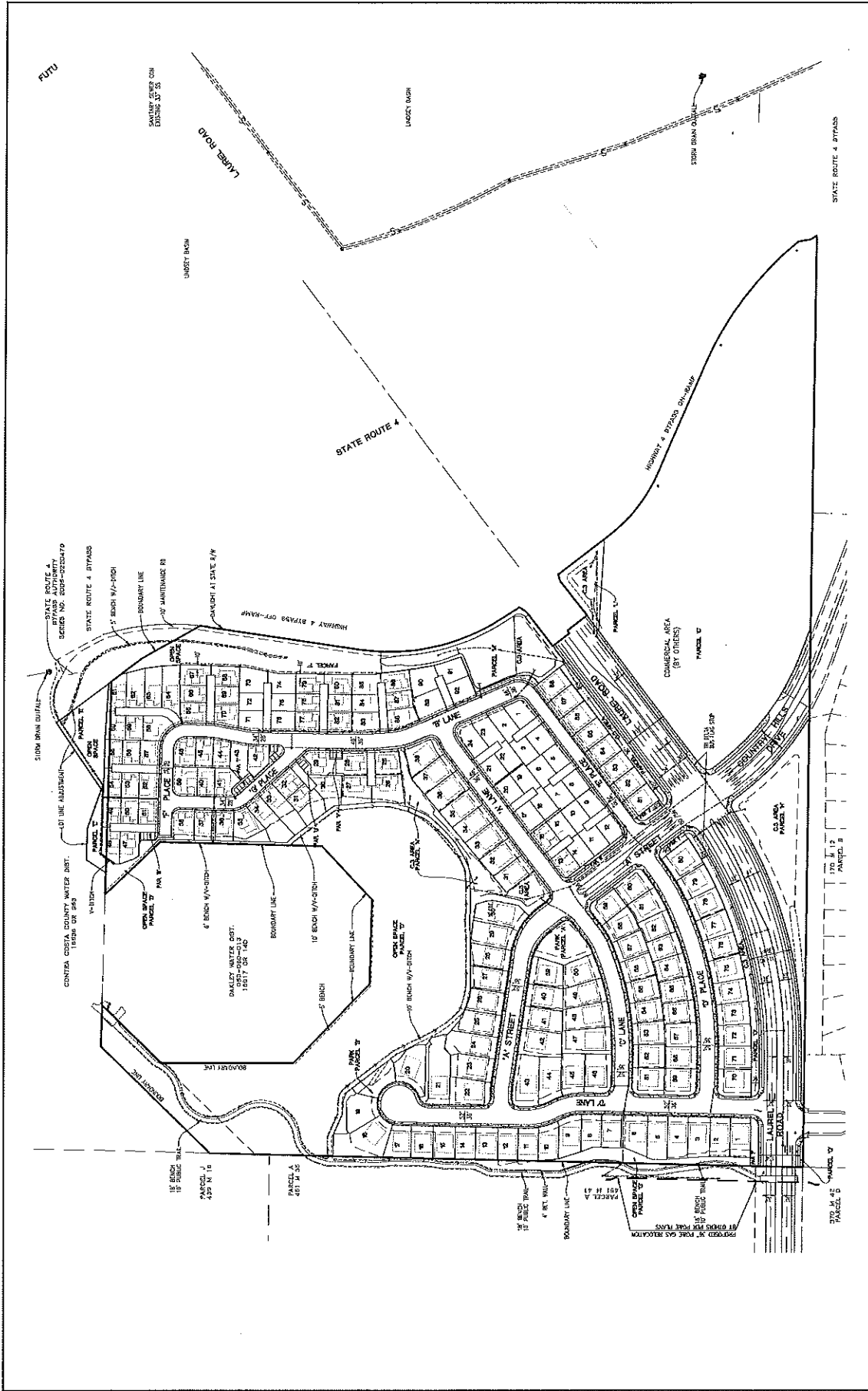
Exhibit 3 Site Photographs

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INITIAL STUDY/ADDENDUM TO PROJECT LEVEL EIR FOR FUA #2 SPECIFIC PLAN

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Source: DK Consulting, 2016



Exhibit 4 Vesting Tentative Map

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Recreational Facilities

The community will provide residents one 10,000-square-foot park containing a play structure, a lawn area, and seating. Another 5,200-square-foot sitting park will provide residents with a small lawn area and park furniture for informal gatherings. From this small pocket park, there will be a trail connection to the future regional trail that will be constructed as part of the project, paralleling the project's western boundary. The regional trail is a component of the Specific Plan and it will provide a link between Laurel Road and the Delta De Anza Regional Trail,² which is a part of the East Bay Regional Park District trail system. The proposed parks and trail amenities will provide residents with recreation opportunities.

Additionally, the proposed project would preserve 10.1 acres of the project site as open space. The bulk of this acreage would be located around the base and immediately south of the water tank site, which are the portions of the project site that have the highest elevation.

2.3.3 - Access and Circulation

The proposed project would extend Laurel Road from the SR-4 interchange to its current terminus west of the project site. Laurel Road would consist of a 104-foot-wide to a 112-foot-wide section with a center median and two through lanes in each direction. Two new intersections would be included on this segment: a full access signalized intersection with Country Hills Drive, and a stop-controlled access at "D Lane" that would provide right-in right-out access to the site for westbound vehicles, due to the presence of a center median. The regional trail along the western boundary of the project will cross Laurel Road just west of this intersection in a designated pedestrian crossing. Exhibit 5 shows the proposed access at D Lane. The proposed stop-controlled intersection at D Lane differs from the four-way signalized intersection that was included as part of the approvals for the Park Ridge subdivision, located on the south side of Laurel Road. The transportation section of this Addendum includes an analysis of this alternate stop-controlled configuration to determine whether it would operate acceptably under future conditions.

A network of private streets and cul-de-sacs would provide internal circulation within the proposed project.

2.3.4 - Stormwater Control

The project includes six bio-retention basins that will capture sheet flow from rooftops and paved areas. The runoff will briefly flood the surface of the six treatment areas and then percolate through an active soil layer to drain rock below. Exhibit 6 shows the location of the six bio-retention areas.

2.3.5 - Construction

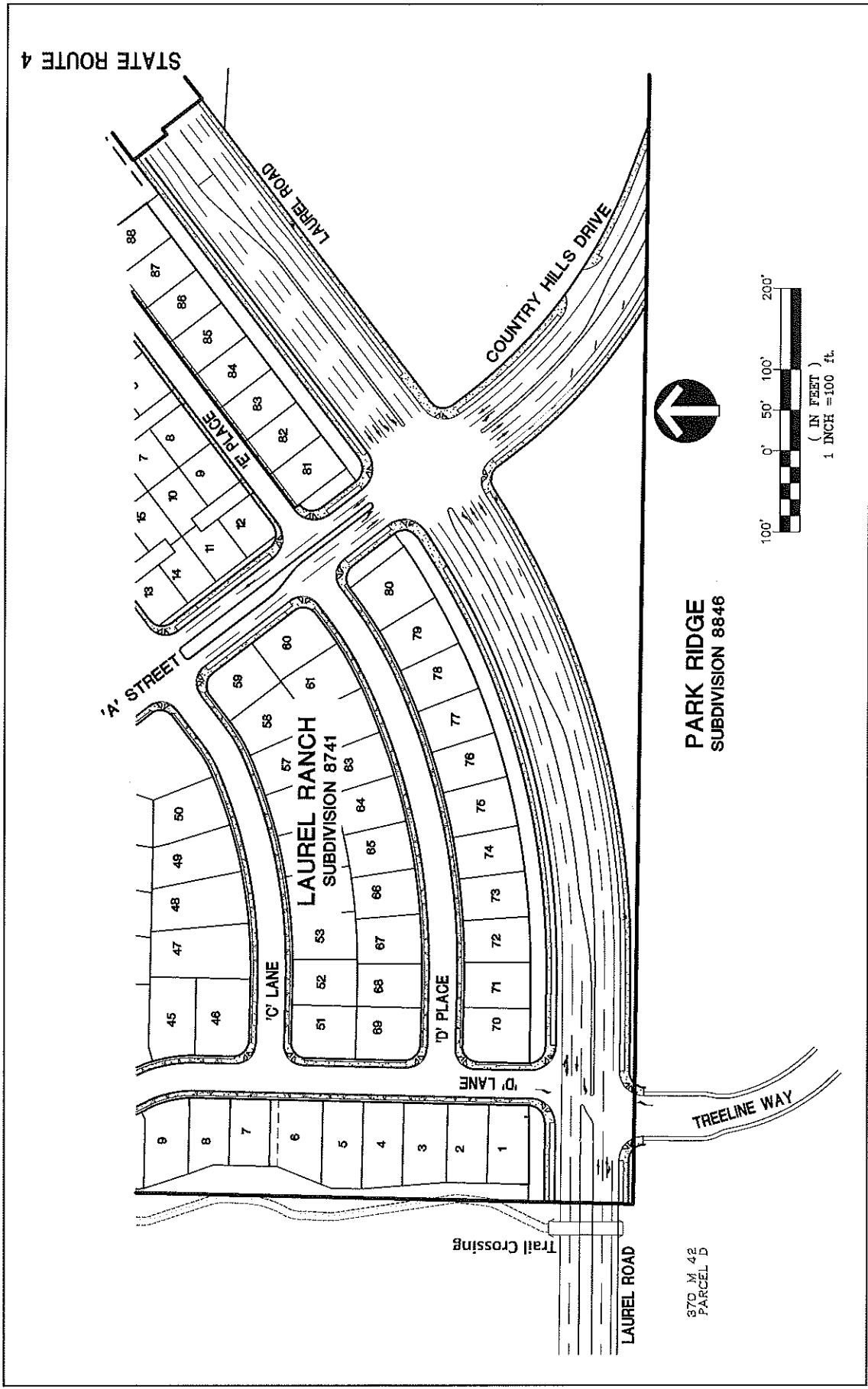
The project would be built over a period of 18 to 24 months, starting as early as 2017 and proceeding into 2018.

² The Delta de Anza Regional Trail is a 15-mile paved, Class I multi-use trail that extends from Bay Point to Oakley.

2.4 - Discretionary Approvals

The proposed project would require the following discretionary approvals:

- Planned Development rezone
- Vesting Tentative Subdivision Map
- Development Agreement



Source: DK Consulting, 2016



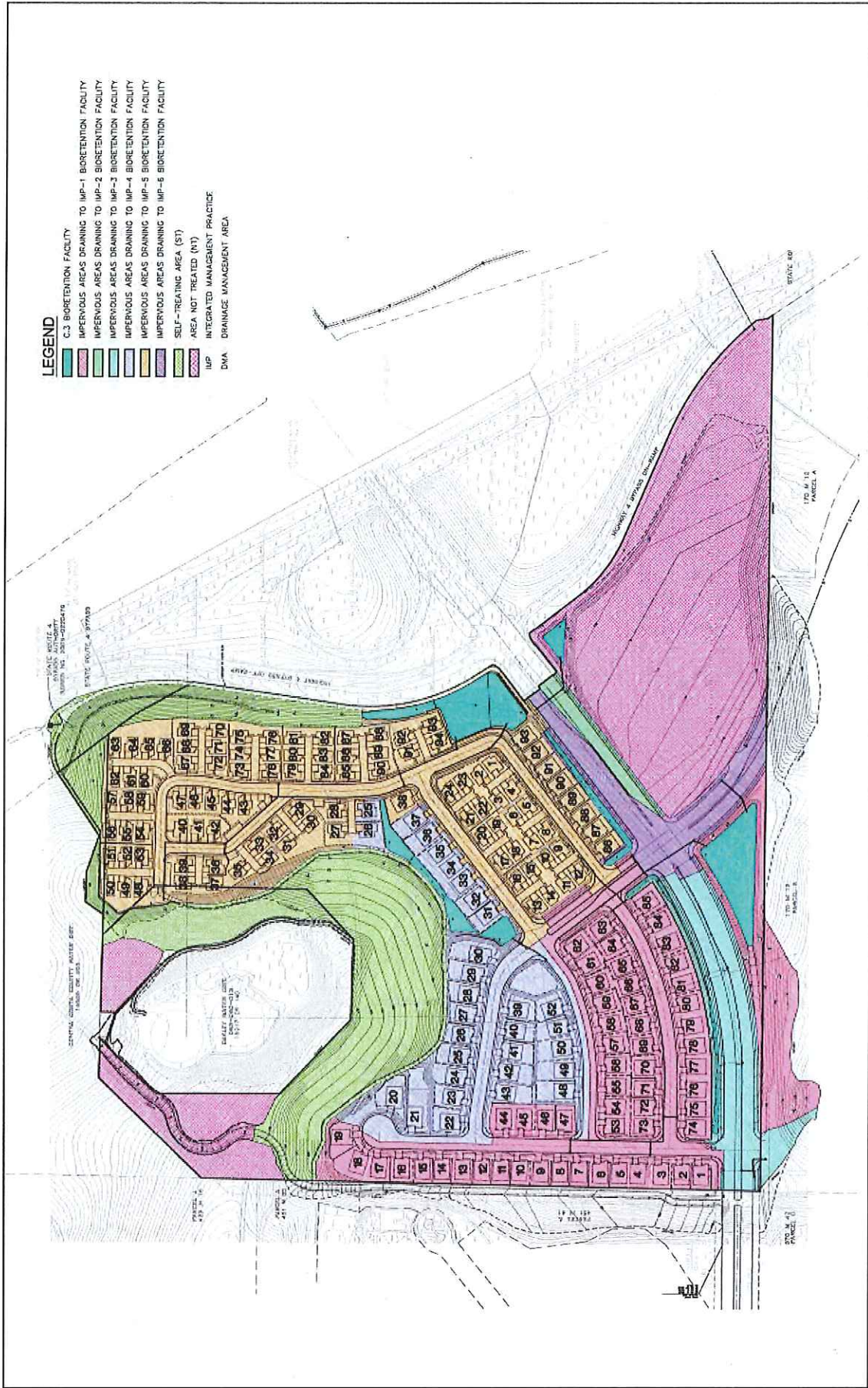
Exhibit 5
Laurel Road Reconfiguration

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INITIAL STUDY/APPENDUM TO PROJECT LEVEL EIR FOR FUA #2 SPECIFIC PLAN

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LEGEND

- C-3 BIORETENTION FACILITY
- IMPERVIOUS AREAS DRAINING TO IMP-1 BIORETENTION FACILITY
- IMPERVIOUS AREAS DRAINING TO IMP-2 BIORETENTION FACILITY
- IMPERVIOUS AREAS DRAINING TO IMP-3 BIORETENTION FACILITY
- IMPERVIOUS AREAS DRAINING TO IMP-4 BIORETENTION FACILITY
- IMPERVIOUS AREAS DRAINING TO IMP-5 BIORETENTION FACILITY
- IMPERVIOUS AREAS DRAINING TO IMP-6 BIORETENTION FACILITY
- SELF-TREATING AREA (ST)
- AREA NOT TREATED (NT)
- IMP INTEGRATED MANAGEMENT PRACTICE
- DWA DRAINAGE MANAGEMENT AREA

Source: DK Consulting, 2015



**Exhibit 6
Laurel Ranch Preliminary Storm Water Control Plan**

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INITIAL STUDY/ADDENDUM TO PROJECT LEVEL EIR FOR FUA #2 SPECIFIC PLAN

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SECTION 3: CEQA CHECKLIST

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines Section 15162).

The questions posed in the checklist come from Appendix G of the CEQA Guidelines. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the Final EIR prepared for the project. These environmental categories might be answered with a “no” in the checklist, since the proposed project does not introduce changes that would result in a modification to the conclusion of the certified EIR.

3.1 - Explanation of Checklist Evaluation Categories

(1) Conclusion in Prior EIR and Related Documents

This column summarizes the conclusion of the EIR relative to the environmental issue listed under each topic.

(2) Do the Proposed Changes Involve New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(1), this column indicates whether the changes represented by the revised Project will result in new significant environmental impacts not previously identified or mitigated by the EIR, or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

(3) New Circumstances Involving New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the Project is undertaken that will require major revisions to the EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(4) New Information Requiring New Analysis or Verification?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3)(A-D), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows any of the following:

- (A) The Project will have one or more significant effects not discussed in the previous EIR [or ND];

- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR [or ND];
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR [or ND] would substantially reduce one or more significant effect of the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of the EIR remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered “no” and no additional environmental document would be required.

(5) Mitigation Measures Implemented to Address Impacts

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3), this column indicates whether the EIR provided mitigation measures to address effects in the related impact category. These mitigation measures will be implemented with the construction of the project, as applicable. If “NA” is indicated, both the 1996 Final EIR and this Initial Study/Addendum have concluded that the impact either would not occur with this project or would not be significant, and, therefore, no additional mitigation measures are needed.

3.2 - Discussion and Mitigation Sections

(1) Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

(2) Relevant Mitigation Measures

Applicable mitigation measures from the EIR that apply to the project are listed under each environmental category.

(3) Conclusions

A discussion of the conclusion relating to the analysis is contained in each section.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
I. Aesthetics					
<i>Would the project:</i>					
a) Have a substantial adverse effect on a scenic vista?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on a scenic vista.	No. There are no new circumstances that would result in new or more severe impacts on a scenic vista.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of scenic vistas.	L1, L2a, L3
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No impact	No. The proposed project does not involve changes that would result in new impacts on State Scenic Highways.	No. There are no new circumstances that would result in new or more severe impacts on State Scenic Highways.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of State Scenic Highways.	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on visual character.	No. There are no new circumstances that would result in new or more severe impacts on visual character.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of visual character.	L1, L2a, L3
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on light and glare.	No. There are no new circumstances that would result in new or more severe impacts on light and glare.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of light and glare.	

Discussion and Mitigation

Would the project:

a) **Have a substantial adverse effect on a scenic vista?**

Less than significant impact. Mt. Diablo is located southwest of the project site and is the most prominent topographical feature in the Antioch area. Views of Mt. Diablo from the existing residential uses located west of the project site would not be adversely affected by the proposed project by virtue of their location. Additionally, the water tank site and open space lands located north of the project site are located at a higher elevation, and, therefore, views of Mt. Diablo from these areas would not be affected. Finally, as will be discussed in b), no views of Mt. Diablo from SR-4 are available in the project vicinity because the roadway sits at lower elevation than land uses to the west and south. Impacts would remain less than significant with the implementation of Mitigation Measures L1, L2a, and L3 from the 1996 Final EIR:

- MM L1** Site planning grading plans shall respect the integrity of the ridge that is an important visual resourced of the planning area.
- MM L2a** Utilize site plan review and design review to mitigate any adverse aesthetic impacts of the Specific Plan.
- MM L2b** The City of Antioch should take steps, as part of its participation in planning for the SR 4 Bypass, to assure that sound attenuation elements of the Bypass satisfy the city's design guidelines.

b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No impact. The segment of SR-4 near the project site is classified as an "Eligible" State Scenic Highway. Because of the site topography, views of the project site from SR-4 are limited to the eastern and southern slopes below the water tanks, which are at elevations of approximately 120 to 235 feet above mean sea level, while the roadway sits at an elevation of approximately 98 feet above mean sea level. The Laurel Road overcrossing and southbound off-ramp also obstructs views of the project site. Therefore, the development of the proposed project would not substantially damage scenic resources within view of a state scenic highway. No impact would occur.

c) **Substantially degrade the existing visual character or quality of the site and its surroundings?**

Less than significant impact. The project site contains weedy vegetation and unpaved roads; it does not support any remarkable visual features. The proposed project consists of the development of 180 dwelling units and the extension of Laurel Road. The project site has been contemplated to support urban development since the late 1980s; thus, it is considered committed to urban development. The proposed project's density and end uses are consistent with those set forth in the East Lone Tree Specific Plan. The 1996 Final EIR considered the visual effects of the construction of

sound walls as well as houses. Moreover, the types of dwelling units contemplated by the project are consistent with character of the existing single-family residential uses to the west. Finally, the proposed project would preserve 10.1 acres of the project site as open space. The bulk of this acreage would be located around the base and immediate south of the water tank site, which are the portions of the project site that have the highest elevation. Overall, the development of the proposed project would not substantially degrade the existing visual character of the project site and its surroundings with the implementation of Mitigation Measure L2a from the 1996 Final EIR. Impacts would remain less than significant.

d) **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Less than significant impact. The proposed project would introduce new street lighting and residential lighting. Street light fixtures would employ full cutoff fixtures that intended to prevent lighting from spilling over onto adjoining properties. Residential lighting fixtures would consist of low intensity pedestrian-level and building mounted fixtures for safety and security purposes. No high intensity light fixtures are proposed such as stadium lighting, digital billboards, or similar items. Overall, lighting would similar in scale and intensity to other existing sources of lighting in the project vicinity. Impacts would be less than significant.

Mitigation Measures

Mitigation Measures L1, L2a, and L3 from the 1996 Final EIR still apply.

No new or refined mitigation measures are proposed.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
II. Agricultural Resources					
<i>Would the project:</i>					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NA	No. The proposed project does not involve changes that would result in new impacts on Important Farmland.	No. There are no new circumstances that would result in new or more severe impacts on Important Farmland.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of Important Farmland.	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NA	No. The proposed project does not involve changes that would result in new impacts on agricultural zoning or Williamson Act contracts.	No. There are no new circumstances that would result in new or more severe impacts on agricultural zoning or Williamson Act contracts.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of agricultural zoning or Williamson Act contracts.	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	NA	No.	No.	No.	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
d) Result in the loss of forest land or conversion of forest land to non-forest use?	NA	No.	No.	No.	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	NA	No. The proposed project does not involve changes that would result in new impacts on surrounding agricultural uses.	No. There are no new circumstances that would result in new or more severe impacts on surrounding agricultural uses.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of surrounding agricultural uses.	None

Discussion and Mitigation

The 1996 Final EIR did not address impacts to agricultural land. The following discussion is provided to support the original EIR.

Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No impact. The project site is mapped as “Other Land” with a small area mapped as “Grazing Land” by the Farmland Mapping and Monitoring Program. These mapping designations do not fall under the “Important Farmland” umbrella. This precludes the possibility of the proposed project converting Important Farmland to non-agricultural use. No impact would occur.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No impact. The East Lone Tree Specific Plan zones the project site “Residential High,” “Residential Low,” and “Open Space,” all of which are non-agricultural zoning designations. Additionally, the project site does not support agricultural activities and, therefore, would not be eligible for a Williamson Act contract. This precludes the possibility of the proposed project conflicting with agricultural zoning or a Williamson Act contract. No impact would occur.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact. The East Lone Tree Specific Plan zones the project site “Residential High,” “Residential Low,” and “Open Space,” all of which are non-forest zoning designation. This precludes the possibility of the proposed project conflicting with forest zoning. No impact would occur.

- d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. The project site does not contain any stands of trees that would be considered forest lands. This precludes the possibility of the proposed project converting forest land to non-forest use. No impact would occur.

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact. The project site is surrounded by urban uses, infrastructure, and undeveloped land on four sides; no farmland exists in the project vicinity. This precludes the possibility of the proposed project creating pressures to convert surrounding farmland to non-agricultural use. No impact would occur.

Mitigation Measures

None.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
III. Air Quality					
<i>Would the project:</i>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	N/A	No. The proposed project does not involve changes that would result in new impacts on an applicable air quality plan.	No. There are no new circumstances that would result in new or more severe impacts on an applicable air quality plan.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of an applicable air quality plan.	None
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Less than significant with mitigation	No. The proposed project does not involve changes that would result in new impacts associated with violation of an air quality standard.	No. There are no new circumstances that would result in new or more severe impacts associated with violation of an air quality standard.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of violations of air quality standards.	C1a, C1b
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	N/A	No. The proposed project does not involve changes that would result in new impacts associated with any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.	No. There are no new circumstances that would result in new or more severe impacts associated with any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.	C2

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
d) Expose sensitive receptors to substantial pollutant concentrations?	N/A	No. The proposed project does not involve changes that would result in new impacts on sensitive receptors.	No. There are no new circumstances that would result in new or more severe impacts on sensitive receptors.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of sensitive receptors.	None
e) Create objectionable odors affecting a substantial number of people?	N/A	No. The proposed project does not involve changes that would result in new impacts associated with objectionable odors.	No. There are no new circumstances that would result in new or more severe impacts associated with objectionable odors.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of objectionable odors.	None

Discussion and Mitigation

The 1996 EIR proposed the following mitigations; however, these have been superseded by subsequent City adoption of more rigorous air quality and Climate Action Plan policies:

MM C1a The proposed project shall comply with the air quality policies of the Antioch General Plan.

MM C1b Implement Antioch’s Transportation Demand Management ordinance.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact with mitigation incorporated. The 1996 EIR did not assess whether the project would conflict with or obstruct implementation of the applicable air quality plan. The currently proposed project is smaller in scale than what is allowed by the underlying zoning for the site (209 units). Furthermore, improvements in air quality emissions from vehicles have taken place with the passage of 20 years; therefore, impacts would be less than those of the original Specific Plan as analyzed in the 1996 EIR.

The San Francisco Bay Area Air Basin is currently in non-attainment for ozone (state and federal ambient standards) and particulate matter (PM_{2.5} and PM₁₀) (state ambient standard). While an air quality plan exists for ozone, none currently exists for particulate matter. A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it would result in substantial new regional emissions not foreseen in the air quality planning process. Regional emissions forecasts in the air quality plan are based on population, and employment forecasts are based on city and county general plans.

The BAAQMD's current Clean Air Plan is the 2010 Clean Air Plan (2010 CAP). The 2010 CAP accounts for projections of population growth provided by Association of Bay Area Governments and vehicle miles traveled provided by the Metropolitan Transportation Commission, and it identifies strategies to bring regional emissions into compliance with federal and state air quality standards. The BAAQMD's Guidance provides two criteria for determining if a plan-level project is consistent with the current Air Quality Plan (AQP) control measures. However, the BAAQMD does not provide a threshold of significance for project-level consistency analysis. Therefore, the following criteria will be used for determining a project's consistency with the AQP:

- Criterion 1: Does the project support the primary goals of the AQP?
- Criterion 2: Does the project include applicable control measures from the AQP?
- Criterion 3: Does the project disrupt or hinder implementation of any AQP control measures?

Criterion 1: Support Primary Goals of AQP

The primary goals of the 2010 CAP, the current AQP to date, are to:

- Attain air quality standards;
- Reduce population exposure to unhealthy air and protecting public health in the Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

Section 2.10, Land Use and Planning determined that the project would be consistent with land use designations and applicable goals and policies of the City of Antioch General Plan and site zoning. The City's General Plan designates the project site as "Residential/Open Space." The project site lies within the East Lone Tree Specific Plan Focus Area, which is divided into seven different land use designations. The maximum development intensity for areas shown as "Residential/Open Space" may contain up to 1,100 dwelling units and are subject to the provisions of the Low, Medium Low, and High Density Residential land use category described in Section 4.4.1.1 of the General Plan Land Use element. The "Low Density Residential" allows up to 4 dwelling units/acre; the "Medium Density Residential" designation allows up to 6 dwelling units/acre, and the High Density designation allows up to 20 dwelling units per acre.

As discussed in Section 2.3, impacts b) through e), the project would not create a localized violation of state or federal air quality standards, significantly contribute to cumulative nonattainment pollutant violations, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors affecting a substantial number of people after incorporation of Mitigation Measure (MM) AIR-1, which would require the current BAAQMD best management practices in

order to reduce the amount of fugitive dust generated by construction activities. Therefore, the project would not conflict with the 2010 Clean Air Plan and is consistent with Criterion 1.

Criterion 2: Applicable Control Measures of AQP

The 2010 CAP contains 55 control measures aimed at reducing air pollution in the Bay Area. Along with the traditional stationary, area, mobile source, and transportation control measures, the 2010 CAP contains a number of new control measures designed to protect the climate and promote mixed use, compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources (Bay Area Air Quality Management District 2010).

None of the 18 stationary source control measures are applicable to the project. In addition, none of the 10 mobile source measures or six land use and local impact measures applies to the project. Of the transportation control measures, TCM D (Support Focused Growth) measures D-1 through D-3 apply to the project. The project would provide access to pedestrians and bicyclists.

Relative to the Energy and Climate measures contained in the 2010 Plan, the project would be consistent with all applicable measures:

- **Energy Efficiency:** The project applicant would be required to conform to the energy efficiency requirements of the California Building Standards Code, also known as Title 24. Specifically, the project must implement the requirements of the most recent Building Energy Efficiency Standards, which is the current version of Title 24. The 2013 Building Energy Standards were adopted, in part, to meet an Executive order in the Green Building Initiative to improve the energy efficiency of buildings through aggressive standards.
- **Renewable Energy.** Pacific Gas and Electric Company (PG&E) provides electricity and natural gas service to the City. PG&E facilities include nuclear, natural gas, and hydroelectric facilities. PG&E's 2012 power mix consisted of nuclear generation (21.0 percent), large hydroelectric facilities (11.0 percent), and renewable resources (19.0 percent), such as wind, geothermal, biomass, and small hydro. The remaining portion came from natural gas (27.0 percent), and unspecified sources (21.0 percent).
- **Urban Heat Island Mitigation and Shade Tree Planting.** The project would implement landscaping including trees on-site.

In summary, the project would meet all of the applicable Land Use Measures and Energy and Climate Measures contained in the 2010 Clean Air Plan. The project would be consistent with Criterion 2.

Criterion 3: Hinder or Disrupt AQP Control Measures

The project will not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any AQP control measures. As shown above, the project incorporates several AQP control measures as project design features. The project would be consistent with Criterion 3.

Conclusion

The proposed project would be consistent with all applicable provisions of the 2010 Clean Air Plan, and, therefore, impacts would be less than significant.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than significant impact with mitigation incorporated. The 1996 Final EIR found that the project would exceed regional air quality standards, resulting in a potentially significant impact. This impact relates to localized criteria pollutant impacts. Potential localized impacts would consist of exceedances of state or federal standards for PM_{2.5}, PM₁₀, or carbon monoxide (CO). Particulate matter emissions (both PM₁₀ and PM_{2.5}) are of concern during project construction because of the potential to emit fugitive dust during earth-disturbing activities. CO emissions are of concern during project operation because operational CO hotspots are related to increases in on-road vehicle congestion.

Short-Term Construction Impacts

Construction Fugitive PM₁₀ and PM_{2.5}

The BAAQMD recommends that fugitive PM₁₀ and PM_{2.5} from construction dust be evaluated separately from fugitive PM₁₀ and PM_{2.5} from equipment and vehicle exhaust. Thresholds and impact assessment for exhaust PM₁₀ and PM_{2.5} are provided in impact c). The BAAQMD's Air Quality Guidelines do not include a recommended threshold for construction-generated fugitive dust. For construction dust, the BAAQMD recommends incorporation of best management practices (BMPs) to reduce localized dust impacts to less than significant. Therefore, without application of BMPs, this impact is potentially significant. However, incorporation of MM AIR-1 reduces this impact to less than significant. This mitigation measure is more effective than Mitigation Measure C2 as proposed in the 1996 Final EIR, and replaces it.

MM AIR-1 The following Basic Construction Emission Control Measures shall be included in the project design and implemented during construction:

- a. All active construction areas shall be watered at least two times per day.
- b. All exposed non-paved surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and access roads) shall be watered at least three times per day and/or non-toxic soil stabilizers shall be applied to exposed nonpaved surfaces.
- c. All haul trucks transporting soil, sand, or other loose material off-site shall be covered and/or shall maintain at least 2 feet of freeboard.
- d. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- e. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- f. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- g. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR).
 - Clear signage regarding idling restrictions shall be provided for construction workers at all access points.
- h. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- i. The prime construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The construction contractor shall take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Long-Term Operational Impacts

Operational CO Hotspot

CO emissions from project-related traffic would be the greatest pollutant of concern at the local level, since congested intersections with a large volume of traffic have the greatest potential to cause high, localized concentrations of CO.

BAAQMD recommends a screening analysis to determine whether a project has the potential to contribute to a CO hotspot. The screening criteria identify when subsequent site-specific CO dispersion modeling is necessary.

BAAQMD considers a project's local CO emissions to be less than significant if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; or
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The project is within the jurisdiction of the Contra Costa Transportation Authority (CCTA). The CCTA was most concerned with projects that require a General Plan Amendment and/or small land use developments and all large developments having 500 vehicle trips in the peak hour; neither of these conditions would be created by the project.

The traffic analysis indicated that the anticipated vehicle volume at the highest volume intersection would be less than the BAAQMD's second and third screening criteria. Furthermore, the adjacent roadways are not located in an area where vertical and/or horizontal mixing, or the free movement of the air mass, is substantially limited by physical barriers such as bridge overpasses or urban or natural canyon walls. Therefore, the project would not result in any impact related to these criteria and would result in a less than significant impact for CO hotspot.

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?**

Less than significant impact with mitigation incorporated. The 1996 Final EIR did not directly assess the project's potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. However, the FEIR noted a potentially significant impact from fugitive dust generated during the construction period.

The currently proposed project is smaller in scale than the project assessed in the 1996 Final EIR and, therefore, impacts would be less. Non-attainment pollutants of concern include ozone, PM₁₀, and PM_{2.5}. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified thresholds of significance, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The analysis considers construction and operation period impacts separately, as described below.

Construction Impacts

Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. The project would generate emissions from construction equipment exhaust, worker travel, and fugitive dust. These construction emissions include criteria air pollutants from the operation of heavy construction equipment.

A preliminary screening method is provided in the BAAQMD's 2011 Air Quality Guidelines for construction-related impacts associated with criteria air pollutants and precursors. The preliminary screening is used to indicate whether a project's construction-related regional air pollutants could potentially exceed the BAAQMD's thresholds of significance. If a project meets the applicable screening criteria, then it may be assumed that the project would result in a less than significant impact for regional construction emissions. If a project does not meet the applicable screening criteria, then additional analysis is required to demonstrate the project's potential significance. The construction of the proposed project would result in a less than significant impact to air quality if the following screening criteria are met:

1. The project is below the applicable screening level size.
2. All construction-period Standard Project Conditions would be included in the project design and implemented during construction.

3. Construction-related activities would not include any of the following:
- a) Demolition activities inconsistent with District Regulation 11, Rule 2: Asbestos Demolition, Renovation, and Manufacturing;
 - b) Simultaneous occurrence of more than two construction phases;
 - c) Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site [not applicable to high-density infill development]);
 - d) Extensive site preparation (i.e., greater than default assumptions used by the California Emissions Estimator Model (CalEEMod) for grading, cut/fill, or earth movement); or
 - e) Extensive material transport (e.g., greater than 10,000 cy of soil import/export) requiring a considerable amount of haul truck activity.

As shown in Table 1, the project would exceed the screening size for construction-related criteria air pollutants and precursors. Therefore, the project would trigger the need for additional analysis to determine the project’s potential significance and cannot be deemed less than significant using the screening method. Project construction emissions must be compared with the BAAQMD significance thresholds.

This analysis is based on a project size of 187 dwelling units. Although the applicant subsequently reduced the size of the project to 180 units, this analysis conservatively estimates potential impacts based on a larger project size.

Table 1: Construction Criteria Air Pollutants and Precursors Screening Level Sizes

Land Use Type	Construction-Related Screening Size	Project Size	Project Percent of Screening Size
Single-Family	114 du	187 du	164.04%
Note: du = dwelling units Source of BAAQMD’s Screening Threshold: Bay Area Air Quality Management District 2011.			

Table 2 summarizes the construction-generated emissions. Table 3 and Table 4 summarize the construction-generated emissions for years 2017 and 2018, respectively. As shown in Table 3 and Table 4, the BAAQMD’s regional emission thresholds for construction exhaust would not be exceeded in any year. Therefore, the project would have a less than significant impact from project construction.

Table 2: Construction Regional Emissions (Annual Tons)

Construction Phase	Air Pollutant Emissions (Tons)			
	ROG	NO _x	PM ₁₀ ¹	PM _{2.5} ¹
2017 Activity				
Site Preparation	0.05	0.52	0.03	0.03
Grading	0.37	4.18	0.20	0.18
Building Construction	0.21	1.71	0.11	0.10
<i>Subtotal 2017 Emissions</i>	0.63	6.41	0.34	0.31
2018 Activity				
Building Construction	0.18	1.51	0.09	0.08
Paving	0.03	0.17	0.01	0.01
Architectural Coating	1.07	0.08	<0.01	<0.01
<i>Subtotal 2018 Emissions</i>	1.28	1.76	<0.01	<0.01
Total Construction Emissions	1.91	8.17	0.10	0.09
Notes: ¹ Exhaust only ROG = reactive organic gases PM ₁₀ = particulate matter 10 microns in diameter Totals based on non-rounded emissions output. Source: FirstCarbon Solutions 2016.				

Table 3: Construction Regional Emissions Significance Analysis (2017)

Parameter	Air Pollutant Emissions (pounds)			
	ROG	NO _x	PM ₁₀ ¹	PM _{2.5} ¹
Total Tons Emissions	0.63	6.41	0.34	0.31
Total lbs Emissions	1,260	12,820	680	620
Average lbs per working day ²	4.85	49.3	2.62	2.38
BAAQMD Average Daily Threshold	54	54	82	54
Significant?	No	No	No	No
Notes: ¹ Exhaust only ² Calculated by dividing the total lbs by the total 260 working days of construction in 2017. ROG = reactive organic gases PM ₁₀ = particulate matter 10 microns in diameter Totals based on non-rounded emissions output. Source: FirstCarbon Solutions 2016.				

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A sensitive receptor is defined as the following (from BAAQMD 2010): “Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals and residential areas.”

Two scenarios have the potential for exposing sensitive receptors to toxic air contaminants. The first (identified as a Type A scenario) is when a project includes a new or modified source of toxic air contaminants and would be located near an existing or proposed sensitive receptor. The second (identified as a Type B scenario) involves a residential or other sensitive receptor development locating near an existing or planned source of toxic air contaminants. As single-family housing, the project itself is a sensitive receptor. Additional sensitive receptors near the project site include existing residences to the west and areas zoned for residential are located to the south of the project. This assessment evaluates the potential health risk impacts from both types of land use projects. This health risk assessment involves the following processes: estimate the TAC emissions of concern, estimate the dispersion of these emissions from the respective emission sources affecting nearby receptors, and estimate the resulting health risk impacts at these receptors.

The following analysis evaluates whether the project would result in construction or operation-period impacts to sensitive receptors.

Asbestos

The Department of Conservation, Division of Mines and Geology (DMG) published a guide for generally identifying areas that are likely to contain naturally occurring asbestos (NOA). The associated DMG map indicates that there are several locations within Contra Costa County that are likely to contain NOA; however these locations are not located in the project vicinity.

Carbon Monoxide Emission Impacts

As noted in the discussion of Impact 3b), the project is not expected to generate a CO hotspot. Therefore, the project would not expose receptors to substantial CO concentrations from operational activities.

Toxic Air Pollutants-On-site Workers

A variety of state and national programs protect workers from safety hazards, including high air pollutant concentrations (California OSHA and CDC 2012).

On-site workers are not required to be addressed through this health risk assessment process. A document published by the California Air Pollution Control Officers Association (CAPCOA 2009), Health Risk Assessments for Proposed Land Use Projects, indicates that on-site receptors are included in risk assessments if they are persons not employed by the project. Persons not employed by the project would not remain on-site for any significant period. Therefore, a health risk assessment for on-site workers is not required or recommended.

Toxic Air Pollutants—Construction

The following information is from the Health Risk Assessment conducted by FirstCarbon Solutions and is attached to Appendix A-1 and A-2 of this Initial Study/Addendum. The potential health impacts to sensitive/residential receptor locations surrounding the project from the construction of the project prior to the application of mitigation are shown in Table 6. As noted from Table 6, the construction of the project would exceed the BAAQMD’s cancer risk significance threshold of 10 in one million. These maximum health impacts occur within the area zoned and developed as residential located along the western property line of the project (the area to the south is zoned for residential but is not yet developed). Therefore, without mitigation, the project would result in a significant health risk impact during construction.

Table 6: Maximum Project Impacts from Project Construction (Without Mitigation)

Health Impact	Risk (risk per million)	Significance Threshold (risk/million)	Exceeds Threshold?
Cancer Risk—Child	23.8	10	Yes
Cancer Risk—Adult	0.5	10	No
Health Impact	Hazard Index	Significance Threshold	Exceeds Threshold?
Chronic Non-cancer Hazard Index	0.03	1.0	No
Acute Non-cancer Hazard Index	0.05	1.0	No
Health Impact	Annual Concentration ($\mu\text{g}/\text{m}^3$)	Significance Threshold ($\mu\text{g}/\text{m}^3$)	Exceeds Threshold?
Annual $\text{PM}_{2.5}$	0.12	0.3	No
Source: See Appendix A.			

MM AIR-2 Off-road diesel-powered construction equipment greater than 50 horsepower shall meet United States Environmental Protection Agency Tier III off-road emissions standards.

Table 7 summarizes the maximum health impacts from project construction after implementing MM AIR-2, which requires that off-road diesel-powered construction equipment greater than 50 horsepower shall meet United States Environmental Protection Agency Tier III off-road emissions standards. This is new mitigation beyond Mitigation Measures C1a and C1b as proposed in the 1996 Final EIR. As noted, the maximum impacts with mitigation are less than the significant for cancer risk and annual $\text{PM}_{2.5}$ air concentrations.

Table 7: Maximum Project Impacts from the Project Construction (With Mitigation)

Health Impact	Risk (risk per million)	Significance Threshold (risk/million)	Exceeds Threshold?
Cancer Risk—Child	9.8	10	No
Source: see Appendix A.			

Toxic Air Pollutants-Operation

A Type B assessment examines the potential health impacts from nearby sources of TAC emissions on the project’s residential land uses once the project commences operation. The BAAQMD recommends that the Type B assessment identify all sources of TAC emissions within a 1,000-foot zone of influence of an affected project. The BAAQMD has developed and published a series of internet-based assessment tools that can be used to identify such emission sources and quantify their respective health impacts. These tools include a highway screening tool, a roadway screening tool, and a stationary source screening tool.

Based on a review of the various BAAQMD internet-based assessment tools, there are two sources of TAC emissions that are within the 1,000-foot zone of influence of the project. These emission sources are shown in Table 8.

Table 8: Identification of TAC Emission Sources within 1,000 feet of the Project

Emission Source	Location
Verizon Wireless Generator Facility ID:18888	Adjacent to the Project at the northern boundary
SR-4	Adjacent to the Project along the eastern boundary
Source: BAAQMD Stationary Source Screening Analysis Tool and Google Earth.	

The BAAQMD internet-based stationary source assessment tool was used to estimate the health impacts from the Verizon Wireless facility. However, the BAAQMD highway screening tool does not include a health impact assessment for SR-4. Therefore, it was necessary to develop a health risk assessment for SR-4. This was accomplished by developing an hour-by-hour profile of vehicle traffic along SR-4 using traffic count information collected by the California Department of Transportation (CDOT) as part of its Performance Measurement System (PeMS). The PeMS system collects real-time traffic information from over 39,000 individual detectors. These sensors span the freeway system across all major metropolitan areas of the State of California. The collected data include traffic volumes, vehicle speeds, and truck percentages. The most recent full year of PeMS data is from 2014. Two PeMS monitoring detectors are located near the Laurel Road and SR-4 interchange. From this information, traffic profiles for each hour of the day were prepared for the southbound and northbound lanes of SR-4. The traffic profiles included, for each traffic direction and hour of the day,

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vehicle volumes, average vehicle speed, vehicle mix (trucks vs. passenger vehicles), and emissions of DPM and total organic gases. The assessment process for SR-4 is presented in Appendix A.

Table 9 summarizes the estimated cumulative health impacts from both the stationary source (Verizon Wireless generator) and SR-4 on the residential locations within the project. As noted from Table 13, the cumulative health impacts from the two TAC emission sources do not exceed the BAAQMD cumulative health significance thresholds.

Table 9: Summary of Cumulative Health Impacts from TAC Emission Sources within 1,000 Feet of the Project

Health Impact	Risk (risk per million)	Cumulative Significance Threshold (risk/million)	Exceeds Threshold?
Cancer Risk			
Verizon Wireless	0.3	100	No
SR-4	3.2		
Total	3.5		
Health Impact	Hazard Index	Cumulative Significance Threshold	Exceeds Threshold?
Chronic Non-cancer Hazard Index			
Verizon Wireless	0.001	10	No
SR-4	0.001		
Total	0.002		
Acute Non-cancer Hazard Index			
Verizon Wireless	0.001	10	No
SR-4	0.005		
Total	0.006		
Health Impact	Annual Concentration ($\mu\text{g}/\text{m}^3$)	Cumulative Significance Threshold ($\mu\text{g}/\text{m}^3$)	Exceeds Threshold?
Annual $\text{PM}_{2.5}$			
Verizon Wireless	0.0035	0.8	No
SR-4	0.0032		
Total	0.0067		

Source: Appendix A.

Based on the result of the modeling summarized above, the project would not be exposed to substantial pollutant concentrations; therefore, long-term operation impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

e) **Create objectionable odors affecting a substantial number of people?**

No impact. The 1996 Final EIR did not analyze the potential for the project to create objectionable odors affecting a substantial number of people. The proposed project consists of the development of 180 dwelling units and the extension of Laurel Road. Residential uses are not considered sources of objectionable odors by the BAAQMD. Additionally, the Laurel Road extension would be a transportation facility and also would not be a source of objectionable odors. These characteristics preclude the possibility of the proposed project creating objectionable odors that affect a substantial number of people. No additional impact would occur.

Mitigation Measures

Mitigation Measures C1a and C1b from the 1996 Final EIR no longer apply.

The following new mitigation measures are proposed as discussed in this section to fully address potential air quality impacts pursuant to current standards: Mitigation Measures AIR-1 and AIR 2.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
IV. Biological Resources					
<i>Would the project:</i>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on special-status species.	No. There are no new circumstances that would result in new or more severe impacts on special-status species.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of special-status species.	J1
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on riparian habitat.	No. There are no new circumstances that would result in new or more severe impacts on riparian habitat.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of riparian habitat.	J2
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on Section 404 wetlands.	No. There are no new circumstances that would result in new or more severe impacts on Section 404 wetlands.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of Section 404 wetlands.	J1

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Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	NA	No. The proposed project does not involve changes that would result in new impacts on fish or wildlife movement.	No. There are no new circumstances that would result in new or more severe impacts on fish or wildlife movement.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of fish or wildlife movement.	None.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	NA	No. The proposed project does not involve changes that would result in new impacts on local biological policies or ordinances.	No. There are no new circumstances that would result in new or more severe impacts on fish or local biological policies or ordinances.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of local biological policies or ordinances.	None.
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NA	No. The proposed project does not involve changes that would result in new impacts on an adopted Habitat Conservation Plan or Natural Community Conservation Plan.	No. There are no new circumstances that would result in new or more severe impacts on an adopted Habitat Conservation Plan or Natural Community Conservation Plan.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of an adopted Habitat Conservation Plan or Natural Community Conservation Plan.	None.

Discussion and Mitigation

This section evaluates potential effects on biological resources that may result from project implementation. Descriptions and analysis in this section are based on a reconnaissance-level

biological survey performed by Monk & Associates (M & A) on November 18, 2013 and July 30, 2015, and subsequent plant surveys on April 7 and May 18, 2016 (Appendix B). These additional surveys were conducted as required by mitigation included in the 1996 Final EIR and to re-confirm potential resources on the site in accordance with current regulations and guidelines. This addendum includes an expanded discussion of biological resources to summarize the findings of M & A surveys. No new impacts were determined as a result of the biological survey and analysis beyond what was evaluated in the 1996 EIR and what is required by uniformly applied policies and standards.

Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Plants

Less than significant impact with mitigation incorporated.

Owing to many years of excessive levels of disturbance that continue today, it is unlikely that federally or state listed plants, or other plants with special-status designations would occur on the project site. Regardless, formal surveys must be conducted at appropriate times of the year when regionally known special-status plants are identifiable to a species level. Late-season focused surveys were performed August 29, 2013 and July 31, 2015; no special-status plant species were observed during this time, dismissing the presence of several late-season blooming species with a potential to occur within the project. Additional surveys were conducted in April and May 2016 by M & A, dismissing the presence of several early-season blooming species with a potential to occur with the project.

The following mitigation from the 1996 Final EIR addresses the potential for habitat modification, and still applies:

- MM J1** Development allowed by the proposed plan would affect a seasonal wetland of approximately 1.7 acres, the exact boundaries of which are uncertain due to the existence of off-site drainage facilities of an interim nature. The developer of any subsequent project(s) shall be required to have a formal wetland delineation undertaken and verified by the Army Corps of Engineers. Base on the delineation, the developer may be required to have wetland replacement plan prepared and shall commit to its implementation in a manner, and on a schedule, acceptable to the Corps and to the City of Antioch.

Wildlife

Less than significant impact with mitigation incorporated. The following mitigation measure was proposed in the 1996 Final EIR to address impacts to nesting raptors, and still applies:

- MM J3** Construction activities during the nesting season (February through July) could disturb nesting raptors and should be preceded by surveys conducted by a qualified

ornithologist. If nesting raptors are located in proposed construction areas such that nesting success will be doubtful, then construction should be postponed until the nesting season is over.

Swainson's hawk

The Swainson's hawk (*Buteo swainsoni*) is a state-listed threatened species. While the Swainson's hawk has no special federal status it is protected from direct take under the Federal Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711). Swainson's hawks, their nests, eggs, and young are also protected under California Fish and Game Code (Section 3503, Section 3503.5, Section 3513, and Section 3800).

No Swainson's hawk nests were discovered on or near the project site during M&A's project site surveys. The project site, which is surrounded by development and the Highway 4 Bypass, is likely too small to provide adequate foraging habitat necessary to support a nesting pair of Swainson's hawks. However, this species is mobile and can nest in different locations from year to year. In addition, the nesting population appears to be increasing throughout its nesting range in northern California (G. Monk, general observations), and, thus, Swainson's hawks could conceivably nest on or adjacent to the project site in the future.

If Swainson's hawks are found to be nesting on or adjacent to the project site within 1,000 feet of the project site, implementation of the proposed project could be viewed by CDFW as a project that could impact nesting Swainson's hawks. Loss or alteration of foraging habitat or nest site disturbance which results in (1) nest abandonment; (2) loss of young; (3) reduced health and vigor of eggs and/or nestlings (resulting in reduced survival rates), may ultimately result in the take (killing) of nestling or fledgling Swainson's hawks incidental to otherwise lawful activities. The taking of Swainson's hawks in this manner can be viewed by CDFW as a violation of the Section 2080 of the Fish and Game Code.

Typically, CDFW requires that any impact to a Swainson's hawk nest be permitted through a Fish and Game Section 2081 management authorization. If an active nest is found on or adjacent to the project site or within the area of influence of the project site (which is generally considered to be within 1,000 feet of the project site) "to avoid potential violation of Fish and Game Code 2080 (i.e., killing of listed species), project-related disturbance at active Swainson's hawk nesting sites should be reduced or eliminated during critical phases of the nesting cycle (March 1–September 15 annually)" (CDFG 1994). If disturbance would occur, a Fish and Game Section 2081 management authorization may be required. As such, in the absence of survey results the year the project site is developed, it must be concluded that impacts to Swainson's hawk from the proposed project would be potentially significant pursuant to CEQA.

This impact could be mitigated to a level considered less than significant pursuant to CEQA with implementation of the mitigation measure that follows below.

MM BIO-1 Mitigation for potential impacts to Swainson's Hawk

- a. To ensure that there are no impacts to nesting Swainson's hawks, preconstruction surveys should be conducted for 0.5 mile radius around all project related activities and should be completed for at least the two survey periods prior to construction. The first survey should be conducted in April and the second survey in June (CDFG 2000).
- b. If no nesting Swainson's hawks are identified during the April surveys (first survey), project construction can commence. If during the second survey (June), Swainson's hawks are found nesting in the project vicinity and project construction commenced in April/May, it should be assumed that the Swainson's hawks commenced nesting while the project site was under construction and thus, that the hawks are habituated to the ambient level of noise and disturbance emanating from the project site.
- c. If Swainson's hawks nest on or within the area of influence of the project site (which is generally considered to be within 1,000 feet of the project site), impacts to nesting Swainson's hawks would be regarded as significant pursuant to CEQA, and implementation of avoidance measures below would be necessary to ensure the project does not impact the nesting Swainson's hawks.
- d. If Swainson's hawks are found to be nesting on or within 1,000 feet of the project site, a non-disturbance buffer shall be established that keeps all project activities a minimum of 1,000 feet from the nest site. If the 1,000-foot buffer only partially intersects the project site, that intersecting area shall be demarked in orange construction fencing and will ensure that noise/disturbance related impacts emanating from the project site remains at least 1,000 feet from the nest site. No project activities would be allowed in the orange construction fenced off area constituting the buffer.
- e. If a qualified raptor biologist makes a determination that the nesting Swainson's hawks are shielded from disturbance by geographic barriers or are well acclimated to higher levels of disturbance (for example if the nesting attempt commenced after the project was under construction, or the nest site is adjacent to preexisting high levels of disturbance), the biologist may justify a recommendation for a smaller buffer. CDFW shall be consulted regarding the qualified raptor biologists' recommendations for an appropriate non-disturbance buffer. At that time the necessity of acquiring a Fish and Game Section 2081 management authorization would also be determined.
- f. Under all circumstances the nesting buffer must ensure that all project related disturbance remains far enough away from the Swainson's hawk nest site to ensure that the level of construction related disturbance does not result in deleterious effects on the nesting hawks, their eggs, or nestlings. If the nesting buffer is reduced to less than 1,000 feet, a qualified raptor biologist shall monitor the nesting hawks initially for a period long enough to understand the nesting hawks response to disturbance, and thereafter on a routine basis (at least 3 times

a week, or as required by the CDFW) until the nestlings successfully fledge and become independent of the nesting tree. Any buffer that is smaller than 1,000 feet may have to be increased in size again if the nesting hawks respond poorly to a reduced buffer.

- g. No project-related disturbance shall be allowed in the nesting buffer until the young fledge the nest or the nesting attempt is otherwise complete for the year. The buffer should remain in place until the Swainson's hawk young fledge the nest and become independent of the nesting tree. The young can be considered successfully fledged when the hawks no longer return to the nesting tree for several consecutive nights.

Implementation of this mitigation measure would reduce potential impacts to Swainson's hawk to a level considered less than significant pursuant to CEQA.

White-tailed kite

The white-tailed kite (*Elanus leucurus*) is a CDFW fully protected species. Fully protected species are protected under California Fish and Game Code Section 3511, and cannot be taken or possessed at any time. The CDFW cannot issue permits or licenses that authorize the take of any fully protected species, except under certain circumstances (such as scientific research).

White-tailed-kites are falcon-shaped birds of prey with long pointed wings and a long white tail. White-tailed kites are found in a variety of habitats, including open groves, marshes, grasslands, and river valleys. Habitat requirements are trees for perching and nesting, and open ground with high rodent and small mammal populations.

No white-tailed kites were observed during project field surveys, but there is a recorded occurrence of white-tailed kite immediately south of the project site, and marginal nesting habitat occurs within the project site.

MM BIO-2 Mitigation for potential impacts to white-tailed kite

To ensure there are no impacts to white-tailed kite, a preconstruction survey is necessary.

- a. If construction is proposed during the nesting season for golden eagle and white-tailed kite (typically March 1 to August 31), a focused survey for active nests of white-tailed kite and migratory birds within and in the vicinity of (no less than 500 feet outside project boundaries, where possible) the project site shall be conducted by a qualified biologist no sooner than 10 days prior to construction activities commencing. If no active nests are found, construction activities may proceed without further mitigation.
- b. If an active nest is located during pre-construction or focused surveys, CDFW shall be notified and consulted regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the

nest. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 500 feet around an active white-tailed kite nest) or alteration of the construction schedule.

Burrowing owl

The western burrowing owl (*Athene cunicularia*) is a California “species of special concern.” Its nest, eggs, and young are also protected under California Fish and Game Code (Section 3503, Section 3503.5, and Section 3800). The burrowing owl is also protected from direct take under the Migratory Bird Treaty Act. Finally, based upon this species’ rarity status, any unmitigated impacts to rare species would be considered a “significant effect on the environment” pursuant to Section 21068 of CEQA and Section 15382 of the CEQA Guidelines. Thus, this owl species must be considered in any project that will, or is currently, undergoing CEQA review, and/or that must obtain an environmental permit(s) from a public agency. When these owls occur on project sites, mitigation requirements are typically mandated in the conditions of project approval from the CEQA lead agency.

Burrowing owl habitat is usually found in annual and perennial grasslands, characterized by low-growing vegetation. Often, the burrowing owl utilizes rodent burrows, typically California ground squirrel (*Spermophilus beecheyi*) burrows, for nesting and cover. They may also on occasion dig their own burrows, or use man-made objects such as concrete culverts or rip-rap piles for cover. They exhibit high site fidelity, reusing burrows year after year. Occupancy of suitable burrowing owl habitat can be verified at a site by observation of these owls during the spring and summer months or, alternatively, its molted feathers, cast pellets, prey remains, eggshell fragments, or excrement (white wash) at or near a burrow. Burrowing owls typically are not observed in grasslands with tall vegetation or wooded areas because the vegetation obscures their ability to detect avian and terrestrial predators. Since burrowing owls spend the majority of their time sitting at the entrances of their burrows, grazed grasslands seem to be their preferred habitat because it allows them to view the world at 360 degrees without obstructions.

The closest CNDDDB records for western burrowing owls is located immediately south of the project site (CNDDDB Occurrence No. 981). Two pairs of owls were observed at this location in 2007, and one pair of owls was observed in 2008. There are 19 additional records for this species within two miles of the project site (see Figure 5). There are California ground squirrel burrows scattered throughout the site providing suitable burrows for this species. M&A observed western burrowing owl on the project site in November of 2013, but none have been observed on-site during more recent surveys. Regardless, western burrowing owl is a highly mobile species and could move onto the project site. Accordingly, impacts to western burrowing owl are regarded as potentially significant pursuant to CEQA. The following mitigation measure would reduce impacts to less than significant.

MM BIO-3 Mitigation for potential impact to western burrowing owl

- a. Based on the recorded presence for this species in the project vicinity and the potential habitat found on the project site, a preconstruction survey for burrowing owls should be conducted 14 days or less prior to initiating ground

- disturbance. As burrowing owls may recolonize a site after only a few days, time lapses between project activities trigger subsequent avoidance surveys, including but not limited to, a final survey conducted within 24 hours prior to ground disturbance to ensure absence. If no owls are found during these surveys, no further regard for the burrowing owl would be necessary.
- b. Burrowing owl surveys should be conducted by walking the entire project site. Systematic survey transects should be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be seven meters to 20 meters and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. Poor weather may affect the surveyor's ability to detect burrowing owls thus, avoid conducting surveys when wind speed is greater than 20 kilometers per hour and there is precipitation or dense fog. To avoid impacts to owls from surveyors, owls and/or occupied burrows should be avoided by a minimum of 50 meters (approximately 160 ft.) wherever practical to avoid flushing occupied burrows. Disturbance to occupied burrows shall be avoided during all seasons.
 - c. If burrowing owls are detected on the site, the following restricted activity dates and setback distances are recommended to ensure that there will be no take of western burrowing owls or impacts to their nest.
 - From April 1 through October 1, low disturbance and medium disturbance activities shall have a 200 meter buffer while high disturbance activities shall have a 500 meter buffer from occupied nests. The size of the buffer may be reduced if a qualified burrowing owl biologist determines that smaller buffers would adequately protect the nesting burrowing owls.
 - No earth-moving activities or other disturbance shall occur within the aforementioned buffer zones of occupied burrows. These buffer zones shall be fenced or otherwise marked to ensure that they are not impacted by the project.
 - From October 1 through February 1 western burrowing owls may be passively evicted from the project site by a qualified biologist in order to ensure that an owl is not harmed by the project.

Implementation of these mitigation measures would reduce potential impacts to burrowing owls to a level considered less than significant pursuant to CEQA.

Nesting Birds

The trees found on and in proximity to the project site provide suitable nesting habitat for many passerine birds (such as jays, juncos, and towhees) and for urban nesting raptors such as the red-tailed hawk (*Buteo jamaicensis*) and red shouldered hawk (*Buteo lineatus*). All of these birds are protected under the Migratory Bird Treaty Act (50 CFR 10.13) and their eggs and young are also protected under California Fish and Game Code Sections 3503, 3503.5. Additionally, fully protected bird species, such as the white-tailed kite and golden eagle (*Aquila chrysaetos*) are protected under California Fish and Game Code Section 3511. Fully protected species cannot be taken or possessed at any time. The CDFW cannot issue permits or licenses that authorize the take of any fully

protected species, except under certain circumstances (such as scientific research). Any project-related impacts to nesting birds would be considered a significant adverse impact. Potential impacts to these species from the proposed project include disturbance to nesting birds, and possibly death of adults and/or young. Impacts to nesting birds from the proposed project would be potentially significant pursuant to CEQA.

This impact would be mitigated to a level considered less than significant with the following new mitigation measure, MM BIO-4, and Mitigation Measure J3.

MM BIO-4 Mitigation for potential impacts to Nesting Birds

- a. In order to avoid impacts to nesting birds, a nesting survey shall be conducted 15 days prior to commencing with construction work or tree removal if this work would commence between February 1 and August 31. The nesting survey shall include examination of all trees within 300 feet of the entire project site (i.e., within a zone of influence of nesting birds), not just trees slated for removal. The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations and/or other construction-related noise.
- b. If birds are identified nesting on or within the zone of influence of the construction project, a qualified biologist shall establish a temporary protective nest buffer around the nest(s). The nest buffer shall be staked with orange construction fencing or orange lath staking. The buffer must be of sufficient size to protect the nesting site from construction related disturbance and shall be established by a qualified ornithologist or biologist with extensive experience working with nesting birds near and on construction sites. Typically, adequate nesting buffers are 75 feet from the nest site or nest tree dripline for small birds and up to 200 feet for sensitive nesting birds, including several raptor species known in the region of the project site. Upon completion of nesting surveys, if nesting birds are identified on or within a zone of influence of the project site, a qualified ornithologist/biologist that frequently works with nesting birds shall prescribe adequate nesting buffers to protect the nesting birds from harm.
- c. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed. In the region of the project site, most species complete nesting by mid-July. This date can be significantly earlier or later, and shall to be determined by the qualified biologist. At the end of the nesting cycle, and abandonment of the nest by its occupants, as determined by a qualified biologist, temporary nest buffers may be removed and construction may commence in established nesting buffers without further regard for the nest site.

Implementation of this mitigation measure would reduce impacts to nesting birds to a level considered less than significant pursuant to CEQA.

Western red bat

The western red bat (*Lasiurus blossevillii*) is a California “species of special concern.” The “species of special concern” status designation does not provide any special legally mandated protection for this bat species. However, this status designation likely meets the definition of “rare” pursuant to CEQA. As such, potential impacts to this bat species should be considered during any CEQA review.

The riparian trees on the project site are small and only provide marginal roosting habitat for the western red bat. Regardless, preconstruction surveys will be conducted prior to any tree removal to ensure that there are no impacts to this special-status bat species. Accordingly, impacts to western red bat are regarded as potentially significant pursuant to CEQA.

These impacts would be mitigated to levels considered less than significant pursuant to CEQA with implementation of the following mitigation measure.

MM BIO-5 Mitigation for potential impacts to western red bat.

- a. In order to avoid impacts to roosting special-status bats, a tree survey shall be conducted 15 days prior to commencement of project activities that include grading or tree removal. Tree cavities and exfoliated bark that could provide roosting or maternity habitat shall be examined for evidence of use by bats. All bat surveys shall be conducted by a biologist with known experience surveying for bats. If roosts are found, a determination should be made whether there are young. If a maternity site is found, impacts to that tree shall be avoided until the young have reached independence. If adults are found roosting but no maternity sites are found, then the adult bats can be flushed prior to the time the tree in question would be removed or disturbed.

Implementation of this mitigation measure would reduce impacts to western red bat to a level considered less than significant pursuant to CEQA.

American badger

The American badger (*Taxidea taxus*) is a California Species of Special Concern. The species of special concern status designation does not provide any special legally mandated protection for this species. However, this status designation likely meets the definition of “rare” pursuant to CEQA.

Although no evidence of badgers was observed during the site surveys, there is a recorded occurrence of American badger 2.1 miles south of the project site, and marginal suitable habitat exists within the project site. American badger is found in drier open stages of shrub, forest, and herbaceous habitats with friable soils. This species preys on burrowing rodents, and digs extensive burrows as shelter.

MM BIO-6 Mitigation for potential impacts to American badger:

- a. In order to avoid impacts to American badger, a qualified biologist shall conduct a pre-construction field survey to determine if active badger dens are present on or within 200 feet of the project site. The survey shall be conducted no earlier than 14 days prior to any grading activity. If active badger dens are found within the area of disturbance, the biologist shall coordinate with CDFW to develop avoidance or exclusion measures. If active badger dens are found within 200 feet of the project site, the applicant shall work with the biologist to establish an exclusion buffer 150 feet around the den to avoid disturbance.

Implementation of this mitigation measure would reduce impacts to American badger to a level considered less than significant pursuant to CEQA.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Less than significant impact with mitigation incorporated.

The 1996 Final EIR found the water quality in East Antioch Creek would be degraded. Subsequently, CDFW has determined that the on-site ditch includes a bed and bank that supports wildlife and plant communities. Therefore, the CDFW has determined it will regulate impacts to this feature pursuant to Section 1602 of the Fish and Game Code,³ which requires approval of a streambed alteration agreement (SBAA). The applicant is required to connect the stormwater pipe from the development to the west of the project site to the stormwater system that will be constructed within the project site. This will dewater the drainage. Furthermore, the drainage will be filled to bring the project site grades level with the housing development immediately west of the project site. Accordingly, impacts to this man-made drainage feature are regarded as potentially significant pursuant to CEQA.

With the addition of MM BIO-7, this impact would be mitigated to levels considered less than significant pursuant to CEQA.

MM BIO-7 Mitigation for impacts to Section 1602 jurisdictional areas.

- a. Because avoidance is not possible, the applicant has submitted a Streambed Alteration Agreement application to the California Department of Fish and Wildlife (CDFW). CDFW is requiring mitigation to remove this drainage from the site. The applicant shall purchase 1.35 acres of mitigation credits from the Cosumnes River Preserve or other CDFW approved conservation bank to mitigate for project-related impacts to Section 1602 jurisdictional areas on the project site.

³ California Fish and Game Code, Chapter 6. Fish and Wildlife Protection and Conservation, Section 1602.

Implementation of this mitigation measure would reduce significant impacts to Section 1602 jurisdictional areas to a level considered less-than-significant pursuant to CEQA.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No impact. The 1996 Final EIR found that wetland habitats within the planning area would be lost or periodically modified by development envisioned by the proposed plan. In accordance with MM J1, above, from the 1996 Final EIR, a wetland delineation was conducted in February 2014 by Olberding Environmental, Inc. The United States Army Corps of Engineers (USACE) conducted a site verification visit on May 5, 2015. USACE determined there exists on-site 1.33 acres of isolated non-jurisdictional wetlands and 0.05 acre of isolated non-jurisdictional other waters. These wetlands and waters were determined to be isolated by USACE, and are not subject to USACE jurisdiction pursuant to Section 404 of the Clean Water Act. No mitigation is required.

- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?**

Less than significant impact. The proposed project will not interfere significantly with the movement of native wildlife, on a regional or a local level. The project site is surrounded by single-family residential uses (west), a water tank site (north), SR-4 (east), and undeveloped land (south), precluding the movement of wildlife through this area from distant locations. The presence of the Highway 4 Bypass, a very heavily traveled four- to six-lane road to the east of the project site creates a significant wildlife movement barrier. The undeveloped land to the south of the project site is approved for the development of 525 homes, and further to the south of this area is another housing development. No streams or rivers exist on-site that could act as a migratory corridor for any native or migratory fish. The highly disturbed nature of the project site existing conditions makes it an unlikely wildlife nursery site. As a result, the project will not interfere with the movement or native wildlife, nor impede the use of wildlife nursery sites, and impacts will be considered less than significant pursuant to CEQA.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Less than significant impact with mitigation incorporated.

Protected Trees

The proposed project will remove 14 trees, all of which are all native species. There are nine arroyo willows (*Salix lasiolepis*) and five red willows (*Salix laevigata*) slated for removal which, though native species, are not defined by the City as "indigenous." Eight of these willows are considered established. All willows are of recent origin, and have germinated and grown in the on-site ditch over the last 5 to 6 years. None have large stature. In total, 14 indigenous trees are currently

identified for removal. Accordingly, impacts to indigenous, protected trees are regarded as significant pursuant to CEQA.

This impact can be mitigated to levels considered less than significant pursuant to CEQA with implementation of the following mitigation measure.

MM BIO-8 Mitigation for impacts to Protected Trees

Mitigation for the impacts to the 14 indigenous trees shall be addressed in the future landscape plan design review application, which shall be submitted by the applicant for review and approval by the Planning Commission prior to any tree removal. The landscape plan is required to show the existing topography with the location of all established trees, clearly labeling those trees and providing a detailed description of all trees on the project site (such as diameter, estimated height, species, and relative condition).

The tree removal landscape plan compensates for all impacts to established trees, in accordance with the City of Antioch tree ordinance:

- Each established tree shall be replaced with two 24-inch box trees.
- Legally removed indigenous trees and landmark trees shall be replaced by box specimens at a rate and size to be established by the decision-making body at the time of regular development application approvals.

Implementation of the landscaping plan would reduce impacts to protected/indigenous trees to a level considered less than significant pursuant to CEQA because it would ensure that every tree removed is not only replaced, but an additional tree is planted.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The City of Antioch is not within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). Therefore, the proposed project is not subject the provisions of the HCP/NCCP, which precludes the possibility of conflicts. No impact would occur.

Mitigation Measures

Mitigation Measures J1 and J2 from the 1996 Final EIR still apply.

The following new or refined mitigation measures are proposed as discussed in this section: Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, and BIO-8.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

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Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
V. Cultural Resources					
<i>Would the project:</i>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on historic resources.	No. There are no new circumstances that would result in new or more severe impacts on historic resources.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of historic resources.	K1
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on archaeological resources.	No. There are no new circumstances that would result in new or more severe impacts on archaeological resources.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of archaeological resources.	K1
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	NA	No. The proposed project does not involve changes that would result in new impacts on paleontological resources.	No. There are no new circumstances that would result in new or more severe impacts on paleontological resources.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of paleontological resources.	None.
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on burial sites.	No. There are no new circumstances that would result in new or more severe impacts on burial sites.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of burial sites.	K2

Discussion and Mitigation

Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No impact. The East Lone Tree Specific Plan area was surveyed for cultural resources as part of the East Lone Tree Specific Plan EIR. The surveys determined that there are no historic resources listed on a federal, state, or local historic register within Future Urban Area 2. Additionally, there are no structures on the project site that could potentially be eligible for a historic register by virtue of their age (i.e., more than 50 years old). This condition precludes the possibility of adverse impacts on a historic resource. No impact would occur.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No impact. Future Urban Area 2 was surveyed for cultural resources as part of the previous rounds of environmental review. The surveys determined that there was one documented archaeological resource site within Future Urban Area 2 (CA-CCo-532H); however, it is adjacent to Lone Tree Way and not within the project site boundaries. In the unlikely event that archaeological resources are encountered, standard inadvertent discovery measures would be implemented in accordance with the Public Resource Code. Impacts would be less than significant.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No impact. Future Urban Area 2 was surveyed for cultural resources as part of the previously rounds of environmental review. The surveys found no evidence of paleontological resources or unique geologic features within the project site. In the unlikely event that paleontological resources are encountered, standard inadvertent discovery measures would be implemented in accordance with industry practice. Impacts would be less than significant.

- d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than significant impact. Future Urban Area 2 was surveyed for cultural resources as part of the previous rounds of environmental review. The surveys found no evidence of burial sites within the project site. In the unlikely event that human remains are encountered, standard inadvertent discovery measures would be implemented in accordance with the Public Resource Code. Impacts would be less than significant.

Mitigation Measures

The following mitigation measure was proposed in the 1996 Final EIR to address the potential for subsurface archaeological resources, and still applies:

- MM K1b** Section 7050.5(b) of the California Health and Safety Code should be implemented in the event that human remains or possible human remains are located.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

CEQA Checklist

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
VI. Geology and Soils					
<i>Would the project:</i>					
a) Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	NA	No. The proposed project does not involve changes that would result in new impacts on an earthquake fault.	No. There are no new circumstances that would result in new or more severe impacts on an earthquake fault.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of an earthquake fault.	None.
ii) Strong seismic ground shaking?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on strong seismic ground shaking.	No. There are no new circumstances that would result in new or more severe impacts on strong seismic ground shaking.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of strong seismic ground shaking.	E3a, E3b
iii) Seismic-related ground failure, including liquefaction?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on seismic-related ground failure, including liquefaction.	No. There are no new circumstances that would result in new or more severe impacts on seismic-related ground failure, including liquefaction.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of seismic-related ground failure, including liquefaction.	E3a, E3b

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Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
iv) Landslides?	NA	No. The proposed project does not involve changes that would result in new impacts on landslides.	No. There are no new circumstances that would result in new or more severe impacts on landslides.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of landslides.	None.
b) Result in substantial soil erosion or the loss of topsoil?	NA	No. The proposed project does not involve changes that would result in new impacts on soil erosion.	No. There are no new circumstances that would result in new or more severe impacts on soil erosion.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of soil erosion.	None.
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on unstable geologic units or soils.	No. There are no new circumstances that would result in new or more severe impacts on unstable geologic units or soils.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of unstable geologic units or soils.	E3
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less than significant after mitigation	No. The proposed project does not involve changes that would result in new impacts on expansive soils.	No. There are no new circumstances that would result in new or more severe impacts on expansive soils.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of expansive soils.	E2
e) Have soils incapable of adequately supporting the use of	NA	No. The proposed project does	No. There are no new circumstances	No. No new information has been disclosed	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.		not involve changes that would result in new impacts on septic systems.	that would result in new or more severe impacts on septic systems.	pertaining to the proposed project that would require additional analysis of septic systems.	

Discussion and Mitigation

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No impact. There are no active earthquake faults or Alquist-Priolo Earthquake Fault Zones located within the project site boundaries. This condition precludes the possibility of impact of fault rupture occurring within the project site. No impacts would occur.

- ii) Strong seismic ground shaking?

Less than significant impact after mitigation. The project site is located within a seismically active region of California and, thus, may be susceptible to strong ground shaking during an earthquake. The proposed project would be subject to the latest adopted edition of the California Building Standards Code, which includes structural design requirements intended to mitigate the effects of strong ground shaking. Impacts would be less than significant after implementation of mitigation measures MM E3a and MM E3b from the 1996 Final EIR.

MM E3a Site planning building design shall incorporate provisions to reduce risk to life and property from seismic activity.

MM E3b All buildings, underground utilities, and other improvements shall be designed and constructed in accordance with seismic design criteria presented in the Uniform Building Code.

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iii) **Seismic-related ground failure, including liquefaction?**

Less than significant impact. The project site is located within a seismically active region of California and, thus, may be susceptible to seismic related ground failure during an earthquake. The proposed project would be subject to the latest adopted edition of the California Building Standards Code, which includes structural design requirements intended to mitigate the effects of seismic related ground failure. Impacts would be less than significant.

iv) **Landslides?**

Less than significant impact. The northern portion of the project site includes slopes associated with a knoll that supports a tank site. The sides of the knoll are vegetated with plants and mature trees, and would be protected as open space by the proposed project. As such, the likelihood of landsliding occurring is very low. Impacts would be less than significant.

b) **Result in substantial soil erosion or the loss of topsoil?**

Less than significant impact. The proposed project would involve ground disturbing activities that have the potential to cause erosion. Accordingly, the proposed project would be required to prepare and implement a Storm Water Pollution Prevention Plan during construction. The Storm Water Pollution Prevention Plan would identify structural and non-structural management practices intended to prevent erosion. Impacts would be less than significant.

c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

Less than significant impact after mitigation. The proposed project would include grading and soil engineering activities to ensure that the underlying soils and geologic units are suitable to support the proposed project. These grading and soil engineering activities would be conducted in accordance with the applicable provisions of the California Building Standards Code which includes structural design requirements intended to mitigate the effects of unstable geologic units or soils. Impacts would be less than significant. The 1996 Final EIR proposed Mitigation Measure E1 to ensure geotechnical engineer recommendations are incorporated into building design and grading plans. Mitigation Measure E1 still applies.

MM E1 A grading plan shall be prepared by the site developer for final design review of the project. Pursuant to Uniform Building Code Requirements, the grading plan shall be prepared by a licensed civil engineer and include soils engineering and engineering geology reports. The grading plan shall accurately show all cut and fill areas and provide calculated earthwork volumes. The grading plan shall also address erosion control and describe drainage facilities. The soil engineering and engineering geology reports required for the grading plan shall specifically address the slope stability of any proposed cut slopes and potentially unstable areas, including north-northeastern slopes, and their suitability for any proposed building, roadway, or

other infrastructure development. Their recommendation shall be included in the grading and building plans prepared for the project. All grading activities shall be continuously inspected by the project geotechnical engineer in order to ensure that recommendations are incorporated during field activities.

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Less than significant impact. The proposed project would include grading and soil engineering activities to ensure that the soils are suitable to support the proposed project. These grading and soil engineering activities would be conducted in accordance with the applicable provisions of the California Building Standards Code which includes structural design requirements intended to mitigate the effects of expansive soils. The 1996 Final EIR also included Mitigation Measure E2, which still applies. Together these measures would ensure that impacts remain less than significant.

MM E2 The soils engineering and engineering geology reports shall identify areas where weak and expansive soil would likely affect proposed development and provide design specifications for minimizing the potential for damage due to weak and expansive soils. A series of measures to be considered in the design of structures is presented on p. 104.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

No impact. The proposed project would be served with sanitary sewer service provided by Delta Diablo Sanitation District. No septic or alternative wastewater disposal systems would be employed. No impacts would occur.

Mitigation Measures

Mitigation Measures E1, E2, E3a, and E3b from the 1996 Final EIR still apply.

No new or refined mitigation measures are proposed.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
VII. Greenhouse Gas Emissions					
<i>Would the project:</i>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	NA	No. The proposed project does not involve changes that would result in new impacts on greenhouse gas emissions.	No. There are no new circumstances that would result in new or more severe impacts on greenhouse gas emissions.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of greenhouse gas emissions.	None.
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	NA	No. The proposed project does not involve changes that would result in new impacts on conflicts with a plan, policy, or regulation for reducing greenhouse gas emissions.	No. There are no new circumstances that would result in new or more severe impacts on conflicts with a plan, policy, or regulation for reducing greenhouse gas emissions.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of conflicts with a plan, policy, or regulation for reducing greenhouse gas emissions.	None.

Discussion and Mitigation

Greenhouse gas emissions were not analyzed under CEQA in 1996 when the Specific Plan EIR was written. The following discussion is provided to clarify that there would be less than significant impact due to the project as analyzed using current standards.

Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less than significant impact. This analysis is restricted to greenhouse gases identified by Assembly Bill (AB) 32, which include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The project would generate a variety of greenhouse

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gases during construction and operation, including several defined by AB 32 such as carbon dioxide, methane, and nitrous oxide.

BAAQMD currently provides multiple recommended thresholds for project-level greenhouse gas generation from operation of a project and for plan-level analysis of project operations. BAAQMD does not presently provide a construction-related greenhouse gas generation threshold, but recommends that construction-generated greenhouse gases be quantified and disclosed. BAAQMD also recommends that lead agencies make a determination of the level of significance of construction-generated greenhouse gas emissions in relation to meeting AB 32 greenhouse gas reduction goals. The lead agency is also encouraged to incorporate best management practices (BMPs) to reduce GHG emissions during project construction, as feasible and applicable.

Construction

The project would emit greenhouse gas emissions during construction from the off-road equipment, worker vehicles, and any hauling that may occur. As stated previously, the BAAQMD does not have a greenhouse gas threshold for construction emissions. Emissions would occur prior to the year 2020, which is the year by which the State of California is required to reduce its emissions to 1990 levels. Therefore, construction emissions would be less than significant. Greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 10. The emissions are from all phases of construction.

Table 10: Construction Greenhouse Gas Emissions

2016 Construction Year	MTCO ₂ e
Site Preparation	77
Grading	317
Building Construction (2016)	305
Building Construction (2017)	1,114
Paving	88
Architectural Coating	9
Total	1,910
Source: FirstCarbon Solutions and CalEEMod.	

Operation

The BAAQMD’s 2010 Air Quality Guidelines provide screening criteria developed for greenhouse gases emissions assessment. As shown in Table 11, the project’s proposed land use is more than the BAAQMD’s applicable screening size for operational greenhouse gas emissions. Therefore, the greenhouse gas emissions for the project were estimated. (Emissions were estimated for 187 units, larger than the 180 units currently proposed. Therefore, this analysis is more conservative.)

Table 11: Operational Greenhouse Gas Screening

Land Use Type	Operational Greenhouse Gas Screening Size	Project Size	Project Percent of Screening Size
Single-Family	56 du	187 du	333.93%
Note: du = dwelling units Source of BAAQMD's Screening Threshold: Bay Area Air Quality Management District 2011.			

The BAAQMD provides multiple threshold options for project-level greenhouse gas impact analysis. A significant impact would occur if the project would exceed all of the significance thresholds. Accordingly, the impact would be less than significant if the project were below any of the thresholds. The BAAQMD's 2010 thresholds for operational greenhouse gas emissions are:

- Compliance with Qualified GHG Reduction Strategy, or
- 1,100 MTCO₂e annually, or
- 4.6 MTCO₂e/Service Population/Year

The operational emissions are shown in Table 12. As shown, the project's annual emissions are estimated to be 2,305 MTCO₂e, more than the BAAQMD's threshold of 1,100 MTCO₂e. However, the project has a greenhouse gas efficiency of 4.3 MTCO₂e/Service Population/Year, which is less than the 4.6 MTCO₂e/Service Population/Year established by the BAAQMD. (This threshold number reflects both employee and resident population numbers.) Therefore, impacts associated with operational greenhouse gas emissions are less than significant.

Table 12: Greenhouse Gas Operational Emissions

Source	Annual Emissions (MTCO ₂ e)
Area Sources	37
Energy	653
Mobile	1,505
Waste	77
Water	33
Total Emissions	2,305
Service Population¹	535
Significance Threshold	4.6 MTCO₂e
Project's Greenhouse Gas Efficiency	4.3 MTCO₂e
Does project exceed threshold?	No
Notes: MTCO ₂ e = metric tons of carbon dioxide equivalent ¹ Service population from CalEEMod population estimate for development. Source of Threshold: Bay Area Air Quality Management District 2011. Source: FirstCarbon Solutions and CalEEMod 2013.2.2.	

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b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The City of Antioch adopted a Community Climate Action Plan (CCAP) on May 24, 2011. However, the CCAP did not include project-level emission thresholds or criteria for determining significance for GHG emissions. In addition, the City of Antioch has not completed a GHG inventory, benchmarking, or an adopted project-level goal-setting process required to take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97. Therefore, AB 32’s Scoping Plan is used to determine significance.

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing greenhouse gases (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, the ARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal.

BAAQMD’s recommended significance thresholds are based on Executive Order S-3-05 reductions goals. Therefore, project emission less than BAAQMD’s significance thresholds demonstrates consistency with Executive Order S-3-05 goals and, by extension, the ARB’s Scoping Plan to achieve AB 32 reduction goals. Both construction and operational emissions are below the greenhouse gas thresholds recommended by BAAQMD, as demonstrated in question 7a) above. Therefore, it can be concluded that the project is in compliance with the applicable AB 32 Scoping Plan.

The Scoping Plan contains a variety of strategies to reduce the State’s emissions. As shown in Table 13, the strategies are not applicable to the project. Most of the measures target the transportation and electricity sectors. Therefore, the project is consistent with the applicable strategies and would not conflict with the recommendations of AB 32 in achieving a statewide reduction in greenhouse emissions. The impact is less than significant.

Table 13: Inapplicable Scoping Plan Reduction Measures

Scoping Plan Reduction Measure	Reason Why Not Applicable
1. California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California’s program meets all applicable AB 32 requirements for market-based mechanisms.	When this cap-and-trade system begins, products or services (such as electricity) would be covered and the cost of the cap-and-trade system would be transferred to the consumers.

Table 13 (cont.): Inapplicable Scoping Plan Reduction Measures

Scoping Plan Reduction Measure	Reason Why Not Applicable
2. California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	This is a statewide measure that cannot be implemented by a project applicant or lead agency. When this measure is initiated, the standards would be applicable to the light-duty vehicles that would access the project site.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	This is a measure for the state to increase its energy efficiency standards. However, the project would increase its energy efficiency through existing regulation.
4. Renewable Portfolio Standard. Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	The Pacific Gas and Electric Company, which would provide power to the project, is in the process of increasing the percent of renewable energy in its portfolio. It is required to increase this percentage by the year 2020 pursuant to various regulations.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	This is a statewide measure that cannot be implemented by a project applicant or lead agency. When this measure is initiated, the standard would be applicable to the fuel used by vehicles that would access the project site.
6. Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.	The project is not related to developing greenhouse gas emission reduction targets.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	When this measure is initiated, the standards would be applicable to the light-duty vehicles that would access the project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
9. Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs.
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	This is a statewide measure that cannot be implemented by a project applicant or lead agency. When this measure is initiated, the standards would be applicable to the vehicles that access the project site.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions	The project is not an industrial land use.

Table 13 (cont.): Inapplicable Scoping Plan Reduction Measures

Scoping Plan Reduction Measure	Reason Why Not Applicable
and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	
12. High Speed Rail. Support implementation of a high-speed rail system.	This is a statewide measure that cannot be implemented by a project applicant or lead agency.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	The state is to increase the use of green building practices. The project develop buildings that would utilize green building practices as to save energy, water, or generation of wastewater.
14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	When this measure is initiated, it would be applicable to the high global warming potential gases that would be used by the project (such as in air conditioning and refrigerators).
15. Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	The project would not contain a landfill. The State is to help increase waste diversion. The project would reduce waste with implementation of mitigation.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	The project site is in an urban setting therefore, this measure is not applicable.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	This is a measure for state and local agencies.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	No grazing, feedlot, or other agricultural activities that generate manure occur on-site or are proposed to be implemented by the project.
Source of ARB Scoping Plan Reduction Measure: California Air Resources Board 2008. Source of Project Consistency or Applicability: FirstCarbon Solutions.	

Mitigation Measures

None.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

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Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
VIII. Hazards and Hazardous Materials					
<i>Would the project:</i>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant after mitigation.	No. The proposed development does not add any impacts from hazardous materials.	No. There are no new circumstances that would result in new or more severe impacts related to hazardous materials.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of hazardous materials.	G3
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant after mitigation.	No. The proposed development does not add any impacts from hazardous materials.	No. There are no new circumstances that would result in new or more severe impacts related to reasonably foreseeable upset and accident conditions.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of reasonably foreseeable upset and accident conditions.	G1, G2
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	NA	No. The proposed development does not add any impacts from hazardous materials.	No. There are no new circumstances that would result in new or more severe impacts related to hazardous or acutely hazardous materials, substances, or waste.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of hazardous or acutely hazardous materials, substances, or waste.	None.
d) Be located on a site which is included on a list of hazardous	NA	No. The proposed development	No. There are no new circumstances	No. No new information has been disclosed	None.

CEQA Checklist

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		does not add any impacts from hazardous materials.	that would result in new or more severe impacts related to hazardous materials sites compiled pursuant to Government Code Section 65962.5.	pertaining to the proposed project that would require additional analysis of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	
e) Be located within two miles of a public airport or private use airport and result in a safety hazard for people residing or working in the project area?	NA	No. The proposed development does not add any impacts from hazardous materials.	No. There are no new circumstances that would result in new or more severe impacts on airports.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of airports.	None.
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	NA	No. The proposed project would not result in the disclosure of new information that would require additional analysis of private airstrips.	No. There are no new circumstances that would result in new or more severe impacts on private airstrips.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of private airstrips.	None.
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NA	No. The proposed project would not impair or interfere with emergency evacuation or response.	No. There are no new circumstances that would result in new or more severe impacts on emergency evacuation or response.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of emergency evacuation or response.	None.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
h) Be located in an area designated as having a high, extreme, or severe fire hazard, or otherwise expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	NA	No. The proposed project would not result in new exposure of people or structures to wildland fires.	No. There are no new circumstances that would result in new or more severe impacts related to wildland fires.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of wildland fires.	None.

Discussion and Mitigation

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant after mitigation. The proposed project would develop 180 dwelling units on the project site. These uses would not involve the routine transport, use, or disposal of hazardous materials, which precludes the possibility of creating a significant hazard to the public or the environment. The 1996 Final EIR stated that the development of the project would result in an increase in the use, storage and disposal of hazardous materials. With the implementation of Mitigation Measure G3, this was determined to be less than significant.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant after mitigation. The proposed project would develop 180 dwelling units on the project site. These uses would not involve the use of hazardous materials, which precludes the possibility of creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. Because of the presence of fuel pipelines in the area, the 1996 EIR that construction workers and the public may be exposed to potentially hazardous materials during project development. Mitigation Measure G1 has been implemented and the risk is mitigated to less than significant. The 1996 Final EIR posited that impacts could occur from exposure to electromagnetic fields, PCBs, and effects associated with overhead electrical lines. These impacts

were determined to be less than significant with the implementation of Mitigation Measure G2 and G3, which still apply.

MM G2 Because the potential health effects of EMG exposure have not been confirmed by scientific studies, information on the health issues of EMF exposure and the exposure profiles from overhead transmission lines shall be provided by the developer to individuals who may reside near transmission lines with annual updates summarizing the results of the most recent studies pertaining to EMF exposure.

Prior to development plan submittals, all existing transformers shall be checked for the presence of PCBs by PG&E. If PCBs are present, PG&E shall remove and replace the equipment with non-PCB-containing equipment. If any leaks or spills are discovered during this activity during a preliminary site assessment, an investigation shall be conducted by a qualified environmental consultant to assess impacts from the release and propose remedial actions. Any remediation of PCBs shall be completed prior to development of the parcel in question.

All metal structures or objects located adjacent to transmission line easement shall be properly grounded to prevent electrical shocks from person or animals in contact with those objects.

MM G3 Existing federal, state and local hazardous materials laws and regulations, and household hazardous waste programs would mitigate potential hazards associated with hazardous materials management.

Reduction of hazardous materials use by small businesses and households can be encouraged through education.

c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No impact. The proposed project would develop 180 dwelling units on the project site. These uses would not involve the use of hazardous materials. Moreover, the nearest school, Carmen Dragon Elementary, is located more than 0.75 mile from the project site. These conditions preclude the possibility of exposing schools located within 0.25 mile of the site to hazardous materials. No impact would occur.

d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No impact. The State Water Resources Control Board GeoTracker database indicates that the project site is not on any hazardous materials site list compiled pursuant to Government Code Section 65962.5. Moreover, the project site is undeveloped and has not supported any previous urban uses,

making it unlikely that there is any residual contamination from past land use activities. No impact would occur.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No impact. The nearest airport to the project site is Byron Municipal Airport, located 10.5 miles to the southeast. This distance precludes the possibility of the proposed project exposing persons residing or working in the project vicinity to aviation safety hazards. No impact would occur.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No impact. There are no private airstrips in the project vicinity. This condition precludes the possibility of the proposed project exposing persons residing or working in the project vicinity to aviation safety hazards. No impact would occur.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The proposed project includes the extension of Laurel Road, from the SR-4 interchange to its current terminus west of the project site that would close a gap in the regional roadway network. This would serve to improve emergency response and evacuation in the project vicinity. Additionally, all internal roadways would comply with the latest adopted edition of California Fire Code. Therefore, the proposed project would not interfere with emergency response or emergency evacuation. Impacts would be less than significant.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No impact. The project site is surrounded by urban development, infrastructure, and undeveloped land on four sides. No areas susceptible to wildland fires exist in the project vicinity. This condition precludes the possibility of the proposed project being exposed to wildland fire hazards. No impact would occur.

Mitigation Measures

MM G1 This mitigation has already been implemented.

Mitigation Measures G2 and G3 from the 1996 Final EIR still apply.

No new or refined mitigation measures are proposed.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
IX. Hydrology and Water Quality					
<i>Would the project:</i>					
a) Violate any water quality standards or waste discharge requirements?	Less than significant after mitigation.	No. The proposed project would not result in the disclosure of new information that would require additional analysis of water quality standards or waste discharge requirements.	No. There are no new circumstances that would result in new or more severe impacts on water quality standards or waste discharge requirements.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of water quality standards or waste discharge requirements.	F1
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	NA	No. The proposed project would not result in the disclosure of new information that would require additional analysis of groundwater.	No. There are no new circumstances that would result in new or more severe impacts on groundwater.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of groundwater.	None.
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Less than significant after mitigation.	No. The proposed project would not result in new impacts involving erosion or siltation.	No. There are no new circumstances that would result in new or more severe impacts on erosion.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of erosion.	F1

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CEQA Checklist

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than significant after mitigation.	No. The proposed project would not result in new impacts resulting in flooding.	No. There are no new circumstances that would result in new or more severe impacts on flooding.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of flooding.	F2
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than significant after mitigation.	No. The proposed project would not result in new runoff.	No. There are no new circumstances that would result in new or more severe impacts on runoff.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of runoff.	F3
f) Otherwise substantially degrade water quality	NA	No. The proposed project would not degrade water quality.	No. There are no new circumstances that would result in new or more severe impacts on water quality.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of water quality.	None.
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?		No. The proposed project would not result in the disclosure of new information that would require additional analysis of 100-year flood hazard areas.	No. There are no new circumstances that would result in new or more severe impacts on 100-year flood hazard areas.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of 100-year flood hazard areas.	

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
h) Place within a 100-year flood hazard structures which would impede or redirect flood flows?	NA	No. The proposed project would not result in the disclosure of new information that would require additional analysis of 100-year flood hazard areas.	No. There are no new circumstances that would result in new or more severe impacts on 100-year flood hazard areas.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of 100-year flood hazard areas.	None.
i) Expose people or structures to significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	NA	No. The proposed project does not involve changes that would result in new impacts on dam or levee failure.	No. There are no new circumstances that would result in new or more severe impacts on dam or levee failure.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of dam or levee failure inundation zone.	None.
j) Inundation of by seiche, tsunami, or mudflow?	NA	No. The proposed project does not involve changes that would result in new impacts on seiches, tsunamis, or mudflows.	No. There are no new circumstances that would result in new or more severe impacts on seiches, tsunamis, or mudflows.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of seiches, tsunamis, or mudflows.	None.

Discussion and Mitigation

Would the project:

- a) **Violate any water quality standards or waste discharge requirements?**

Less than significant impact after mitigation. The proposed project would be required to prepare and implement a Stormwater Pollution Prevention Plan during construction. The proposed project

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would also be required to design and install an on-site storm drainage system in accordance with City standards that detains and treats runoff over the life of the project. Collectively, these features would ensure that the proposed project would not violate any water quality standards. Impacts would be less than significant after implementation of Mitigation Measure F1.

MM F1 A SWPPP should be prepared that, when properly implemented, would reduce or eliminate impacts to surface water quality from all phases of the project. Required elements of the SWPPP are listed on p. 112 of Chapter III [of the 1996 Final EIR.]

b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)**

No impact. The proposed project would be served with potable water provided by the City of Antioch. No groundwater wells would be drilled on-site to serve the project. Additionally, the project site does not serve as a groundwater recharge facility. Thus, the proposed project would not have the potential to deplete groundwater supplies or interfere substantially with groundwater recharge. No impact would occur.

c) **Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Less than significant impact after mitigation. The proposed project would involve ground disturbing activities that have the potential to cause erosion. Accordingly, the proposed project would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) during construction. The Stormwater Pollution Prevention Plan would identify structural and non-structural management practices intended to prevent erosion. Impacts would be less than significant with the implementation of Mitigation Measure F1.

d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Less than significant impact after mitigation. The proposed project would install an on-site stormwater collection system consisting of catch basins, inlets, underground piping, and stormwater basins. The system would be designed to detain runoff during a stormwater event and regulate the discharge of runoff into the municipal storm drainage system at a rate less than the pre-development condition of the site. This would ensure that runoff leaving the project site would not inundate downstream drainage facilities in a manner that results in flooding. Impacts would be less than significant with the implementation of Mitigation Measure F3.

MM F3 A tentative map for each phase of development of the project would be submitted to the City of Antioch Department of community Development (ADCD), Building

Division for review. Grading and drainage plans would be reviewed for compliance with City requirements by the ADCD, Engineering Division. Any undersized components in the downstream storm drain system would be identified at that time and new design required prior to plan approval.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less than significant impact. The proposed project would install an on-site stormwater collection system consisting of catch basins, inlets, underground piping, and stormwater basins. The system would be designed to detain runoff during a stormwater event and regulate the discharge of runoff into the municipal storm drainage system at a rate less than the pre-development condition of the site. This would ensure that runoff leaving the project site would not inundate downstream drainage facilities in a manner that results in flooding. Thus, no new or expanded storm drainage facilities would be required to serve the proposed project. Impacts would be less than significant.

- f) **Otherwise substantially degrade water quality?**

No impact. The project does not possess any attributes that have the potential to otherwise degrade water quality (e.g., underground storage tanks). No impact would occur.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No impact. The elevation of the project site ranges from 98 feet to 235 feet above mean sea level. The project site is at a higher elevation than most of the surrounding land uses and is not within a 100-year flood hazard area. No impact would occur.

- h) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

No impact. The elevation of the project site ranges from 98 feet to 235 feet above mean sea level. The project site is at a higher elevation than most of the surrounding land uses and is not within a 100-year flood hazard area. No impact would occur.

- i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

No impact. The elevation of the project site ranges from 98 feet to 235 feet above mean sea level. The project site is at a higher elevation than most of the surrounding land uses and is not protected by any levees. Additionally, the project site is not within the dam failure inundation zone of Contra Loma Dam or the Los Vaqueros Reservoir Dam. This condition precludes the possibility of the project being exposed to flooding as a result of levee or dam failure. No impact would occur.

j) Inundation by seiche, tsunami, or mudflow?

No impact. There are no inland bodies of water near the project site, a condition that precludes the possibility of inundation by seiche. The project site is more than 30 miles from the Pacific Ocean, a condition that precludes the possibility of inundation by tsunami. Finally, the sides of the knoll on which the water tanks sit atop are planted with mature trees and vegetation, which makes the likelihood of a mudflow very low. No impact would occur.

Mitigation Measures

Mitigation Measures F1 and F2 from the 1996 Final EIR still apply.

No new or refined mitigation measures are proposed.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
X. Land Use					
<i>Would the project:</i>					
a) Physically divide an established community?	N/A	No. The proposed project does not involve changes that would result in new impacts on division of an established community.	No. There are no new circumstances that would result in new or more severe impacts on division of an established community.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of division of an established community.	None
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	N/A	No. The proposed project does not involve changes that would result in new impacts on conflicts with any applicable land use plan, policy, or regulation.	No. There are no new circumstances that would result in new or more severe impacts on conflicts with any applicable land use plan, policy, or regulation.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of conflicts with any applicable land use plan, policy, or regulation.	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	N/A	No. The proposed project does not involve changes that would result in new impacts on habitat conservation plans or natural community conservation plans.	No. There are no new circumstances that would result in new or more severe impacts on habitat conservation plans or natural community conservation plans.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of habitat conservation plans or natural community conservation plans.	None

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Discussion and Mitigation

Would the project:

a) **Physically divide an established community?**

The 1996 Final EIR did not directly assess the project's potentially to physically divide an established community. However, the 1996 Final EIR found that the primarily residential subdivisions located to the west and north of the planning area would blend with the proposed uses of FUA #2, and that existing open space reserves situated along the western edge of the planning would tie in with open space planned for FUA #2. Ultimately, the 1996 Final EIR found that the 1996 project would not result in any significant land use impacts.

The proposed 54-acre project site is undeveloped and does not contain any dwelling units. The surrounding area includes residential development to the north and west. The future Park Ridge subdivision will result in additional residential development to the south. SR-4 separates the project site from residential development located to the east. Therefore, development of the proposed project would continue the development of planned residential uses, and would not divide an established community. Moreover, the proposed project would extend Laurel Road from the SR-4 interchange to its current terminus west of the project site and close a gap in the regional roadway network. This would serve to better link established communities. There would be no impact that would physically divide an established community.

b) **Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

The 1996 Final EIR did not directly assess the project's potential to conflict with any applicable land use plan, policy, or regulation. However, the 1996 Final EIR noted that the planned FUA #2 uses would be complementary with the Brentwood General Plan.

The City of Antioch General Plan designates the proposed project site as "Residential/Open Space," which allows 4 to 6 dwelling units per gross developable acre; the currently proposed project would develop 180 dwelling units on 18.1 net acres (10.33 units per net developable acre).

The East Lone Tree Specific Plan designation for the project site is "Low Density Residential (RL) and Medium High Density Residential (RH)." The project applicant is seeking approval of a Planned Development to guide the development proposed project as required by the East Lone Tree Specific Plan and, thus, is consistent with the requirements of the planning process. Moreover, the 180 dwelling units are within the 1,322 dwelling-unit cap established by the Specific Plan. Conflicts with any applicable land use plan, policy, or regulation would be less than significant.

c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

The 1996 project did not assess potential conflicts with applicable habitat conservation plans (HCPs) or natural community conservation plans (NCCPs). The City of Antioch is not within the boundaries of the East Contra Costa County HCP/NCCP. Therefore, the proposed project is not subject the provisions of the HCP/NCCP, which precludes the possibility of conflicts. No impact would occur.

Mitigation Measures

None.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XI. Mineral Resources					
<i>Would the project:</i>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	NA	No. The proposed project does not involve changes that would result in new impacts on loss of known mineral resources of statewide importance.	No. There are no new circumstances that would result in new or more severe impacts on loss of known mineral resources of statewide importance.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of known mineral resources of statewide importance.	None.
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	NA	No. The proposed project does not involve changes that would result in new impacts on loss of known mineral resources of local importance.	No. There are no new circumstances that would result in new or more severe impacts on loss of known mineral resources of local importance.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of known mineral resources of local importance.	None.

Discussion and Mitigation

Mineral resources were not addressed in the 1996 Final EIR. The following discussion provides additional analysis of this topic.

Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

No impact. Neither the City of Antioch General Plan nor the East Lone Tree Specific Plan identifies the project site as a source of a known mineral of value. Therefore, the development of the proposed project would not result in the loss of availability of a known mineral resource of regional or statewide importance. No impact would occur.

- b) **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

No impact. Neither the City of Antioch General Plan nor the East Lone Tree Specific Plan identifies the project site as a mineral resource recovery site. This condition precludes the possibility of related impacts. No impact would occur.

Mitigation Measures

None.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XII. Noise					
<i>Would the project:</i>					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant after mitigation.	No. The proposed project does not involve changes that would result in new impacts associated with noise levels in excess of standards established by applicable local, regional, or national regulations.	No. There are no new circumstances that would result in new or more severe impacts associated with noise levels in excess of standards established by applicable local, regional, or national regulations.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of noise levels in excess of standards established by applicable local, regional, or national regulations.	D1a, D1b, D1c
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	NA	No. The proposed project does not involve changes that would result in new impacts associated with groundborne vibration.	No. There are no new circumstances that would result in new or more severe impacts associated with groundborne vibration.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of groundborne vibration.	None.
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	NA	No. The proposed project does not involve changes that would result in new impacts on associated with a substantial permanent increase in ambient noise levels.	No. There are no new circumstances that would result in new or more severe impacts associated with a substantial permanent increase in ambient noise levels.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of a substantial permanent increase in ambient noise levels.	None.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than significant after mitigation.	No. The proposed project does not involve changes that would result in new impacts associated with a substantial temporary increase in ambient noise levels.	No. There are no new circumstances that would result in new or more severe impacts associated with a substantial temporary increase in ambient noise levels.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of a substantial temporary increase in ambient noise levels.	D2a, D2b
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	NA	No. The proposed project does not involve changes that would result in new impacts associated with aviation noise.	No. There are no new circumstances that would result in new or more severe impacts associated with aviation noise.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of aviation noise.	None.
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	NA	No. The proposed project does not involve changes that would result in new impacts associated with aviation noise.	No. There are no new circumstances that would result in new or more severe impacts associated with aviation noise.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of aviation noise.	None.

Discussion and Mitigation

Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact with mitigation incorporated. Noise levels in the project area would be influenced by construction activities and from the ongoing operation of the project.

Short-Term Construction Impacts

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the project site. Although there would be a relatively high single event noise exposure potential causing intermittent noise nuisance, the effect on longer term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during construction on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase. Table 14 lists typical construction equipment noise levels, based on a distance of 50 feet between the equipment and a noise receptor. Typical operating cycles for the heaviest types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers is not expected to be used during construction of this project.

Table 14: Typical Construction Equipment Maximum Noise Levels, L_{max}

Type of Equipment	Impact Device? ⁴ (Yes/No)	Specification Maximum Sound Levels for Analysis (dBA at 50 feet)
Pumps	No	77
Backhoe	No	80
Front-End Loaders	No	80
Portable Generators	No	82
Dump Truck	No	84
Tractors	No	84

⁴ Impact devices are pieces of construction equipment that create high levels of noise and vibration such as jackhammers and pile drivers.

Table 14 (cont.): Typical Construction Equipment Maximum Noise Levels, L_{max}

Type of Equipment	Impact Device? ⁵ (Yes/No)	Specification Maximum Sound Levels for Analysis (dBA at 50 feet)
Concrete Mixer Truck	No	85
Cranes	No	85
Dozers	No	85
Excavators	No	85
Graders	No	85
Jackhammers	Yes	85
Paver	No	85
Rollers	No	85
Scrapers	No	85
Vibratory Pile Driver	No	95
Source: FHWA 2006.		

The site preparation of the project is expected to require the use of rubber tired dozers, tractors, front-end loaders, and backhoes. The grading and utilities phase is expected to require the use of excavators, graders, rubber tired dozers, scrapers, tractors, front-end loaders, and backhoes. The building construction phase is expected to require the use of cranes, forklifts, portable generators, tractors, front-end loaders, backhoes, and welder torches. The paving phase of construction is expected to require the use of pavers, rollers, concrete mixer trucks, and dump trucks.

The Federal Highway Administration's (FHWA) Roadway Construction Noise Model was used to calculate construction noise levels at nearby sensitive receptors surrounding the project site during each phase of construction. The modeled receptor locations represent the closest residential units to the west and southwest of the project site. The modeled receptor locations are shown in Exhibit 8. The modeled construction phases included the site preparation and grading phase, the building construction phase, and the paving of the internal roadways phase. Construction equipment assumptions are based on the default construction equipment list from the air quality impact analysis for this project. A worst-case scenario was modeled assuming each piece of modeled equipment would operate simultaneously at the nearest reasonable locations to each modeled receptor. Overall, average daily project construction noise levels would be much lower than in this worst-case scenario, because all equipment would not always operate simultaneously and noise levels would also be lower as the equipment operates toward the center of the project site further from off-site receptors. A summary of the modeling results is shown in Table 15.

⁵ Impact devices are pieces of construction equipment that create high levels of noise and vibration such as jackhammers and pile drivers.

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Table 15: Construction Noise Model Results Summary (dBA)

Receptor Location	Site Preparation Phase		Grading & Utilities Phase		Building Construction Phase		Paving Phase	
	L _{eq}	L _{max}	L _{eq}	L _{max}	L _{eq}	L _{max}	L _{eq}	L _{max}
R-1: Residence to west of the project on Aberdeen Court	70.2	69.2	72.3	70.2	67.8	68.4	62.0	62.5
R-2: Residence to west of the project on Glasgow Court	76.9	76.1	78.6	77.1	73.4	74.4	66.3	67.0
R-3: Residence to west of the project on Braemar Street	63.7	62.6	65.9	63.6	61.6	62.0	56.2	56.7
R-4: Residence to southwest of the project on Palomino Way	70.1	69.2	72.0	70.2	61.6	62.0	65.1	66.0

Note:
L_{max} is the loudest value of any single piece of equipment as measured at the modeled receptor location.
Source: FirstCarbon Solutions, 2015.

The City of Antioch’s General Plan Noise Element and the Municipal Code both outline the City’s standards for noise producing construction activities. The General Plan limits noise-producing construction related activities to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, with no construction allowed on Sundays and public holidays. The Antioch Municipal Code limits noise-producing construction activity to weekdays between the hours of 8:00 a.m. and 5:00 p.m. when work is within 300 feet of occupied dwellings, and to weekends between the hours of 9:00 a.m. and 5:00 p.m. irrespective of the distance from occupied dwellings. For the purpose of this analysis, the most conservative combination of these standards has been applied as follows.

The permissible hours of noise producing construction activities should be limited on Monday through Friday to between the hours of 8:00 a.m. and 5:00 p.m. when work is within 300 feet of occupied dwellings, and to between the hours of 7:00 a.m. and 7:00 p.m. when work occurs greater than 300 feet from occupied dwellings. Such activities should be limited on Saturdays to between the hours of 9:00 a.m. and 5:00 p.m., with no construction allowed on Sundays and public holidays.

In addition, the City requires that proposed development adjacent to occupied noise sensitive land uses must implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses.

The receptor that would experience the greatest impacts from construction noise is the receptor R-2, located on Glasgow Court. Because of the existing terrain, the western portion of the project site is lower in elevation than existing residential land uses to the west. Therefore, the use of temporary noise attenuation fences along the project’s western property line would not result in a significant noise reduction because it would not block the line of sight to the nearest receptors. However, by locating minimum 8-foot-high temporary noise attenuation fences a maximum of 10-

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feet from the eastern property line of the residences indicated by receptor locations R-1 and R-2 would reduce the highest construction noise levels by an additional 5 dBA as measured within the rear yards of these land uses.

Therefore, restricting the permissible hours of construction activities as well as implementing the best management noise reduction techniques and practices outlined in Mitigation Measure NOI-1 would ensure that potential short-term construction noise impacts on sensitive receptors in the project vicinity would be reduced to less than significant. This mitigation measure provides more detail than the original mitigation proposed in the 1996 Final EIR but achieves an equivalent or greater reduction in construction noise, and thus would supersede MMs D1a-D1c.

MM NOI-1 The following noise attenuation measures shall be implemented during construction:

- The construction contractor shall limit all noise producing construction related activities, including haul truck deliveries or warming up and idling of heavy construction equipment, to the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday when work is within 300 feet of occupied dwellings, and to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday when work occurs greater than 300 feet from occupied dwellings. Such activities should be limited to the hours of 9:00 a.m. and 5:00 p.m. on Saturdays. No construction shall be allowed on Sundays and public holidays.
- The construction contractor shall use temporary noise attenuation fences at least 8-feet in height to protect sensitive receptors west of the project site. These fences should be located a maximum of 10-feet from the eastern property line of the residences indicated by receptor locations R-1 and R-2.
- The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction and placed so that emitted noise is directed away from adjacent residences.
- The construction contractor shall ensure all construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.

Long-Term Operational Impacts

Mobile-Source Noise Impacts

Implementation of the project would result in a significant impact if it would expose the project to ambient noise levels in excess of the City’s exterior noise standard of 60 dBA CNEL as measured in the back yard of single family residential land uses.

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The existing ambient noise environment was documented through the short-term ambient noise measurement effort. Noise measurement locations are shown in Exhibit 7. Measured average ambient noise levels at the project site ranged from 45.4 dBA to 59.6 dBA L_{eq} , with maximum levels of approximately 56 dBA to 69 dBA L_{max} . There are no major noise sources in the project vicinity that would substantially affect the nighttime noise levels above those measured during the daytime peak noise hours. Therefore, the existing noise levels would not exceed the City’s standard of 60 dBA CNEL as measured in the back yards of proposed residential units. Consequently, existing noise levels on the project site would result in a less than significant impact on the proposed land use development.

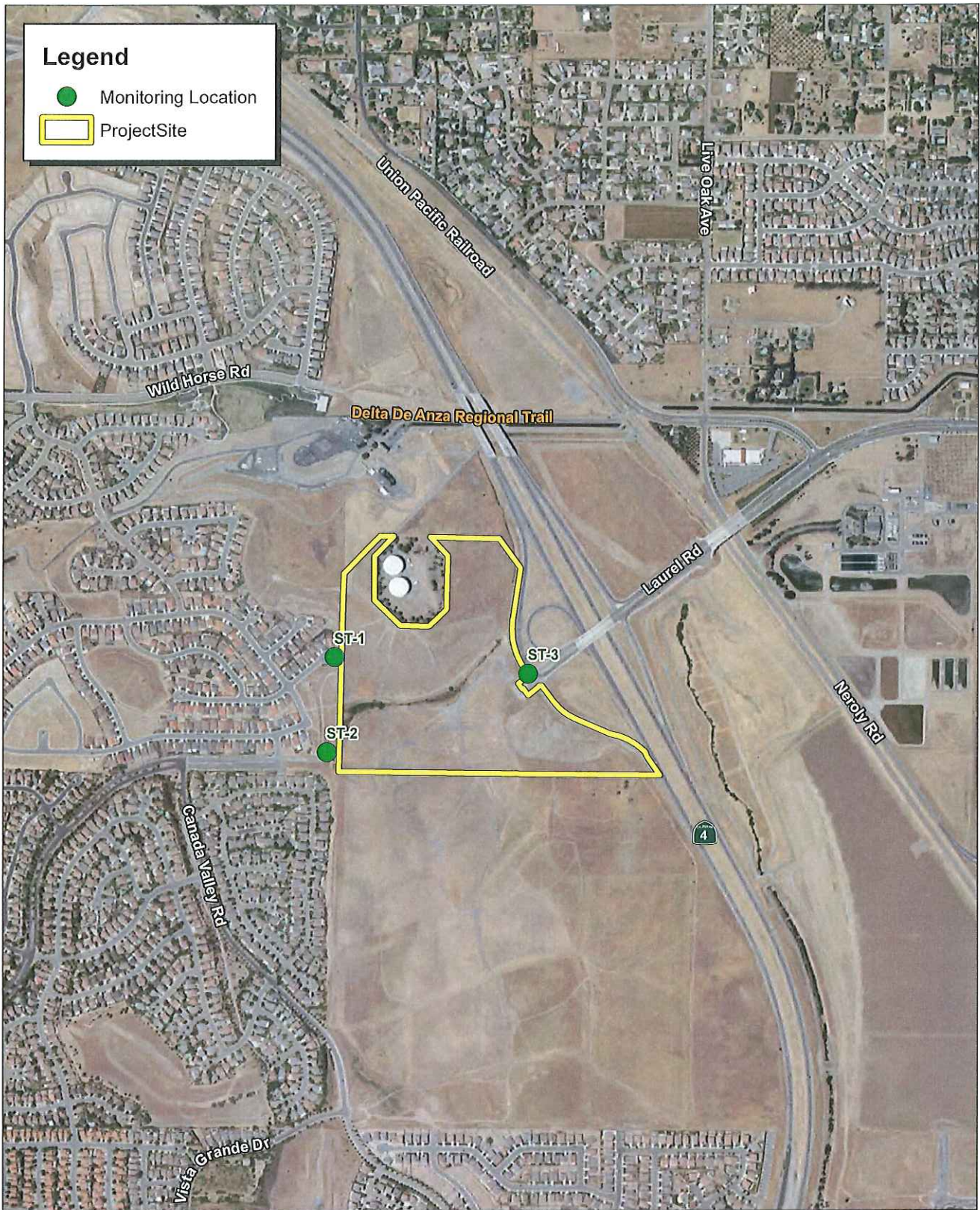
The projected future traffic noise levels adjacent to the project site were also analyzed to determine compliance with the City’s noise and land use compatibility standards. Noise from vehicular traffic was modeled using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). Site-specific information is entered, such as roadway traffic volumes, roadway active width, source-to-receiver distances, travel speed, noise source and receiver heights, and the percentages of automobiles, medium trucks, and heavy trucks that constitute traffic throughout the day, among other variables. A summary of the traffic noise modeling results are shown in Table 16.

Table 16: Traffic Noise Level Results

Roadway Segment	CNEL (dBA) 50 feet from Centerline of Outermost Lane					
	Existing No Project	Existing + Nearby Project + Project	Increase over Existing No Project (dBA)	Cumulative No Project	Cumulative + Project	Increase over Cumulative No Project (dBA)
Laurel Road—Hillcrest Avenue to Canada Valley Road	60.6	64.6	4.0	68.2	68.3	0.1
Laurel Road—Canada Valley Road to State Route 4 ^a	ND	67.0	ND ¹	69.7	69.8	0.1
Laurel Road—State Route 4 to Neroly Road	69.3	71.0	1.7	70.9	71.0	0.1
Hillcrest Avenue—North of Laurel Valley Road	66.5	66.2	-0.3	71.0	70.8	-0.2
Hillcrest Avenue—South of Laurel Valley Road	65.3	65.1	-0.2	69.9	69.9	0.0
State Route 4—North of Laurel Road	82.6	83.1	0.5	83.3	83.3	0.0
State Route 4—South of Laurel Road	82.1	82.4	0.3	82.1	82.2	0.1
Note: ^a This segment of Laurel Road currently does not exist; thus, noise levels cannot be calculated. Source: FCS, May 2016.						

The traffic noise model results show that projected traffic noise levels along Laurel Road adjacent to the project site would range up to 67.0 dBA CNEL as measured at 50 feet from the centerline of the nearest travel lane under existing plus nearby projects plus project conditions.

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Source: ESRI Imagery, 2014



Exhibit 7 Noise Monitoring Locations

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Traffic noise levels are projected to range up to approximately 69.8 dBA CNEL with implementation of the proposed project under cumulative plus project conditions. At the nearest property line of the proposed residential land uses, these traffic noise levels would attenuate to 65.9 dBA and 68.7 dBA under existing plus project and cumulative plus project conditions, respectively. These noise levels would exceed the City's exterior noise level standards of 60 dBA CNEL as measured within rear yards of single-family residential land uses. With the implementation of a minimum 8-foot-high soundwall (or soundwall/berm combination) along the property lines of all proposed residential lots adjoining Laurel Road, these traffic noise levels would be reduced to below the General Plan residential standard of 60 dBA CNEL, as measured within the rear yards of the single-family residential land uses.

Similarly, projected traffic noise levels along SR-4 would exceed the City's exterior noise level standard of 60 dBA CNEL as measured within rear yards of the nearest proposed residential land uses. Projected traffic noise levels under cumulative plus project conditions would range up to approximately 71 dBA CNEL at the nearest project property line to SR-4. However, with implementation of a minimum 10-foot-high soundwall (or soundwall/berm combination) along the property lines of all proposed residential lots adjoining SR-4 and SR-4 southbound off-ramp, these traffic noise levels would be reduced to below 60 dBA CNEL as measured within the rear yards of the single-family residential land uses.

Therefore, implementation of the Mitigation Measure NOI-2 requiring the construction of soundwalls would reduce potential impacts on the proposed sensitive land uses from traffic noise sources to a less than significant level. MM NO1-2 supersedes Mitigation Measure D2a.

Mitigation Measure D2b provides additional mitigation to bring the indoor CNEL level to 45 dBA.

MM D2b All single- and multi-family housing located within the 60 dBA CNEL contour shall be designed such that the indoor CNEL level shall not exceed 45 dBA. The designs for the housing shall be reviewed by a qualified acoustical engineer and the necessary noise control treatments incorporated into the design. All such units shall be provided with forced air ventilations systems so that windows may be kept closed at the discretion of the occupants for noise control. Additional noise control treatments could include sound-rated windows and doors. A report shall be prepared following the requirements of Title 24, part 2 of the California Administrative Code for all multi-family housing within the 60 CNEL contour distances. A similar report shall be provided for single-family housing to the City of Antioch.

MM NOI-2 The project shall include implementation of a minimum 8-foot-high soundwall (or soundwall/berm combination) along the property lines of all proposed residential lots adjoining Laurel Road. The project shall also include implementation of a minimum 10-foot-high soundwall (or soundwall/berm combination) along the eastern property lines of all proposed residential lots fronting the SR-4 Bypass, and then stepping down to meet the 8-foot-high soundwall for the lots adjoining Laurel Road.

b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Less than significant impact. Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings.

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). For purposes of this analysis, project related impacts are expressed in terms of PPV. Typical vibration source levels from construction equipment range from 0.001 to 0.210 PPV at a distance of 25 feet.

Of the variety of equipment used during construction, the vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Impact equipment such as pile drivers is not expected to be used during construction of this project. Large vibratory rollers produce groundborne vibration levels ranging up to 0.210 inches per second (in/sec) peak particle velocity (PPV) at 25 feet from the operating equipment.

The nearest off-site receptor to the proposed construction areas where heavy construction equipment would operate is residential land use west of the project on Glasgow Court. This receptor, shown as R-2 in Exhibit 8, is located approximately 85 feet from the nearest construction footprint where heavy construction equipment would potentially operate.

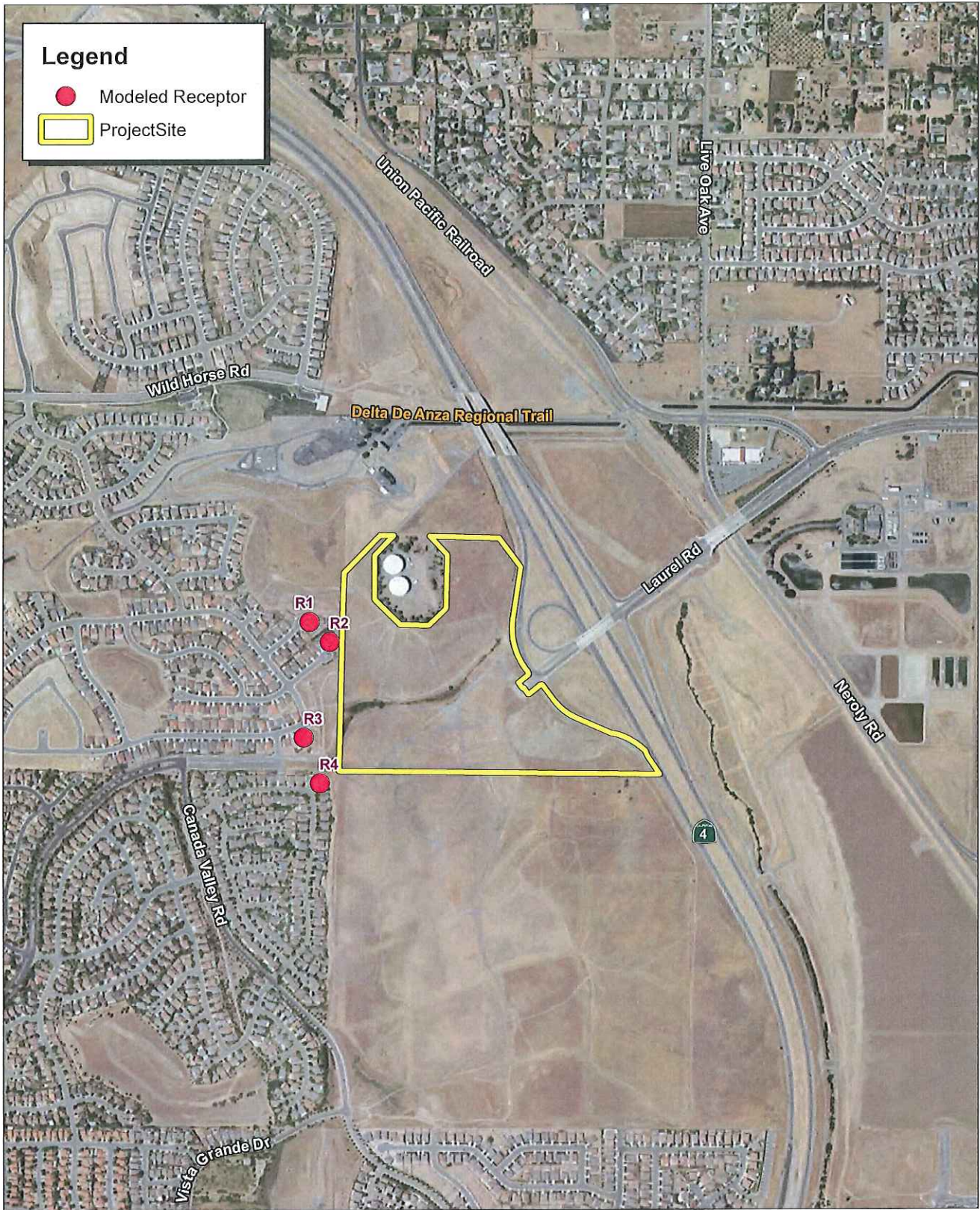
At this distance, groundborne vibration levels could range up to 0.033 PPV from operation of a large vibratory roller. This is below the industry standard vibration damage criteria of 0.2 PPV for residential non-engineered timber framed structures. Therefore, construction-related groundborne vibration impacts would be considered less than significant.

Upon completion of construction, the project would not include any permanent sources of groundborne vibrations. As such, implementation of the proposed project would not expose persons within the project vicinity to excessive groundborne vibration levels. Therefore, project-related groundborne vibration impacts would be considered less than significant.

c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less than significant impact. According to the significance criteria of the City of Antioch, a significant impact would occur if the project would result in an audible (3.0 dBA) increase in noise in areas where General Plan noise objectives are already exceeded.

Primary new permanent noise sources associated with implementation of the project would be project related traffic and new stationary noise sources such as new mechanical ventilation systems.



Source: ESRI Imagery, 2014



Exhibit 8
Modeled Receptor Locations

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As discussed previously, implementation of the proposed project would generate slight increases in traffic noise levels along modeled roadway segments in the project vicinity compared with conditions existing without the project. The greatest increase would occur along the segment of Laurel Road from Hillcrest Avenue to Canada Valley Road. Under the existing plus nearby project plus project conditions, this roadway segment would experience an increase of up to 4 dBA compared with conditions existing without the project. However, existing traffic noise levels along this roadway are below the City's exterior noise level standard of 60 dBA CNEL for receiving single-family residential land uses. This is due to distance attenuation and noise reduction resulting from the existing soundwalls along residential property lines. No other modeled roadway segment would experience increases of 3 dBA or greater with implementation of the project.

Therefore, existing sensitive receptors in the project vicinity would not experience a substantial increase in traffic noise levels with implementation of the proposed project. Therefore, project-related traffic noise level increases would be considered less-than-significant, and impacts would remain the same or less than those identified in the 1996 Final EIR.

Noise levels from project-related stationary noise sources such as operation of new mechanical ventilation equipment could range up to 51 dBA L_{max} as measured at the nearest off-site sensitive receptor. These noise levels are below the City's exterior noise level standard of 60 dBA CNEL for receiving single-family residential land uses. These noise levels are below the measured maximum recorded ambient noise level at this location, ST-1, of 56.5 dBA L_{max} . Therefore, noise levels from new stationary noise sources would not result in a substantial permanent increase in ambient noise levels in the project vicinity compared with conditions existing without the project. Therefore, implementation of the project would result in a less than significant permanent increase in noise levels existing without the project, and impacts would remain the same or less than those identified in the 1996 Final EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact with mitigation incorporated. Project-related construction activities could result in high intermittent noise levels at the closest noise sensitive land uses surrounding the project site. The modeled construction noise levels for each phase of construction are shown in Table 15. These noise levels would result in increases in daytime ambient noise levels above those existing without the project. However, restricting the permissible hours of construction activities, and by implementing the best management noise reduction techniques and practices outlined in Mitigation Measure NOI-1, would ensure that potential short-term construction noise impacts on sensitive receptors in the project vicinity would be reduced to less than significant, and impacts would remain the same or less than those identified in the 1996 Final EIR.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The nearest airport to the project site is Byron Municipal Airport, located 10.5 miles to the southeast. This distance precludes the possibility of the proposed project exposing persons residing or working in the project vicinity to excessive aviation noise. No impact would occur.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No impact. There are no private airstrips in the project vicinity. This condition precludes the possibility of the proposed project exposing persons residing or working in the project vicinity to excessive aviation noise. No impact would occur.

Mitigation Measures

Mitigation Measures D2b from the 1996 Final EIR still applies.

The following new or refined mitigation measures are proposed as discussed in this section:
Mitigation Measures NOI-1 and NOI-2.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XIII. Population and Housing					
<i>Would the project:</i>					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	NA	No. The proposed project does not involve changes that would result in new impacts associated with growth inducement.	No. There are no new circumstances that would result in new or more severe impacts associated with growth inducement.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of growth inducement.	None.
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?		No. The proposed project does not involve changes that would result in new impacts associated with displacement of housing.	No. There are no new circumstances that would result in new or more severe impacts associated with displacement of housing.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of displacement of housing.	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?		No. The proposed project does not involve changes that would result in new impacts associated with displacement of persons.	No. There are no new circumstances that would result in new or more severe impacts associated with displacement of persons.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of displacement of persons.	

Discussion and Mitigation

The 1996 Final did not address the topic of Population and Housing. The following discussion provides analysis of the current proposal.

Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant impact. The proposed project would develop 180 dwelling units. Using the City of Antioch's 2015 average household size estimate of 3.25 persons, the proposed project would add 585 persons to the City's population. This figure would represent less than 1 percent of the City's 2015 population estimate of 108,298. Moreover, the project site is within the Antioch city limits and has been contemplated to support urban development since the 1980s; therefore, the addition of the proposed project's residents to the City's population would represent planned growth, not growth inducement. Impacts would be less than significant.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No impact. There are no dwelling units on the project site. This condition precludes the possibility of displacement of housing. No impact would occur.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No impact. There are no dwelling units on the project site. This condition precludes the possibility of displacement of persons. No impact would occur.

Mitigation Measures

None.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XIV. Public Services					
<i>Would the project :</i>					
a) Fire protection?	Less than significant after mitigation.	No. The proposed project does not involve changes that would result in new impacts on fire protection.	No. There are no new circumstances that would result in new or more severe impacts on fire protection.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of fire protection.	H1
b) Police protection?	NA	No. The proposed project does not involve changes that would result in new impacts on police protection.	No. There are no new circumstances that would result in new or more severe impacts on police protection.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of police protection.	None
c) Schools?	Less than significant after mitigation.	No. The proposed project does not involve changes that would result in new impacts on schools.	No. There are no new circumstances that would result in new or more severe impacts on schools.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of schools.	H3a, H3b, H3c and H3d
d) Parks?	NA	No. The proposed project does not involve changes that would result in new impacts on parks.	No. There are no new circumstances that would result in new or more severe impacts on parks.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of parks.	None.

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Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
e) Other public facilities?	NA	No. The proposed project does not involve changes that would result in new impacts on other public facilities.	No. There are no new circumstances that would result in new or more severe impacts on other public facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of other public facilities, and impacts would remain the same or less than those identified in the 1996 Final EIR.	None.

Discussion and Mitigation

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less than significant impact. The Contra Costa County Fire Protection District provides fire protection to the City of Antioch. Fire Station No. 88 is located 1.1 miles from the project site at 4288 Folsom Drive, Antioch. Using an average travel speed of 25 miles per hour, it would take a fire engine 2 minutes, 40 seconds to reach the project site. This would be within acceptable response times and, thus, no require new or expanded fire protection facilities. Moreover, the extension of Laurel Drive would be expected to improve emergency responses times by closing a gap in the regional roadway network. Impacts would be less than significant with implementation of MM H1, and impacts would remain the same or less than those identified in the 1996 Final EIR.

MM H1 Projects within the Specific Plan area shall pay CCCFD fees applicable at the time development proceeds. Incorporate CCCFD planning input into project design and approval to ensure that adequate provisions are made for access, water supply, and compliance with Fire Code requirements. Coordinate the timing of development in the Specific Plan area with CCCFD construction and staffing of the new station, in order to prevent excessive response times and the depletion of resources that serve existing development.

b) Police protection?

Less than significant impact. The 1996 EIR did not address police protection. The Antioch Police Department provides police protection to the City of Antioch. The proposed project is located adjacent to an established residential area that is routinely patrolled by police. Standard 3.5.3.1 in the Antioch General Plan requires the staffing ratio for the Antioch PD to be 1.20 to 1.50 officers per 1,000 residents. However, the current Antioch PD staffing ratio is approximately 1.0, which is unacceptable. Although the staffing for the Antioch PD is unacceptable, staffing is not identified as a physical environmental impact. The need to build additional law enforcement facilities, which could cause further environmental impacts is considered a physical environmental impact. The Antioch PD has a state-of-the-art, 67,000-square-foot police facility, located at 300 "L" Street, near the Marina. The police facility features an indoor firing range, weight training and exercise room, spacious locker rooms and a computer aided dispatch system. A new law enforcement facility is not needed to serve the needs of the proposed project's residents. Impacts would be less than significant.

c) Schools?

Less than significant impact after mitigation. The Antioch Unified School District provides K-12 education to the City of Antioch. Using a standard student generation rate of 0.5 student/dwelling unit, the proposed project would be expected to add 94 students to the School District. The proposed project would provide the school district with development fees in accordance with the latest adopted fee schedule at the time building permits are sought. Government Code Section 65995 prohibits a local agency from either denying approval of a land use project because of inadequate school facilities or imposing school impact mitigation measures other than designated fees. Therefore, payment of development fees to the School District as required by Mitigation Measure H3b would address the proposed project's impacts on schools and ensure that impacts are less than significant. Impacts would remain the same or less than those identified in the 1996 Final EIR.

MM H3a Accommodate increased enrollment by a variety of strategies, including provision of portable facilities, year-round education, double sessions and construction of new facilities.

MM H3b Require portions of FUA #2 that are within the AUSD to join the current Mello-Roos district or provide an alternate funding mechanism for construction of school facilities.

d) Parks?

Less than significant impact. The proposed project would include two parks: a 10,000-square-foot park containing a play structure, a lawn area, seating, and a 5,200-square-foot sitting park. The development of these park facilities is within the scope of the project and is evaluated in this Initial Study/Addendum. Impacts would be less than significant.

e) Other public facilities?

No impact. The proposed project does not involve the construction of new or expansion of existing other public facilities (libraries, community facilities, etc.). No impact would occur.

Mitigation Measures

Mitigation Measures H1, H3a, and H3b from the 1996 Final EIR still apply.

No new or refined mitigation measures are proposed.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XV. Recreation					
<i>Would the project:</i>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	NA	No. The proposed project does not involve changes that would result in new impacts on deterioration of existing park lands.	No. There are no new circumstances that would result in new or more severe impacts on deterioration of existing park lands.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of deterioration of existing park lands.	None.
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	NA	No. The proposed project does not involve changes that would result in new impacts on new or expanded park facilities.	No. There are no new circumstances that would result in new or more severe impacts on new or expanded park facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of new or expanded park facilities.	None.

Discussion and Mitigation

The 1996 Final EIR did not address potential impacts to Recreation. The following discussion provides additional analysis but does not change the conclusions of the 1996 Final EIR.

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less than significant impact. The proposed project would include two parks: a 10,000-square-foot park containing a play structure, a lawn area, seating, and a 5,200-square-foot sitting park. Additionally, the project includes a trail connection to the Delta de Anza Regional Trail, providing residents with easy access to additional recreational opportunities. The development of residential uses on this site was envisioned in the buildout of the General Plan and was analyzed as part of the General Plan EIR. Accordingly, the project would not result in an adverse increase in the use of

existing recreational facilities such that their use would be substantially deteriorated. Impacts would be less than significant.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less than significant impact. The proposed project would include two parks: a 10,000-square-foot park containing a play structure, a lawn area, and seating, and a 5,200-square-foot sitting park. Additionally, the project includes a trail connection to the Delta de Anza Regional Trail. The development of these recreational facilities is within the scope of the project and is evaluated in this Initial Study/Addendum. Impacts would be less than significant.

Mitigation Measures

None.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XVI. Transportation					
<i>Would the project:</i>					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Less than significant after mitigation.	No. The proposed project does not involve changes that would result in new impacts on measures of effectiveness of transportation.	No. There are no new circumstances that would result in new or more severe impacts on measures of effectiveness of transportation.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of measures of effectiveness of transportation.	B1a–B1c, B2a–B2c, B3, B4a–B4e, B5a–B5f, B6a–B6f, B7a–B7e, B8a–B8e, B9a–B9o, and B10
b) Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for the designated roads or highways?	Less than significant after mitigation.	No. The proposed project does not involve changes that would result in new impacts on congestion management program roadways.	No. There are no new circumstances that would result in new or more severe impacts on congestion management program roadways.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of congestion management program roadways.	B1a–B1c, B2a–B2c, B3, B4a–B4e, B5a–B5f, B6a–B6f, B7a–B7e, B8a–B8e, B9a–B9o, and B10
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety	N/A	No. The proposed project does not involve changes that would result in new impacts on air	No. There are no new circumstances that would result in new or more severe impacts on air	No. No new information has been disclosed pertaining to the proposed project that would require	None.

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Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
risks?		traffic patterns.	traffic patterns.	additional analysis of air traffic patterns.	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	N/A	No. The proposed project does not involve changes that would result in new impacts on hazards due to a design feature.	No. There are no new circumstances that would result in new or more severe impacts on hazards due to a design feature.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of hazards due to a design feature.	None
e) Result in inadequate emergency access?	Less than significant after mitigation.	No. The proposed project does not involve changes that would result in new impacts on emergency access.	No. There are no new circumstances that would result in new or more severe impacts on emergency access.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of emergency access.	B16
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	Less than significant after mitigation.	No. The proposed project does not involve changes that would result in new impacts on public transit, bicycle, or pedestrian facilities.	No. There are no new circumstances that would result in new or more severe impacts on public transit, bicycle, or pedestrian facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of public transit, bicycle, or pedestrian facilities.	B13, B14, and B19

Discussion and Mitigation

Evaluation of the potential impacts of the currently proposed project is based on the Traffic Impact Analysis for Laurel Ranch, prepared by W-Trans, a traffic engineering and transportation planning consultant. The Traffic Impact Analysis is attached in Appendix C.

Would the project:

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less than significant impact after mitigation. The 1996 Final EIR did not specifically assess the potential for the project to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The 1996 Final EIR provided an evaluation of off-site impacts on traffic operation and capacity at different horizon years and a review of on-site circulation issues, which include internal access and circulation, traffic operations and capacity, roadway standards, pedestrian and bicycle circulation, emergency vehicle access and service deliveries, parking, construction impacts and transit. Future traffic operating conditions on study roadways and intersections were evaluated by comparing existing level of service (LOS) results with future LOS results. Aspects of the proposed project concerning access, internal circulation, sight distance, emergency vehicle access, parking, intersection and roadway standards, pedestrian and bicycle circulation and impacts due to construction were evaluated on the basis of commonly accepted traffic engineering standards. Trip generation of the project was calculated using the trip generation equations embedded in the East County Model. The model estimates the amount of different types of travel expected to come from different land uses on a daily basis.

The 1996 Final EIR found that the addition of project traffic would worsen deficient conditions at certain intersections, that the project would deteriorate LOS to unacceptable in certain locations, the new intersection of Sunset Drive Wild/Horse Drive would operate at unacceptable conditions with project traffic, and the project would require a number of intersections to warrant signals. The 1996 Final EIR included several mitigation measures to reduce impacts to a less than significant level (Mitigation Measures B1a–B1c, B2a–B2c, B3, B4a–B4e, B5a–B5f, B6a–B6f, B7a–B7e, B8a–B8e, B9a–B9o, and B10.)

The currently proposed project is smaller in scale than the 1996 project, and, therefore, traffic impacts will be less. The currently proposed project would develop 180 single-family dwelling units on the project site, which is significantly less development than was planned and assessed for this site in the 1996 Final EIR. Table 17 summarizes the trip generation associated with the project. As shown in the table, the proposed project would generate 1,780 daily trips, 140 AM peak-hour trips, and 187 PM peak-hour trips. (Note: the traffic analysis was conducted using an earlier figure of 187 units so presents a more conservative analysis.)

Table 17: Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Proposed											
Single Family Detached Housing	187 du	9.52	1,780	0.75	140	35	105	1.00	187	118	69
Note: du = dwelling unit											

Intersection Operations

Intersection operations were evaluated based on the significance threshold established by the jurisdiction in which they are located or the agency that maintains them. The study area is located in the City of Antioch in Contra Costa County. The East County Regional Transportation Planning Committee, under the Contra Cost Transportation Planning Authority and in conjunction with local agencies, developed the Draft East County Action Plan for Routes of Regional Significance, which establishes objectives for arterial routes. Local agencies, such as the City of Antioch, have adopted the plan and resulting objectives.

In the study area, if one or more legs of the study intersection are ramps for SR-4, the intersection is maintained by Caltrans; otherwise, the intersection falls under the jurisdiction of the City of Antioch. For the intersection of Lone Tree Way/Empire Avenue, the jurisdiction is both the City of Antioch and the City of Brentwood. The Caltrans recommended target LOS is the transition from LOS C to D. The cities of Antioch and Brentwood have the recommended objective target of LOS D.

W-Trans evaluated the proposed project's impacts on intersection operations. Table 18 summarizes Existing (without project) Conditions and Existing Plus Project intersection operations. Note that the Existing Plus Project scenario accounts for the planned extension of Laurel Road from the SR-4 interchange to its current terminus west of the project site, while the Existing Conditions scenario does not. As shown in the table, all intersections would operate at acceptable LOS. Therefore, impacts would be less than significant, and would remain the same or less than those identified in the 1996 Final EIR.

Table 18: Existing and Existing Plus Project Intersection Operations

Study Intersection Approach	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-4 WB Ramps/Hillcrest Ave	7.7	A	8.0	B	7.7	A	8.0	B
2. SR-4 EB Ramps/Hillcrest Ave	26.5	C	25.5	C	26.6	C	25.5	C
3. Hillcrest Rd/Laurel Rd	10.4	B	8.5	A	13.7	B	12.9	A

Table 18 (cont.): Existing and Existing Plus Project Intersection Operations

Study Intersection Approach	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
4. Laurel Rd/Canada Valley Rd	—	—	—	—	9.1	A	8.0	A
5. SR-4 EB Ramps/Laurel Rd	1.4	A	1.0	A	7.8	A	14.4	B
6. SR-4 WB Ramps/Laurel Rd	9.5	A	15.4	B	21.0	C	30.9	C
7. SR-4 EB Ramps/Lone Tree Way	14.7	B	16.3	B	14.7	B	16.3	B
8. SR-4 WB Ramps/Lone Tree Way	8.2	A	10.8	B	8.3	A	10.9	B
9. Lone Tree Way/Empire Ave	15.2	B	18.8	B	15.3	B	18.9	B
10. Laurel Rd/Country Hills Dr	—	—	—	—	4.5	A	4.7	A

Notes:
 Delay is measured in average seconds per vehicle
 LOS = Level of Service

Table 19 summarizes Existing Plus Park Ridge Phase 1 (without project) Conditions (where “Park Ridge Phase 1” refers to the completed Phase 1, of seven phases of the Park Ridge Project) and Existing Plus Nearby Project Plus Project intersection operations. Note that the Existing Plus Nearby Project Plus Project scenario accounts for the planned extension of Laurel Road from the SR-4 interchange to its current terminus west of the project site, as both D Lane and Country Hills Drive—the two access roads into the Laurel Ranch project site—are located along this extension. The Existing Plus Nearby Project scenario would not require this segment of road to be built because access to Phase 1 of the Park Ridge Project is primarily located from Canada Valley Road. Phase 7, the last phase of the Park Ridge project, would primarily be accessed through the Laurel Road extension. As shown in the table, all intersections would operate at acceptable LOS. Therefore, impacts would be less than significant, and would remain the same or less than those identified in the 1996 Final EIR.

Table 19: Existing Plus Park Ridge Phase 1 and Existing Plus Park Ridge Phase 1 Plus Project Intersection Operations

Study Intersection Approach	Existing Plus Nearby Project Conditions				Existing Plus Nearby Project Plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-4 WB Ramps/Hillcrest Ave	7.7	A	8.0	B	7.7	A	8.0	B
2. SR-4 EB Ramps/Hillcrest Ave	26.6	C	25.5	C	26.6	C	25.9	C
3. Hillcrest Rd/Laurel Rd	10.4	B	8.5	A	13.8	B	12.9	A

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Table 19 (cont.): Existing Plus Nearby Project and Existing Plus Nearby Project Plus Project Intersection Operations

Study Intersection Approach	Existing Plus Nearby Project Conditions				Existing Plus Nearby Project Plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
4. Laurel Rd/Canada Valley Rd	—	—	—	—	9.6	A	9.0	A
5. SR-4 EB Ramps/Laurel Rd	1.4	A	1.0	A	8.0	A	15.3	B
6. SR-4 WB Ramps/Laurel Rd	9.5	A	15.4	B	22.3	A	32.7	C
7. SR-4 EB Ramps/Lone Tree Way	15.1	B	22.6	B	14.7	B	16.3	B
8. SR-4 WB Ramps/Lone Tree Way	8.3	A	11.1	B	8.3	A	10.9	B
9. Lone Tree Way/Empire Ave	16.0	B	19.6	B	15.7	B	19.0	B
10. Laurel Rd/Country Hills Dr	—	—	—	—	4.5	A	4.7	A

Notes:
Delay is measured in average seconds per vehicle
LOS = Level of Service

Table 20 summarizes Cumulative (without project) Conditions and Cumulative Plus Project intersection operations. The Cumulative Conditions represent the projected traffic conditions in the year 2040. This includes the completion of all seven phases of the Park Ridge project as well as the completion of any proposed roadway infrastructure improvements in the study area. Note that both scenarios account for the planned extension of Laurel Road from the SR-4 interchange to its current terminus west of the project site. While the intersections of SR-4 Eastbound Ramps/Hillcrest Avenue and SR-4 Eastbound Ramps/Lone Tree Way would still operate below the desired Caltrans threshold, the intersections would continue to operate acceptably, based on the East County Action Plan. Therefore, impacts would be less than significant, and would remain the same or less than those identified in the 1996 Final EIR.

Table 20: Cumulative and Cumulative Plus Project Intersection Operation

Study Intersection Approach	Cumulative Conditions				Cumulative plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-4 WB Ramps/Hillcrest Ave	—	—	—	—	—	—	—	—
2. SR-4 EB Ramps/Hillcrest Ave	13.9	B	51.0	D	13.9	B	51.0	D
3. Hillcrest Rd/Laurel Rd	68.8	E	107.3	F	71.6	E	108.9	F
4. Laurel Rd/Canada Valley Rd	19.6	B	43.7	D	19.9	B	45.4	D

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Table 20 (cont.): Cumulative and Cumulative Plus Project Intersection Operation

Study Intersection Approach	Cumulative Conditions				Cumulative plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
5. SR-4 EB Ramps/Laurel Rd	17.4	B	25.4	C	18.8	B	30.3	C
6. SR-4 WB Ramps/Laurel Rd	15.8	B	21.4	C	17.3	B	23.0	C
7. SR-4 EB Ramps/Lone Tree Way	30.2	C	49.7	D	30.3	C	49.7	D
8. SR-4 WB Ramps/Lone Tree Way	13.4	B	21.2	C	13.4	B	21.3	C
9. Lone Tree Way/Empire Ave	18.6	B	27.4	C	18.6	B	27.5	C
10. Laurel Rd/Country Hills Dr	20.3	C	13.9	B	37.6	D	23.2	C
11. Laurel Rd/Slatten Ranch Rd	30.6	C	55.9	E	30.9	C	57.0	E

Notes:
 Delay is measured in average seconds per vehicle
 LOS = Level of Service; **Bold** text = deficient operation

Queuing

Queuing analysis was performed for the project driveways in order to determine adequacy of turning pocket lengths in reference to projected queue lengths. Analysis for the project driveways were performed under the Cumulative and Cumulative plus project scenarios. As noted in the site plan, there are two project driveways, one is the study signalized intersection of Country Hills Drive/Laurel Road and the second is Laurel Road/D Lane, a side street stop-controlled intersection with only right-in and right-out access, due to the median on Laurel Road.

Under the Cumulative Scenarios, the projected 95th percentile queues in left-turn pockets at the study intersection and the queue at the unsignalized intersection of Laurel Road/D Lane were determined using the SIMTRAFFIC application of Synchro, and averaging the projected 95th percentile queue for each of five runs. The 95th percentile queue represents the peak of the peak, or queues that only have a 5 percent chance of being exceeded. The estimated available storage lengths for the intersections are all approximations based on the site plan for the project. Summarized in Table 11 of the Traffic Impact Analysis (Appendix C) are the predicted queue lengths for approaches to intersections where queues are expected to exceed the existing available storage capacity. The results of the 95th percentile queuing analysis indicate that the estimated available storage lengths, as proposed, would be adequate to accommodate future volumes in addition to proposed Laurel Ranch and Park Ridge project traffic volumes. Impacts would be less than significant.

Alternative Access 2

As part of the Davidon Homes (Park Ridge Subdivision) Addendum to the Project Level EIR, the intersection of D Lane-Treeline Way/Laurel Road had no turning movement restrictions and was analyzed with stop-controlled side streets. Based on the significance criterion for unsignalized

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intersections, it did not meet this signal warrant and as such would not result in a significant impact. It was determined that if the intersection were to be signalized, it would operate at an acceptable LOS.

An alternative access was analyzed in which the Laurel Road median would be designed to allow westbound left turns into the Park Ridge project directly to the south of D Lane. The queuing analysis, shown in Table 21 for the proposed left-turn pocket indicated that there would be sufficient length to accommodate the projected queues from the Park Ridge Project.

Table 21: Queuing Summary

Intersection Approach	Estimated Available Storage	95 th Percent Queues			
		AM Peak Hour		PM Peak Hour	
		C	C+P	C	C+P
Laurel Rd/D Lane					
WB Left-Turn	200*	36	52	75	68
Notes: 95 th Percent Queue based on the calculated potential from five averaged SIMTRAFFIC runs * = Estimates of storage length based on potential space according to site plan, measured in feet C = Cumulative Conditions; C+P = Future plus Project Conditions					

According to the queuing calculations, there would be adequate space in the proposed Laurel Road median to incorporate a left-turn pocket at the intersection of Laurel Road and D Lane (Treeline Way). (While the median can accommodate a storage length of approximately 200 feet, the queuing calculations indicate that the storage length could be shorter, if desired). Impacts would be less than significant from queuing at either the study intersections or the alternative design of the intersection of Laurel Road and D Lane (Treeline Way), and impacts would remain the same or less than those identified in the 1996 Final EIR.

- b) **Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Less than significant impact after mitigation. As noted previously, the 1996 Final EIR included several transportation-related mitigation measures to reduce impacts to a less than significant level (Mitigation Measures B1a–B1c, B2a–B2c, B3, B4a–B4e, B5a–B5f, B6a–B6f, B7a–B7e, B8a–B8e, B9a–B9o, and B10.)

The currently proposed project is smaller in scale than the project assessed in the 1996 Final EIR, and, therefore, impacts will be lessened. According to the East County Action Plan, one of the Multimodal Transportation Service Objectives is delay index for all freeway segments in East County. However, following the CCTA Final Technical Procedures (2013), the threshold for analysis of freeway Multimodal Transportation Service Objectives would not be satisfied. As stated, “when the proposed project adds more than 50 net new peak-hour vehicle trips to a freeway ramp, then the impact of the project on freeway Multimodal Transportation Service Objectives should be

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evaluated.” Therefore, because the proposed project would not add more than 50 net new peak-hour trips to any one of the ten freeway ramps from the five study intersections under the Cumulative scenario, the freeway Multimodal Transportation Service Objectives were not required to be analyzed and impacts would be considered *de minimis*. Impacts would be less than significant, and would remain the same or less than those identified in the 1996 Final EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. The 1996 Final EIR did not assess impacts resulting in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

The nearest airport to the project site is Byron Municipal Airport, located 10.5 miles to the southeast. This distance precludes the possibility of the proposed project changing air traffic patterns at Byron Municipal Airport. No impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact. The 1996 Final EIR did not specifically assess whether the project would substantially increase hazards due to a design feature or incompatible uses. The currently proposed project is much smaller than the 1996 project, and, therefore, impacts will be less. The project includes the extension of Laurel Road from the SR-4 interchange to its current terminus west of the project site. The Laurel Road extension would provide a roadway section ranging from 104 to 112 feet in width with a center median and two through lanes in each direction. Left-turn lanes would be provided at the two new intersections on this segment to separate left turning movements from through movements. In addition, the two new intersections would consolidate and align the residential access points at these locations, thereby avoiding creating potentially unsafe configurations involving offset or closely spaced access points into each residential development. As such, the proposed project would not increase roadway safety hazards associated with design features or incompatible uses. Impacts would be less than significant.

e) Result in inadequate emergency access?

Less than significant impact. The 1996 Final EIR identified that site planning for the Specific Plan area needs to provide for emergency vehicle access and service delivery facilities. Specific project layout and circulation planning had not yet reached a stage at which compliance with City of Antioch public works and fire standards could be verified. The EIR noted that unless adequately addressed in subsequent plans, this would be a significant impact.

The currently proposed project includes the extension of Laurel Road from the SR-4 interchange to its current terminus west of the project site that would close a gap in the regional roadway network. This would serve to improve emergency access in the project vicinity. Additionally, all internal roadways would comply with the latest adopted edition of California Fire Code. Therefore, the

proposed project would provide adequate emergency access. Impacts would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than significant impact after mitigation. For the 1996 Final EIR, pedestrian or bicycle paths had not yet been specified for the project, but incorporation of the Mitigation B13 and B14 has resulted in adequate bike and pedestrian connections.

Tri-Delta Transit Route 380 currently stops on Laurel Road west of the project site. The extension of Laurel Road to SR-4 would be expected to result in the introduction of bus service on this segment of the road in the future. Additionally sidewalks would be installed along Laurel Road and along the internal streets. Finally, a trail connection between the project and the Delta de Anza Regional Trail would be provided. In summary, the proposed project would be accessible to public transit, bicycles, and pedestrians. Impacts would be less than significant.

Mitigation Measures

Mitigation Measures B1a–B1c, B2a–B2c, B3, B4a–B4e, B5a–B5f, B6a–B6f, B7a–B7e, B8a–B8e, B9a–B9o, and B10 from the 1996 Final EIR still apply.

No new or refined mitigation measures are proposed.

Mitigation Measures B1a–B1c The following intersection improvements would be needed to mitigate deficient conditions to an acceptable level:

- B1a—Lone Tree Way/James Donlon Blvd.
 - Add 2nd eastbound right-turn lane or channelized “free-right” and 2nd northbound left-turn lane.
- B1b—Lone Tree Way/Fairview Ave.
 - Will operate at acceptable conditions with planned year 2010 widenings.
- B1c—Lone Tree Way/Dallas Ranch Rd.
 - Add exclusive eastbound right-turn lane.

Mitigation Measures B2a–B2c The following intersection improvements would be needed to mitigate deficient conditions to an acceptable level:

- B2a—SR4 eastbound ramps/Lone Tree Way
 - Add 2nd eastbound right-turn lane or channelized “free-right.”
- B2b—Sunset Drive/Laurel Rd.
 - Add 2nd southbound left-turn lane.
- B2c—Deer Valley Rd./Lone Tree Way
 - Add exclusive eastbound right-turn lane.

- Mitigation Measure B3** This intersection will operate at acceptable conditions with planned 2010 widenings.
- Sunset Drive/Wild Horse Drive
- Mitigation Measures B4a–B4e** Signalize intersections:
- Deer Valley Rd./Balfour Rd.
 - Sand Creek Rd./Lone Tree Way
 - Fairview Ave./Sand Creek Rd.
 - O’Hara Ave./Lone Tree Way
 - Empire Ave./Lone Tree Way
- Mitigation Measures B5a–B5f** Signalize intersections:
- Sunset Drive/Lone Tree Way
 - Empire Ave./Laurel Rd.
 - Canada Valley Rd./Lone Tree Way
 - Sunset Dr./Laurel Rd.
 - Sunset Dr./Wild Horse Drive
 - Lone Tree Way/Regional Commercial
 - Use Driveway
- Mitigation Measures B6a–B6f** The following intersection improvements would mitigate deficient conditions to an acceptable level:
- B6a SR 4 westbound ramps/Lone Tree Way
 - Add 2nd northbound left-turn lane
 - B6b SR 4 westbound ramps/Hillcrest Ave.
 - Add 2nd northbound left-turn lane
 - B6c SR 4 eastbound ramps/Hillcrest Ave.
 - Channelized “Free-Right” and exclusive northbound right-turn lane
 - B6d Lone Tree Way/James Donlon Blvd.
 - Add exclusive eastbound right-turn lane and 2nd northbound left-turn lane
 - B6e Dallas Ranch Road/Lone Tree Way
 - Add exclusive eastbound right-turn lane and 2nd northbound left-turn lane
 - B6f Hillcrest Ave./Lone Tree Way
 - Add exclusive southbound and westbound right-turn lanes

Mitigation Measures B7a–B7e The following intersection improvements would be needed to mitigate deficient conditions to an acceptable level:

- B7a Deer Valley Rd./New Sand Creek Rd
 - Add exclusive southbound right-turn lane and 2nd eastbound left-turn lane
- B7b Deer Valley Rd./Lone Tree Way
 - Add exclusive eastbound and northbound right-turn lanes
- B7c Dallas Ranch Rd./New Sand Creek Rd.
 - Add 2nd southbound left-turn lane
- B7d Hillcrest Ave./Laurel Ave
 - Add exclusive eastbound right turn lane
- B7e Dallas Ranch Rd./Lone Tree Way
 - See Mitigation Measure B6

Mitigation Measures B8a–B8e Signalize intersections

- Lone Tree Way/Sand Creek Rd.
- Empire Ave./Laurel Rd.
- O’Hara Ave./Lone Tree Way
- Sunset Drive/Laurel Rd.
- Dallas Ranch Rd./Lone Tree Way

Mitigation Measures B9a–B9o Signalize intersections

- Deer Valley Rd./New Rd.
- Sunset Drive/Lone Tree Way
- Canada Valley Rd./Lone Tree Way
- Dallas Ranch Rd./New Sand Creek Rd.
- Hillcrest Ave./New Sand Creek Rd.
- New Sand Creek Rd./Kaiser Driveway
- New Sand Creek Rd./Zone 451 Residential Access
- New Sand Creek Rd./South Dallas Ranch Rd.
- New Sand Creek Rd./Zone 453 Residential Access
- Dallas Ranch Rd./Zone 434 Residential Access
- Deer Valley Rd./Kaiser Access
- Deer Valley Rd./Zones 434/455 Residential Access
- Hillcrest Ave./Zones 21:59/460 Residential Access
- Lone Tree Way/Regional Commercial Driveway
- Lone Tree Way/Regional Commercial Driveway

MM B10 Address in subsequent plans. (Access to on-site commercial and employment areas has not yet been developed.)

- MM B11, B12, B13** Intersections, roadways, sidewalks and bike lanes will be designed in subsequent plans to meet City standards.
- MM B14** Address in subsequent plans. (Provision for bicycle parking, showers in employment centers and other facilities to encourage bicycle use, and bicycle connections to adjacent development are not yet specified for the project.)
- MM B15, B16, B17** Address in subsequent plans. (School pedestrian access, emergency vehicle access and parking are not yet specified for the project.)
- MM B18** Develop a detailed construction traffic plan.
- MM B19** There are two factors that will improve the transit accessibility of the project: (1) The project should be designed to allow for ready access to arterial and collector streets by pedestrians. This means that cul-de-sacs that back onto arterial and collector streets should have a pedestrian/bicycle link between the cul-de-sac and the main road. (2) Bus turnouts and passenger shelters should be provided on major Streets to accommodate future transit service. Transit routes will need to be addressed in subsequent plans.
- MM B20** Implement incentives for employment bearing land uses to help assure that employment in FUA #2 will be established in the same general time frame as housing.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XVII. Utilities and Service Systems					
<i>Would the project:</i>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	NA	No. The proposed project does not involve changes that would result in new impacts on wastewater treatment requirements.	No. There are no new circumstances that would result in new or more severe impacts on wastewater treatment requirements.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of wastewater treatment requirements.	None.
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NA	No. The proposed project does not involve changes that would result in new impacts associated with new water or wastewater treatment facilities.	No. There are no new circumstances that would result in new or more severe impacts associated with new water or wastewater treatment facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of new water or wastewater treatment facilities.	None.
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NA	No. The proposed project does not involve changes that would result in new impacts on stormwater drainage facilities.	No. There are no new circumstances that would result in new or more severe impacts on stormwater drainage facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of stormwater drainage facilities.	None.
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded	NA	No. The proposed project does not involve changes that would result in new impacts on	No. There are no new circumstances that would result in new or more severe impacts on	No. No new information has been disclosed pertaining to the proposed project that would require	None.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
entitlements needed?		water supply.	water supply.	additional analysis of water supply.	
e) Result in inadequate wastewater treatment capacity to serve the project's projected demand in addition to the provider's existing commitments?	NA	No. The proposed project does not involve changes that would result in new impacts on wastewater treatment capacity.	No. There are no new circumstances that would result in new or more severe impacts on wastewater treatment capacity.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of wastewater treatment capacity.	None.
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	NA	No. The proposed project does not involve changes that would result in new impacts on landfill capacity.	No. There are no new circumstances that would result in new or more severe impacts on landfill capacity.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of landfill capacity.	None.
g) Comply with federal, state, and local statutes and regulations related to solid waste?	NA	No. The proposed project does not involve changes that would result in new impacts on statutes and regulations related to solid waste.	No. There are no new circumstances that would result in new or more severe impacts on statutes and regulations related to solid waste.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of statutes and regulations related to solid waste.	None.

Discussion and Mitigation

The 1996 Final EIR did not evaluate the provision of utilities and service systems using the current Environmental Checklist. The following discussion is provided to expand upon those topics but does

not change the 1996 Final EIR's conclusion that there would be no significant impact to utilities and service systems after mitigation.

Would the project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Less than significant impact. Delta Diablo Sanitation District provides wastewater treatment to the City of Antioch, City of Pittsburg, and the unincorporated community of Bay Point. The Delta Diablo wastewater treatment plant has a treatment capacity of 16.5 million gallons per day and is in compliance with all applicable water quality permits. The proposed project would demand 108,225 gallons of potable water per day, with indoor water use representing an estimated 40 percent of this figure (45,000 gallons). If it were assumed that all 45,000 gallons represented the amount of effluent generated by the proposed project, it would represent less than 1 percent of the treatment capacity at the plant. Impacts would be less than significant.

- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

No impact. The proposed project would be served with potable water provided by the City of Antioch and wastewater treatment provided by Delta Diablo Sanitation District. Both agencies have sufficient treatment capacity to serve the proposed project and, therefore, new or expanded facilities are not required. No impact would occur.

- c) **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less than significant impact. The proposed project would install an on-site stormwater collection system consisting of catch basins, inlets, underground piping, and stormwater basins. The system would be designed to detain runoff during a stormwater event and regulate the discharge of runoff into the municipal storm drainage system at a rate less than the pre-development condition of the site. This would ensure that runoff leaving the project site would not inundate downstream drainage facilities. Thus, no new or expanded storm drainage facilities would be required to serve the proposed project. Impacts would be less than significant.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Less than significant impact. The City of Antioch provides potable water service to businesses and residents in the city limits. The City's 2010 Urban Water Management Plan projected that the City's water supplies would total 31,062 acre-feet in 2015. Using the Urban Water Management Plan per capita water use rate of 185 gallons per day, the proposed project's 585 residents would demand 108,225 gallons per day or 127 acre-feet annually. This latter figure represents less than 1 percent of the City's 2015 water supply total. Impacts would be less than significant.

- e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less than significant impact. The Delta Diablo wastewater treatment plant has a treatment capacity of 16.5 million gallons per day and is in compliance with all applicable water quality permits. The proposed project would demand 108,225 gallons of potable water per day, with indoor water use representing an estimated 40 percent of this figure (45,000 gallons). If it were assumed that all 45,000 gallons of indoor use represented the amount of effluent generated by the proposed project, it would represent less than 1 percent of the treatment capacity at the plant. Impacts would be less than significant.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less than significant impact. Solid waste from Antioch is disposed of at various landfills in the region including Altamont Sanitary Landfill, Vasco Road Landfill, and Keller Canyon Landfill. Collectively, these facilities have more than 117 million cubic yards of remaining capacity. Using a waste generation rate of 2.55 cubic yards/dwelling unit/year, the proposed project would generate 405 cubic yards of solid waste annually. This would represent less than 0.01 percent of the remaining capacity at the three landfills. Impacts would be less than significant.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Less than significant impact. The proposed project's residential uses would be served with curbside solid waste, green waste, and recycling services provided by Republic Services. As such, the proposed project would comply with state objectives concerning waste diversion. Impacts would be less than significant.

Mitigation Measures

None.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XVIII. Mandatory Findings of Significance					
<i>Would the project:</i>					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?		No. The proposed project does not involve changes that would result in new impacts associated with degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restrict the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.	No. There are no new circumstances that would result in new or more severe impacts associated with degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restrict the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restrict the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively		No. The proposed project does not involve changes that would result in	No. There are no new circumstances that would result in new or more severe	No. No new information has been disclosed pertaining to the proposed project that	

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		new impacts associated with cumulatively considerable impacts.	impacts associated with cumulatively considerable impacts	would require additional analysis of cumulatively considerable impacts	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings?		No. The proposed project does not involve changes that would result in new impacts associated with environmental effects that will cause substantial adverse effects on human beings.	No. There are no new circumstances that would result in new or more severe impacts associated with environmental effects that will cause substantial adverse effects on human beings.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of environmental effects that will cause substantial adverse effects on human beings.	

Discussion and Mitigation

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation. The proposed project may result in several impacts associated with biological resources and cultural resources that would be significant if left unmitigated. Mitigation Measures BIO-1 through BIO-8 plus Mitigation Measures J1, J2, and K1b above would fully mitigate all potential impacts to levels of less than significant. With the implementation of these mitigation measures, the proposed project would have less than significant impacts.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than significant impact. All cumulative impacts related to air quality, noise, and traffic are either less than significant after mitigation or less than significant and do not require mitigation. Given the size of the project and its impacts and mitigation measures, the incremental effects of this project are not considerable relative to the effects of past, current, and probably future projects. As discussed previously, the project does not have a significant cumulative traffic impact. Therefore, the proposed project would not result in cumulatively considerable impacts on these areas. Impacts would be less than significant.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact. All impacts identified in this Initial Study/Addendum are either less than significant after mitigation, or less than significant and do not require mitigation. Therefore, the proposed project would not result in environmental effects that cause substantial adverse effects on human beings either directly or indirectly. Impacts would be less than significant.

Mitigation Measures

None.

Conclusion

The conclusions from the 1996 Final EIR remain unchanged when considering the development of the proposed project.

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http://www.ebparks.org/parks/trails/delta_deanza#trailmap.
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http://www.trideltatransit.com/route_2008_numbered.aspx?route=route_380_e.
- United States Geological Survey. 1981. Antioch 7.5-Minute Topographical Quadrangle.

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SECTION 5: LIST OF PREPARERS

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GIS/Graphics John De Martino
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Reprographics Kevin Salguero

5.2 - Technical Subconsultant

W-Trans
475 14th Street, Suite 290
Oakland, CA 94612

Principal Mark Spencer

RECEIVED

APR 29 2015

CITY OF ANTIOCH
COMMUNITY DEVELOPMENT

LAUREL RANCH

Project Description

Introduction:

Strack Farms Land, LLC (Richland) is proposing to develop a 54-acre single-family residential community consisting of 187 dwelling units in the City of Antioch, known as *Laurel Ranch*.

Property Description:

Laurel Ranch is currently a vacant 54 acre parcel located at the northwest corner of Highway 4 Bypass and Laurel Road interchange. The property's rolling terrain is bisected by a man-made non-jurisdictional drainage ditch that flows from west to east. The ditch currently conveys storm water and nuisance runoff from the adjacent residential community to the west.

Existing surrounding land uses are:

- North – Vacant and Public /Quasi-Public
- East – Highway 4 Bypass
- South – Vacant
- West – Residential

Future surrounding land uses are:

- North – Public/Quasi-Public
- East – Highway 4 Bypass
- South – Residential
- West – Residential

Previous Entitlement:

The property was previously entitled by the Bixby Company in 2005 for 209 dwelling units. The 2005 approvals included two single-family detached residential product types, including both Motor Court and Z-Lot products. A Final Map was never recorded and the original Tentative Tract Map has since expired.

Project Description:

Land use For Laurel Ranch is guided by the East Lone Tree Specific Plan (ELTA) which was adopted in May 1996. The project site's land use designation in the ELTA is a combination of Residential High, Residential Low, and Open Space. Consistent with the land uses and the prescribed densities in the ELTA, Richland is proposing 187 dwelling units within two distinct single-family detached residential neighborhoods, *Conventional* and *Private Lane*.

Conventional Neighborhood

This neighborhood has 93 homes and proposed to have a minimum lot size of 4,000 sq. ft, with minimum dimensions of 50' (width) and 80' (depth). There will be a mix of single and two story

homes that are expected to range from approximately 1,750 to 2,800 sq. ft. Density for this neighborhood is approximately 5.8 DU/Acre.

Private Lane Neighborhood

This neighborhood has 94 homes, which are typically arranged in six-unit groupings. Each lot fronts onto a short private lane that takes access to the lots off of the public streets. A minimum lot size of 2,580 sq. ft. is proposed, providing each home with individual driveways, and private side & rear yards for personal use. The two-story homes are expected to range in size from 1,800 to 2,100 sq. ft. Density for this neighborhood is approximately 10.1 DU/Acre.

The two neighborhood/product types chosen for the project allow for a diverse community, which will appeal to several household types and income levels. The wide range of home square footages and lot sizes/configurations seek to meet the demand for housing in the Antioch area (ie: First Time homebuyers, Young Couples, growing families and Move-down empty-nesters).

The community will offer residents with one 10,000 SF park containing a play structure, a lawn area, and traditional park furniture. Another 5,200 SF sitting park that will provide residents with a small lawn area and park furniture for an informal gathering area. From this small pocket park, there will be a trail connection from the park to the future regional trail that will be constructed with Laurel Ranch and it will parallel the projects western boundary. The regional trail is a component of the ELTA and it provide a link between Laurel Road and the Delta De Anza trail, which is a part of the East Bay Regional Park District trail system. The proposed parks and trail amenities will provide residents with recreation opportunities as well as allow neighbors to socialize and recreate in a safe environment. Guests who visit Laurel Ranch will be greeted with an abundance of guest parking, as the current plan provides 230 off-street guest parking spaces, which exceeds the City's parking requirements by 43 spaces.

Laurel Ranch will have a Homeowners Association (HOA) that will be responsible for maintenance of the common areas (parks, landscaped medians, and internal streets), storm water (C3) facilities, and the enforcement of the Covenants, Conditions & Restrictions (CC&R's). A professional and reputable HOA management company will be selected to manage the HOA and will be helpful in maintaining a quality community. The HOA will be funded by Laurel Ranch residents only.

Offsite Infrastructure:

Laurel Ranch will be responsible for completing the design and construction of Laurel Road, extending the street eastward to Highway 4. The project could potentially contribute approximately \$2.8M towards the completion of Slatten Ranch Road. The total Slatten Ranch Road contribution, the method of payment, and timing are subject to future discussions with the City. The project will also pay into the City's Development Impact Fee (DIF) program. Of these obligations, the completion of Laurel Ranch is paramount, seeing that it will provide the necessary linkage to Highway 4 Bypass from existing residential areas west of the project site.

Entitlements & CEQA:

The proposed entitlements being sought for Laurel Ranch include:

1. Planned Development
2. Vesting Tentative Tract Map
3. Design Guidelines

An initial study will be required to determine the scope of the environmental analysis under CEQA. However, it is likely the project will require an Addendum to the originally certified ELTA Environmental Impact Report (EIR). The proposed land plan contemplates two Lot Line Adjustments (LLA's) between Richland and Contra Costa Water District, and another LLA with Diablo Water District.

Conclusion:

Laurel Ranch is proposed to be a high-quality community and will provide opportunity for 187 new homes in the City of Antioch. The project will provide the much-needed construction of the missing segment of Laurel Road easterly to Highway 4 and take the implementation of the East Lone Tree Specific Plan one significant step further. While the project follows the original intent of the Specific Plan, it makes improvements in product type and lowers overall density. Richland is confident in the merits of the proposed project and is excited to be developing in the City of Antioch.

July 14, 2016

City of Antioch
Attn: Planning Commissioner Motts
200 H Street
Antioch CA 94531

Re: Laurel Ranch Project

Dear Commissioner Motts:

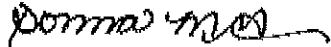
I am writing you to share with you my thoughts on the proposed Laurel Ranch project. I currently live at 5034 Kushner Way about .5 miles from the proposed project, I was born and raised in Antioch, and I am fortunate to work in Antioch. I am happy to call Antioch home.

I had an opportunity to sit down with the developer, Aaron Ross-Swain, and go over the proposed project. Based on my conversation with, I was able to learn about the project and there were a number of aspects of this particular project that pleased me:

- The completion of Laurel Road – this will benefit many of the existing homes near the project by providing a direct route to the bypass, and it will relieve congestion on other city streets (Hillcrest & Lone Tree) that are currently used to access they Hwy. 4 bypass. This will also eliminate the blight that is caused by all the garbage dumping at the intersection of Laurel Road and Canada Valley Way.
- The project will have an HOA, so the community will remain in good standing over time
- The project will be participating in a Police CFD – Safety is an important issue for me as an Antioch resident, so by contributing funds that will put more police on the streets is very important.
- I find satisfaction in the rental restrictions that the project will employ, we do not want oversaturation of investor buyers.
- The internal parks will provide the residents with nice recreational opportunities
- The monetary contributions that the project has committed to make towards completion of Slatten Ranch Road is important to providing access to properties that will at some point create additional job opportunities in Antioch.
- Antioch is in need of quality new housing, this will help resolve this deficiency

As a long-time Antioch resident, I have seen much of the City develop, some good and some not so good. I believe that this project is a *good* example of thoughtful and quality residential development. I support this project and I hope that the Planning Commission does as well.

Sincerely



Donna McGee
Antioch Resident
925/759-6484 cell
925/754-9954 home

Cc: Alexis Morris, City Planner


I2



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Nickie Mastay, Administrative Services Director 

SUBJECT: League of California Cities Annual Conference Resolutions Packet

RECOMMENDED ACTION

It is recommended that the City Council review and discuss the League of California Cities Annual Conference Resolutions Packet and provide direction to the voting delegate (Mayor Pro Tem Ogorchock).

STRATEGIC PURPOSE

Long Term Goal L: Provide exemplary City administration. In order to be good administrators and leaders within our Community and the region, it is essential that we participate in regional activities and events such as the League of California Cities annual conference. The conference is focused on information and legislation of importance to local governments statewide.

FISCAL IMPACT

There is no fiscal impact

DISCUSSION

At the June 28th City Council meeting, the City Council appointed Mayor Pro Tem Ogorchock as our 2016 voting delegate for the League of California Cities Annual Conference. The Mayor Pro Tem will be representing Antioch's vote on one (1) resolution before the League General Assembly. This is the opportunity for the City Council to discuss the resolution and provide direction to Mayor Pro Tem Ogorchock as to the City's intended vote. The resolution is:

1. Resolution Committing the League of California Cities to supporting Vision Zero, toward zero deaths, and other programs or initiatives to make safety a top priority for transportation projects and policy formulation, while encouraging cities to pursue similar initiatives.

The background and analysis of this resolution is included in the attached packet.

ATTACHMENTS

- A. League of California Cities Annual Conference Resolutions Packet.



*Annual Conference
Resolutions Packet*

2016 Annual Conference Resolutions



Long Beach, California

October 5 – 7, 2016

INFORMATION AND PROCEDURES

RESOLUTIONS CONTAINED IN THIS PACKET: The League bylaws provide that resolutions shall be referred by the president to an appropriate policy committee for review and recommendation. Resolutions with committee recommendations shall then be considered by the General Resolutions Committee at the Annual Conference.

This year, one resolution has been introduced for consideration by the Annual Conference and referred to the League policy committees.

POLICY COMMITTEES: One policy committee will meet at the Annual Conference to consider and take action on the resolution referred to them. The committee is Transportation, Communication and Public Works. The committee will meet 9:00 – 10:30 a.m. on Wednesday, October 5, 2016, at the Hyatt Regency. The sponsor of the resolution has been notified of the time and location of the meeting.

GENERAL RESOLUTIONS COMMITTEE: This committee will meet at 1:00 p.m. on Thursday, October 6, at the Hyatt Regency in Long Beach, to consider the report of the policy committee regarding the resolution. This committee includes one representative from each of the League's regional divisions, functional departments and standing policy committees, as well as other individuals appointed by the League president. Please check in at the registration desk for room location.

ANNUAL LUNCHEON/BUSINESS MEETING/GENERAL ASSEMBLY: This meeting will be held at 12:00 p.m. on Friday, October 7, at the Long Beach Convention Center.

PETITIONED RESOLUTIONS: For those issues that develop after the normal 60-day deadline, a resolution may be introduced at the Annual Conference with a petition signed by designated voting delegates of 10 percent of all member cities (48 valid signatures required) and presented to the Voting Delegates Desk at least 24 hours prior to the time set for convening the Annual Business Meeting of the General Assembly. This year, that deadline is 12:00 p.m., Thursday, October 6. Resolutions can be viewed on the League's Web site: www.cacities.org/resolutions.

Any questions concerning the resolutions procedures may be directed to Meg Desmond at the League office: mdesmond@cacities.org or (916) 658-8224

GUIDELINES FOR ANNUAL CONFERENCE RESOLUTIONS

Policy development is a vital and ongoing process within the League. The principal means for deciding policy on the important issues facing cities is through the League's eight standing policy committees and the board of directors. The process allows for timely consideration of issues in a changing environment and assures city officials the opportunity to both initiate and influence policy decisions.

Annual conference resolutions constitute an additional way to develop League policy. Resolutions should adhere to the following criteria.

Guidelines for Annual Conference Resolutions

1. Only issues that have a direct bearing on municipal affairs should be considered or adopted at the Annual Conference.
2. The issue is not of a purely local or regional concern.
3. The recommended policy should not simply restate existing League policy.
4. The resolution should be directed at achieving one of the following objectives:
 - (a) Focus public or media attention on an issue of major importance to cities.
 - (b) Establish a new direction for League policy by establishing general principals around which more detailed policies may be developed by policy committees and the board of directors.
 - (c) Consider important issues not adequately addressed by the policy committees and board of directors.
 - (d) Amend the League bylaws (requires 2/3 vote at General Assembly).

LOCATION OF MEETINGS

Policy Committee Meetings

Wednesday, October 5
Hyatt Regency Long Beach
200 South Pine Street, Long Beach

9:00 – 10:30 a.m.: Transportation, Communication & Public Works

General Resolutions Committee

Thursday, October 6, 1:00 p.m.
Hyatt Regency Long Beach
200 South Pine Street, Long Beach

Annual Business Meeting and General Assembly Luncheon

Friday, October 7, 12:00 p.m.
Long Beach Convention Center
300 East Ocean Boulevard, Long Beach

KEY TO ACTIONS TAKEN ON RESOLUTIONS

Resolutions have been grouped by policy committees to which they have been assigned.

Number	Key Word Index	Reviewing Body Action		
		1	2	3
		1 - Policy Committee Recommendation to General Resolutions Committee 2 - General Resolutions Committee 3 - General Assembly		

TRANSPORTATION, COMMUNICATION, AND PUBLIC WORKS POLICY COMMITTEE

		1	2	3
1	Vision Zero			

Information pertaining to the Annual Conference Resolutions will also be posted on each committee's page on the League website: www.cacities.org. The entire Resolutions Packet will be posted at: www.cacities.org/resolutions.

KEY TO ACTIONS TAKEN ON RESOLUTIONS *(Continued)*

Resolutions have been grouped by policy committees to which they have been assigned.

KEY TO REVIEWING BODIES

1. Policy Committee
2. General Resolutions Committee
3. General Assembly

KEY TO ACTIONS TAKEN

- | | |
|---|---|
| A | Approve |
| D | Disapprove |
| N | No Action |
| R | Refer to appropriate policy committee for study |

ACTION FOOTNOTES

* Subject matter covered in another resolution

** Existing League policy

*** Local authority presently exists

- | | |
|-----|---|
| a | Amend+ |
| Aa | Approve as amended+ |
| Aaa | Approve with additional amendment(s)+ |
| Ra | Refer as amended to appropriate policy committee for study+ |
| Raa | Additional amendments and refer+ |
| Da | Amend (for clarity or brevity) and Disapprove+ |
| Na | Amend (for clarity or brevity) and take No Action+ |
| W | Withdrawn by Sponsor |

Procedural Note:

The League of California Cities resolution process at the Annual Conference is guided by the League Bylaws. A helpful explanation of this process can be found on the League's website by clicking on this link: [Resolution Process](#).

1. RESOLUTION COMMITTING THE LEAGUE OF CALIFORNIA CITIES TO SUPPORTING VISION ZERO, TOWARD ZERO DEATHS, AND OTHER PROGRAMS OR INITIATIVES TO MAKE SAFETY A TOP PRIORITY FOR TRANSPORTATION PROJECTS AND POLICY FORMULATION, WHILE ENCOURAGING CITIES TO PURSUE SIMILAR INITIATIVES

Source: City of San Jose

Concurrence of five or more cities/city officials: Cities: Fremont; Los Angeles; Sacramento; San Diego; San Francisco; Santa Monica; and West Hollywood

Referred to: Transportation, Communication and Public Works Policy Committees

Recommendation to General Resolution Committee:

WHEREAS, each year more than 30,000 people are killed on streets in the United States in traffic collisions; and

WHEREAS, traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people; with pedestrians and cyclists accounting for a disproportionate share; and

WHEREAS the Centers for Disease Control recently indicated that America's traffic death rate per person was about double the average of peer nations; and

WHEREAS Vision Zero and Toward Zero Deaths are comprehensive strategies to eliminate all traffic fatalities and severe injuries using a multi-disciplinary approach, including education, enforcement and engineering measures; and

WHEREAS a core principal of Vision Zero and Toward Zero Deaths is that traffic deaths are preventable and unacceptable; and

WHEREAS cities across the world have adopted and implemented Vision Zero and Toward Zero Deaths strategies and successfully reduced traffic fatalities and severe injuries occurring on streets and highways; and

WHEREAS safe, reliable and efficient transportation systems are essential foundations for thriving cities.

RESOLVED that the League of California Cities commits to supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety;

AND encourage cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways;

AND encourage the State of California to consider adopting safety as a top priority for both transportation projects and policy formulation.

////////

Background Information on Resolution to Support Transportation Safety Programs

Each year more than 30,000 people are killed on streets in the United States in traffic collisions. Traffic fatalities in America hit a seven-year high in 2015 and are estimated to have exceeded 35,000 people, with children, seniors, people of color, low-income and persons with disabilities accounting for a disproportionate share. The Centers for Disease Control recently reported that the traffic death rate per

person in the United States was about double the average of peer nations, with close to 10% of these deaths occurring in California (3,074 in 2014). California's largest city, Los Angeles, has *the* highest rate of traffic death among large U.S. cities, at 6.27 per 100,000 people.

Cities around the world have adopted traffic safety projects and policies that underscore that traffic deaths are both unacceptable and preventable. In 1997, Sweden initiated a program called Vision Zero that focused on the idea that "Life and health can never be exchanged for other benefits within the society." The World Health Organization has officially endorsed Vision Zero laying out traffic safety as an international public health crisis and the United Nations General Assembly introduced the Decade of Action for Road Safety 2011-2020 and set the goal for the decade: "to stabilize and then reduce the forecast level of road traffic fatalities around the world" by 50% by 2020.

As of this writing, 18 U.S. cities have adopted Vision Zero programs (including New York City, Boston, Ft. Lauderdale, Austin, San Antonio, Washington DC, and Seattle) to reduce the numbers of fatal crashes occurring on their roads (<http://visionzeronetWORK.org/map-of-vision-zero-cities/>). California cities lead the way, with the cities of San Jose, San Francisco, San Mateo, San Diego, Los Angeles, Long Beach and Fremont having adopted Vision Zero strategies and many others are actively considering adoption.

In 2009 a national group of traffic safety stakeholders launched an effort called "Toward Zero Deaths: A National Strategy on Highway Safety". This initiative has been supported by the Federal Highway Administration (FHWA) (<http://safety.fhwa.dot.gov/tzd/>) and states throughout the United States, including California (http://www.ots.ca.gov/OTS_and_Traffic_Safety/About_OTs.asp).

This past January the U.S. Department of Transportation launched its "Mayors' Challenge for Safer People and Safer Streets." This effort calls on elected officials to partner with the USDOT and raise the bar for safety for people bicycling and walking by sharing resources, competing for awards, and taking action. The California cities of Beverly Hills, Davis, Maywood, Cupertino, Culver City, Rialto, Santa Monica, Porterville, Los Angeles, San Jose, Monterey, Glendale, Irvine, Oakland, Palo Alto, Alameda, West Hollywood and Fullerton signed on to this effort. Additionally, the Institute of Transportation Engineers (ITE), a leading organization for transportation professionals, recently launched a new initiative to aggressively advance the Vision Zero and Towards Zero Deaths movements (<http://library.ite.org/pub/ed59a040-caf4-5300-8ffc-35deb33ce03d>).

Ultimately all of these programs share the fundamental belief that a data-driven, systems-level, interdisciplinary approach can prevent severe and fatal injuries on our nation's roadways. They employ proven strategies, actions, and countermeasures across education, enforcement and engineering. Support for many of these life-saving programs extends far beyond government agencies, and includes National Association of City Transportation Officials (NACTO), American Association of State Highway and Transportation Officials (AASHTO), Kaiser Permanente, AARP, the National Safe Routes to School Partnership, and the International Association of Chiefs of Police, among many others.

There is wide-spread recognition that cities and towns need safe, efficient transportation systems to be economically prosperous. A resolution by the League of California Cities to support transportation safety policies like Vision Zero and Toward Zero Deaths, and encourage implementation of projects and programs that prioritize safety will help California elevate the health and safety of its residents and position us as a leader in national efforts to promote a culture of safe mobility for all.

////////

League of California Cities Staff Analysis on Resolution No. 1

Staff: Rony Berdugo
Committee: Transportation, Communication, and Public Works

Summary:

The resolved clauses in Resolution No. 1: commits the League of California Cities to:

- 1) Supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety;
- 2) Encouraging cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways; and
- 3) Encouraging the State to consider adopting transportation safety as a top priority for transportation projects and policy formulation.

Background:

The City of San Jose notes national and international efforts to reduce fatal and severe injury traffic collisions through systematic data driven approaches, such as Vision Zero and Toward Zero Deaths. According to the World Health Organization (WHO), "Vision Zero is a traffic safety policy, developed in Sweden in the late 1990s and based on four elements: ethics, responsibility, a philosophy of safety, and creating mechanisms for change."¹ Below is a summary of each Vision Zero element, according to WHO:

1. Ethics – Life and health trump all other transportation benefits, such as mobility.
2. Responsibility – Responsibility for crashes and injuries is shared between the providers of the system and the road users.
3. Safety Philosophy – Asserts that a transportation system should account for the unstable relationship of human error with fast/heavy machinery to avoid deaths/serious injury, but accept crashes/minor injuries.
4. Driving Mechanisms for Change – Asserts that road users and providers must both work to guaranteeing road safety, taking measures such as: improving levels of seat belt use, installing crash-protective barriers, wider use of speed camera technology, increasing random breathalyzer tests, and promoting safety in transportation project contracts.

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including police, transportation and public health) are engaged

List of cities that meet the minimum Vision Zero standards nationally include: Anchorage, AK; Austin, TX; Boston, MA; Cambridge, MA; Denver, CO; Eugene, OR; Fort Lauderdale, FL; Fremont, CA; Los Angeles, CA; New York, NY; Portland, OR; Sacramento, CA; San Antonio, TX; San Diego, CA; San Francisco, CA; San Jose, CA; Seattle, WA; Washington, DC

List of cities that are considering adoption of Vision Zero nationally include: Ann Arbor, MI; Bellevue, OR; Bethlehem, PA; Chicago, IL; Columbia, MO; Houston, TX; Long Beach, CA;

¹ http://who.int/violence_injury_prevention/publications/road_traffic/world_report/chapter1.pdf

New Orleans, CA; Philadelphia, PA; Pittsburgh, PA; San Mateo, CA; Santa Ana, CA; Santa Cruz, CA; Santa Monica, CA; St. Paul, MN; Tampa, FL²

Vision Zero – Samples:

1. San Francisco – In 2015, the City established a two-year action strategy that outlines the projects and policy changes to implement its Vision Zero goal of zero traffic deaths by 2024. The strategy adopts five core principles, such as: 1) traffic deaths are preventable and unacceptable; 2) safety for all road modes and users is the highest priority; 3) transportation system design should anticipate inevitable human error; 4) education, enforcement, and vehicle technology contribute to a safe system; and 5) transportation systems should be designed for speeds that protect human life.³ The strategy focuses on engineering, enforcement, education, evaluation, and policy changes that can be made to achieve their goals. The City is working on projects, such as:
 - a. Creating protected bike lanes
 - b. Building wider sidewalks
 - c. Reducing traffic speeds⁴

The City is also exploring policy changes to state law that will allow the City to place traffic cameras near schools and senior centers to cite speeding drivers through automated speed enforcement.⁵

2. Los Angeles – the City has established a commitment to eliminate all traffic deaths by 2025. They have identified a network of streets, known as the High Injury Network (HIN)⁶, which maps out their areas of concern where they plan on making strategic investments in reducing deaths/severe injury. According to the City, only 6% of their city streets account for 2/3 of all deaths/severe injury for pedestrians. The City highlights the three following projects as part of their Vision Zero efforts⁷:
 - a. Installation of 22 new Leading Pedestrian Intervals (LPis) at signals throughout the city, which gives pedestrians a head start against right-turning vehicles when crossing
 - b. Installation of a pedestrian scramble at the intersection of Hollywood and Highland, which stops traffic in all four-directions during pedestrian crossing.
 - c. Installation of curb extensions along Cesar E. Chavez Avenue in their HIN, which reduces the crossing distance for pedestrians, narrows the intersections, and reduces speed for turning vehicles.

San Francisco's Vision Zero Categories:

1. Engineering – implement treatments and redesign streets to reduce the frequency and severity of collisions (i.e. using/implementing: high injury network maps, signal timing, high visibility crosswalks, bus stop lengths, etc.)
2. Enforcement – use data driven approach to cite and focus on violations of the California Vehicular Code and S.F. Transportation Code that identify as causative in severe and fatal collisions (i.e. explore implementation of E-citation Pilot, reporting on traffic collision data, police training, etc.)

² <http://visionzeronetwork.org/wp-content/uploads/2016/02/VZ-map-April-20-2016-4.jpg>

³ <http://www.joomag.com/magazine/vision-zero-san-francisco/0685197001423594455?short>

⁴ <http://visionzerosf.org/vision-zero-in-action/engineering-streets-for-safety/>

⁵ <http://visionzerosf.org/vision-zero-in-action/public-policy-for-change/>

⁶ <http://ladot.maps.arcgis.com/apps/MapJournal/index.html?appid=488062f00db44ef0a29bf481aa337cb3>

⁷ <http://visionzero.lacity.org/actions/>

3. Education – coordinate among city departments to create citywide strategy for outreach and safety programs, such as Safe Routes to Schools. (i.e. education campaign includes – Safe Streets SF, large vehicle safe driving for municipal vehicles, etc.)
4. Evaluation – evaluate the impact of engineering, enforcement, education and policy efforts to provide recommendations for refinement (i.e. use of web-based data sharing and tracking systems for transparency and accountability).
5. Policy – support and mobilize local and state policy initiatives that advance Vision Zero (i.e. Advance Automated Safety Enforcement initiative at the state level, in-vehicle technology usage, partnering with state and federal agencies on administrative and legal issues, etc.)

In its annual reporting, the City has established the following measures for successful benchmarks:

- Decreasing total severe and fatal injuries
- Decreasing the proportion of severe and fatal injuries in communities of concern to address social inequities
- Decreasing medical costs at SF General Hospital relating to collisions
- Increasing the number of engineering projects and miles of streets receiving safety improvements
- Decreasing the speeds on SF streets
- Increasing investigation and prosecution of vehicular manslaughter
- Increasing public awareness of Vision Zero and traffic safety laws
- Increasing policy changes made at the state and local levels to advance Vision Zero

Toward Zero Deaths – The Federal Highway Administration (FHWA) within the United States Department of Transportation (USDOT) is committed to the vision of eliminating fatalities and serious injuries on national roadways. FHWA has a strategic goal of ensuring the “nation’s highway system provides safe, reliable, effective, and sustainable mobility for all users.”⁸ It is essentially the national version of Vision Zero administered primarily through the Highway Safety Improvement Program (HSIP).

At the state level, the California Office of Traffic Safety (OTS) has a mission to “effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses.”⁹ They make available grants to local and state public agencies for traffic law enforcement, public traffic safety education, and other programs aimed at reducing fatalities, injuries, and economic loss from collisions.

Support: City of Fremont, City of Los Angeles, City of Sacramento, City of San Francisco, City of San Jose, City of Santa Monica, and City of West Hollywood

Opposition: One individual

Fiscal Impact: Unknown. The costs to any particular city can vary tremendously depending on the level and scope of investment any particular city would seek to make. For example, the City of San Francisco has Vision Zero project costs ranging from \$30,000 for pedestrian safety treatments up to \$12,000,000 for a Streetscape project. The cost of any particular effort could be well below, above, and anywhere between those ranges for Vision Zero implementation.

⁸ <http://safety.fhwa.dot.gov/tzd/>

⁹ http://www.ots.ca.gov/OTS_and_Traffic_Safety/About_OTs.asp

Comment:

- 1) Policy committee members are encouraged to consider carefully how the adoption of the resolved clause in this resolution may affect the League’s future policy when it comes to advocating for transportation funding and other existing priorities. While the clause “encouraging cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways” provides an opportunity to highlight strategies that can be considered to improve transportation safety, two other aspects of the resolved appear to establish new policy for the organization in that it would “commit” the League to:
 - Supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety.
 - Encouraging the State to consider adopting transportation safety as a top priority for transportation projects and policy formulation.
- 2) Effects of various strategies to improve transportation safety can vary. According to an article published in the San Francisco Chronicle on March 26, 2016, deaths in San Francisco traffic were not falling despite Vision Zero efforts.¹⁰ The article notes that there were seven deaths in 2016, while there was only one in the first 10 weeks of 2015 and seven in 2014 during the same period. The San Francisco Department of Public Health commented that despite these incidents, it’s too early to make any conclusions about Vision Zero’s effectiveness. In Los Angeles, however, the city has cited significant decreases in severe and fatal injuries with implementation of certain technologies, such as installation of pedestrian scrambles. The success of Vision Zero in any particular city will likely depend on the level of investment and scope of the project(s) as the projects can vary widely.
- 3) In the fifth “Whereas” clause from the top, the word “principal” should be “principle.”

Existing League Policy: “The League supports additional funding for local transportation and other critical unmet infrastructure needs. One of the League’s priorities is to support a consistent and continuous appropriation of new monies from various sources directly to cities and counties for the preservation, maintenance and rehabilitation of the local street and road system. New and additional revenues should meet the following policies:

- System Preservation and Maintenance. Given the substantial needs for all modes of transportation, a significant portion of new revenues should be focused on system preservation. Once the system has been brought to a state of good repair, revenues for maintenance of the system would be reduced to a level that enables sufficient recurring maintenance.
- Commitment to Efficiency. Priority should be given to using and improving current systems. Recipients of revenues should incorporate operational improvements and new technology in projects.
- All Users Based System. New revenues should be borne by all users of the system from the traditional personal vehicle that relies solely on gasoline, to those with new hybrid or electric technology, to commercial vehicles moving goods in the state, and even transit, bicyclists, and pedestrians who also benefit from the use of an integrated transportation network.
- Alternative Funding Mechanisms. Given that new technologies continue to improve the efficiency of many types of transportation methods, transportation stakeholders must be open to new alternative funding mechanisms. Further, the goal of reducing greenhouse gases is also expected to affect vehicle miles traveled, thus further reduce gasoline consumption and revenue from the existing gas tax. The

¹⁰ <http://www.sfchronicle.com/bayarea/article/Deaths-in-S-F-traffic-not-falling-despite-Vision-7182486.php>

existing user based fee, such as the base \$0.18-cent gas tax is a declining revenue source. Collectively, we must have the political will to push for sustainable transportation revenues.

- Unified Statewide Solution. For statewide revenues, all transportation stakeholders must stand united in the search for new revenues. Any new statewide revenues should address the needs of the entire statewide transportation network, focused in areas where there is defensible and documented need.
- Equity. New revenues should be distributed in an equitable manner, benefiting both the north and south and urban, suburban, and rural areas as well as being equally split between state and local projects.
- Flexibility. Needs vary from region to region and city to city. New revenues and revenue authority should provide the flexibility for the appropriate level of government to meet the goals of the constituents.
- Accountability. All tax dollars should be spent properly, and recipients of new revenues should be held accountable to the taxpayers, whether at the state or local level.”¹¹

Additionally, the League adopted to “Increase Funding for Critical Transportation and Water Infrastructure” as its number one strategic goal for 2016. It reads, “Provide additional state and federal financial assistance and new local financing tools to help meet the critical transportation (streets, bridges, active transportation, and transit) and water (supply, sewer, storm water, flood control, etc.) infrastructure maintenance and construction needs throughout California’s cities.”¹²

¹¹ <http://www.cacities.org/Resources-Documents/Policy-Advocacy-Section/Policy-Development/2016-Summary-of-Existing-Policy-and-Guiding-Princi.aspx>

¹² <http://www.cacities.org/Secondary/About-Us/Strategic-Priorities>

LETTERS OF CONCURRENCE
Resolution No. 1
VISION ZERO



Office of the Mayor

3300 Capitol Avenue, Building A | P.O. Box 5006, Fremont, CA 94537-5006

510 284-4011 *ph* | 510 284-4001 *fax* | www.fremont.gov

July 21, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: A RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES SUPPORTING THE ADOPTION AND
IMPLEMENTATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA

Dear President Michael,

The City of Fremont enthusiastically endorses the proposed resolution to support the implementation of initiatives to eliminate traffic deaths and severe injuries on our roadways. Fremont is among the early adopters of the Vision Zero traffic safety strategy. With City Council's approval of our Fremont Vision Zero 2020 action plan in March 2016, we are already seeing the benefits of building a safety first culture in our community.

I strongly encourage other California cities to join a growing coalition of support for Vision Zero. Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of Fremont has embraced Vision Zero and we are in strong support of expanded transportation safety in California cities and support the proposed Resolution.

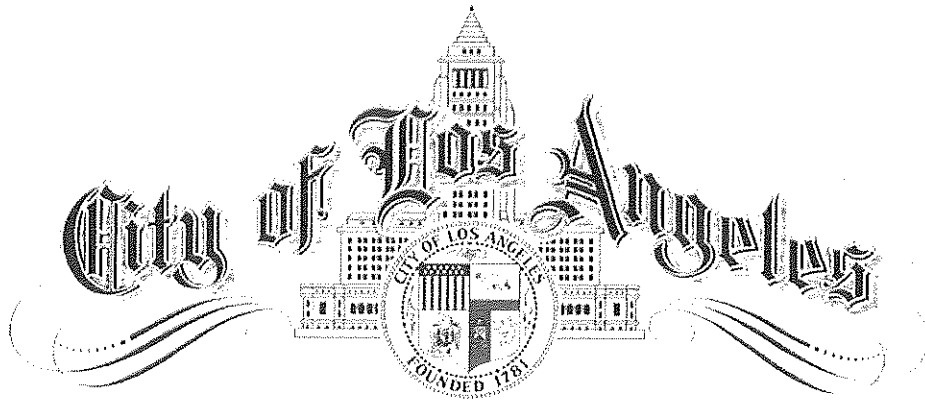
Sincerely,

A handwritten signature in black ink that reads "Bill Harrison".

Bill Harrison

Mayor





CITY HALL
LOS ANGELES, CALIFORNIA 90012

August 2, 2016

The Honorable Dennis Michael
President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: League of California Cities Resolution Supporting Initiatives to Prioritize Traffic Safety

Dear President Michael:

We write in support of the proposed resolution to support the adoption and implementation of Vision Zero initiatives throughout California to eliminate traffic fatalities and injuries. Vision Zero and Towards Zero Deaths strategies have been adopted in cities throughout California, including the City of Los Angeles. Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Every year, more than 200 people are killed while trying to move around Los Angeles. Nearly half of the people who die on Los Angeles streets are people walking and bicycling, and an alarming number of them are children and older adults. The safety of our residents and visitors is paramount. If we can realize Vision Zero throughout California, children will be safer walking to school, families will be safer going to the park, and commuters will be safer getting to work.

The City of Los Angeles adopted Vision Zero as part of its Transportation Strategic Plan, and an executive directive was issued in 2015 directing its implementation. We are in strong support of Vision Zero in California, and we support the proposed Resolution.

Sincerely,

ERIC GARCETTI
Mayor

JOE BUSCAINO
Councilmember, 15th District
League of California Cities Representative



OFFICE OF THE
CITY COUNCIL

CITY OF SACRAMENTO
CALIFORNIA

JAY SCHENIRER

COUNCILMEMBER
DISTRICT FIVE

July 27, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES SUPPORTING THE ADOPTION
AND IMPLEMENTATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY
THROUGHOUT CALIFORNIA

Dear President Michael,

The City of Sacramento supports the proposed resolution to support the adoption and implementation of initiatives to prioritize transportation safety toward eliminating death and severe injuries on our roadways. **Vision Zero** and **Towards Zero Deaths** strategies have been adopted in many cities and Sacramento is currently developing its own **Vision Zero Action Plan**.

Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015 and are estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on roads and streets of our cities. We must put safety as a top priority for all users of our streets. It is fundamental for prosperity of California cities as safety, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of Sacramento is in strong support of prioritized and expanded transportation safety in California cities and supports the proposed Resolution.

Sincerely,

Jay Schenirer, Council Member
Chair, Law & Legislation Committee



THE CITY OF SAN DIEGO

August 9, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, CA 95814

Dear President Michael:

RE: A resolution of the league of California Cities Supporting the Adoption and Implementation of Initiatives to Prioritize Traffic Safety throughout California

The City of San Diego Transportation & Storm Water Department supports the proposed resolution to support the adoption and implementation of initiatives to eliminate death and severe injuries on our roadways. Vision Zero and Towards Zero Deaths strategies have been adopted in numerous cities throughout California, including the City of San Diego (Attachment 1). Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of San Diego Transportation & Storm Water Department has embraced Vision Zero/Towards Zero Death and I am in strong support of expanded transportation safety in California cities and support the proposed Resolution.

Sincerely,

Kris McFadden
Director

Attachment: A Resolution of the Council of the City of San Diego Adopting a Vision Zero Plan to Eliminate Traffic Fatalities and Serious Injuries in the Next Ten Years

cc: Katherine Johnston, Director of Infrastructure and Budget Policy, Office of the Mayor
Kristin Tillquist, Director of State Government Affairs, Office of the Mayor
Vic Bienes, Assistant Director, Transportation & Storm Water Department
Linda Marabian, Deputy Director, Traffic Engineering Operations



Transportation & Storm Water Department

202 C Street, 9th Floor, MS 9A • San Diego, CA 92101
Tel (619) 236-6594 Fax (619) 236-6570

RESOLUTION NUMBER R- 310042

DATE OF FINAL PASSAGE NOV 03 2015

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING A VISION ZERO PLAN TO ELIMINATE TRAFFIC FATALITIES AND SERIOUS INJURIES IN THE NEXT TEN YEARS.

WHEREAS, on average one person each day is seriously injured or killed on the road while walking, bicycling, or driving the streets of San Diego; and,

WHEREAS, the City has adopted numerous studies and plans that outline design concepts to improve safety for people walking and biking in the City including a Pedestrian Master Plan and Bicycle Master Plan; and,

WHEREAS, the City of San Diego's draft Climate Action Plan proposes to achieve 50 percent of commuter mode share for walking, biking and transit use in transit priority areas by 2050 and safer conditions for walking and biking can help implement this Plan; and,

WHEREAS, the City will increase in population by approximately 30 percent by 2050 and the majority of growth will result from infill development thereby increasing demand for safe walking and bicycling; and,

WHEREAS, communities in San Diego have prioritized infrastructure projects that improve walking and biking safety among other project types as represented by the Community Planning Committee report to Infrastructure Committee in November 2013; and,

WHEREAS, the City incurs costs to respond to lawsuits alleging the City's failure to provide safer streets; and,

WHEREAS, restoring infrastructure in the City is a priority of the Council and Mayor; and,

WHEREAS, Vision Zero provides a framework for reducing traffic deaths to zero through a combination of safe engineering measures, education, and enforcement practices; and,

WHEREAS, Vision Zero has been adopted in many cities throughout the country, most notably in New York City which has seen the lowest number of pedestrian fatalities in its first year of implementation since documentation began in 1910; and,

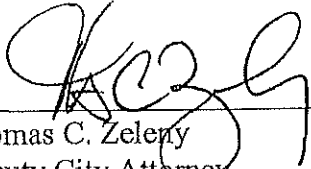
WHEREAS, Circulate San Diego is convening an Advisory Committee to advance Vision Zero Goals; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it hereby adopts a goal of eliminating traffic deaths and serious injuries by 2025; and

BE IT FURTHER RESOLVED, by the Council of the City of San Diego, that it urges City staff from the Mayor's office, Transportation and Stormwater Department, San Diego Police Department, and a representative of the City's Bicycle Advisory Committee to attend meetings of Circulate San Diego's Vision Zero Advisory Committee for a limited time to develop a traffic safety plan that will help the City reach the goal of zero traffic deaths and serious injuries; and

BE IT FURTHER RESOLVED, that the traffic safety plan will be guided by innovative engineering solutions to improve road safety for all users, especially the most vulnerable; will measure and evaluate performance annually; and will include enforcement and education strategies to prevent the most dangerous behaviors that cause public harm, especially along the corridors where collisions are most frequent.

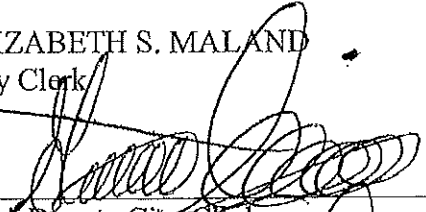
APPROVED: JAN I. GOLDSMITH, City Attorney

By 
Thomas C. Zeleny
Deputy City Attorney

TCZ:cfq
September 24, 2015
Or.Dept:Envir. Comm.
Doc. No.: 1116742

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of OCT 27 2015

ELIZABETH S. MALAND
City Clerk

By 
Deputy City Clerk

Approved: 11/2/15
(date)


KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

Passed by the Council of The City of San Diego on OCT 27 2015, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Sherri Lightner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lorie Zapf	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Todd Gloria	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Myrtle Cole	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Cate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Alvarez	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marti Emerald	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage NOV 03 2015

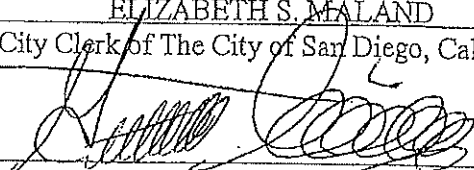
(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

(Seal)

By , Deputy

Office of the City Clerk, San Diego, California
Resolution Number R- 310042



August 1, 2016

The Honorable Dennis Michael
President, League of California Cities
1400 K Street
Sacramento, CA 95814

Re: Resolution of the League of California Cities Supporting the Adoption and Implementation of Initiatives to Prioritize Traffic Safety Throughout California

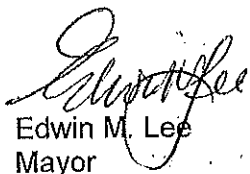
Dear President Michael,

On behalf of the City and County of San Francisco, I am writing to express my support for the proposed resolution to support the adoption and implementation of initiatives to eliminate death and severe injuries on our roadways. Vision Zero and Towards Zero Deaths strategies have been adopted in numerous cities throughout California including San Francisco, San Jose, San Mateo, San Diego, Los Angeles, Santa Barbara, and Santa Monica. Accordingly, I encourage the submission of the resolution to support Vision Zero, Toward Zero Deaths, and other initiatives that make traffic safety a priority, which will be considered by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Every year in San Francisco, approximately 30 people lose their lives and over 200 more are seriously injured while traveling on our streets. These deaths and injuries are unacceptable and preventable, and the City is strongly committed to stopping further loss of life. San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. Our goal is to create a culture that prioritizes traffic safety and to ensure that mistakes on our roadways do not result in serious injuries or deaths. The safety of our residents and the over 18 million visitors that use our streets each year is paramount, and the same holds true for cities across the California, which need safe, efficient, and organized transportation systems to support economically vibrant and sustainable communities.

The City and County of San Francisco has embraced Vision Zero, and I am in strong support of expanded transportation safety in California cities and, in turn, the proposed Resolution.

Sincerely,


Edwin M. Lee
Mayor



Mayor **Tony Vazquez**
Mayor Pro Tempore **Ted Winterer**

Councilmembers

Gleam Davis
Sue Himmelrich
Kevin McKeown
Pam O'Connor
Terry O'Day

City of
Santa Monica®

July 21, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: THE LEAGUE OF CALIFORNIA CITIES CONSIDERATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA

Dear President Michael:

The City of Santa Monica supports initiatives to eliminate death and severe injuries on our roadways. Vision Zero and Towards Zero Deaths strategies have been adopted in numerous cities throughout California, leading to the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

The City of Santa Monica embraced Secretary Anthony Foxx's Mayor's Challenge for *Safer People, Safer Streets* in March 2015. Simultaneously, the Council directed staff to initiate work on Vision Zero and 8-80 cities – a movement created by Gil Penalosa, to make cities that work for people aged 8 to 80. Combined, these two efforts aim to create streets that are safe and comfortable for people in all modes and of all abilities. In February 2016 the Santa Monica City Council adopted a Vision Zero target in our first Pedestrian Action Plan. We are now actively working to incorporate these visionary targets into City operations.

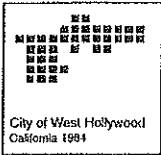
Our City cares deeply about the safety of our people, and their ability to access good, services, education, social networks and employment. Creating a New Model for Mobility is one of the Council's Five Strategic Goals, identified to organize and advance work on our top priorities. A safe mobility network supports our urgent need to provide transportation options that reduce greenhouse gas emissions, and provide equitable access to places and activities that support community Wellbeing. Reducing and ultimately eliminating severe injury and fatal crashes part of a resilient, safe and prosperous community.

Traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of Santa Monica has embraced **Vision Zero/Towards Zero Deaths** and I am in strong support of expanded transportation safety in California cities.

Sincerely,


Tony Vazquez
Mayor



CITY OF WEST HOLLYWOOD

CITY HALL
100 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6460
FAX: (323) 848-6562

OFFICE OF THE CITY MANAGER

PAUL AREVALO
CITY MANAGER

July 21, 2016

The Honorable L. Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES SUPPORTING THE ADOPTION AND IMPLEMENTATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA - SUPPORT

Dear President Michael:

The City of West Hollywood supports the proposed resolution to support the adoption and implementation of initiatives to eliminate death and severe injuries on our roadways. *Vision Zero* and *Towards Zero Deaths* strategies have been adopted in numerous cities throughout California. Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015, and it is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of West Hollywood is in strong support of expanded transportation safety in California cities and support the proposed Resolution.

Sincerely,

Paul Arevalo,
CITY MANAGER

c: Honorable Members of the West Hollywood City Council





CITY: _____

2016 ANNUAL CONFERENCE
VOTING DELEGATE/ALTERNATE FORM

Please complete this form and return it to the League office by Friday, September 23, 2016. Forms not sent by this deadline may be submitted to the Voting Delegate Desk located in the Annual Conference Registration Area. Your city council may designate one voting delegate and up to two alternates.

In order to vote at the Annual Business Meeting (General Assembly), voting delegates and alternates must be designated by your city council. Please attach the council resolution as proof of designation. As an alternative, the Mayor or City Clerk may sign this form, affirming that the designation reflects the action taken by the council.

Please note: Voting delegates and alternates will be seated in a separate area at the Annual Business Meeting. Admission to this designated area will be limited to individuals (voting delegates and alternates) who are identified with a special sticker on their conference badge. This sticker can be obtained only at the Voting Delegate Desk.

1. VOTING DELEGATE

Name: _____

Title: _____

2. VOTING DELEGATE - ALTERNATE

Name: _____

Title: _____

3. VOTING DELEGATE - ALTERNATE

Name: _____

Title: _____

PLEASE ATTACH COUNCIL RESOLUTION DESIGNATING VOTING DELEGATE AND ALTERNATES.

OR

ATTEST: I affirm that the information provided reflects action by the city council to designate the voting delegate and alternate(s).

Name: _____ E-mail _____

Mayor or City Clerk _____ Phone: _____
(circle one) (signature)

Date: _____

Please complete and return by Friday, September 23, 2016

League of California Cities
ATTN: Kayla Gibson
1400 K Street, 4th Floor
Sacramento, CA 95814

FAX: (916) 658-8240
E-mail: kgibson@cacities.org
(916) 658-8247

and Motors, Sources of Supply, Disinfection, Water Quality, Electricity (water related), and Utility Management. An individual with a D3 Water Distribution Operator Certificate is more of a Journeyman in this field with a high level of understanding of the expected range of knowledge.

ATTACHMENTS

- A.** Resolution Approving the Class Specification Updates for the Local 1 Bargaining Unit with no Salary Changes
- B.** Equipment Mechanic I/II Class Specifications
- C.** Lead Water Distribution Operator Class Specifications

RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING CLASS SPECIFICATION UPDATES FOR THE LOCAL 1 BARGAINING
UNIT WITHOUT ANY SALARY CHANGES**

WHEREAS, the City has an interest in updating the class specifications for classifications; and

WHEREAS, Council has considered updated class specifications on a case-by-case basis as needed for recruitments; and

WHEREAS, Department Management have reviewed and updated the descriptions to reflect current organizational structure and operational needs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

Section 1. That the class specification updates for the Local 1 Bargaining Unit, which are attached hereto as Attachments “B” Equipment Mechanic I/II and Attachment “C” Lead Water Distribution Operator; and

Section 2. That there is no adjustment to the established salary ranges; and

Section 3. That copies of this resolution be certified to all holders of the City of Antioch Employees’ Classification System.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September, 2016, by the following vote:

AYES:

NOES:

ABSENT:

**ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH**

**EQUIPMENT MECHANIC I
EQUIPMENT MECHANIC II**

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

SUMMARY DESCRIPTION

Under supervision (Equipment Mechanic I) or general supervision (Equipment Mechanic II), performs a variety of skilled duties involved in performing minor and major maintenance and repair work on automobiles, trucks, buses, motorcycles, tractors, mowers, and other heavy and light equipment; inspects, diagnoses, overhauls, repairs, and adjusts engines, transmissions, and related vehicle systems and components; services and performs preventive maintenance duties on a variety of vehicles and equipment; and maintains a variety of records including City vehicle repair and inventory documents.

DISTINGUISHING CHARACTERISTICS

Equipment Mechanic I – This is the entry level class in the Equipment Mechanic series performing routine and less complex mechanical duties while learning City policies and procedures. Positions at this level are not expected to function with the same amount of program knowledge or skill level as positions allocated to the Equipment Mechanic II level and exercise less independent discretion and judgment in matters related to work procedures and methods. Work is usually supervised while in progress and fits an established structure or pattern. Exceptions or changes in procedures are explained in detail as they arise. As experience is acquired, the employee performs with increasing independence and responsibility. Advancement to the “II” level is based on demonstrated proficiency in performing the full range of assigned duties, possession of required certifications, and is at the discretion of higher level supervisory or management staff.

Equipment Mechanic II – This is the full journey level class within the Equipment Mechanic series. Employees within this class are distinguished from the Equipment Mechanic I by the performance of the full range of duties as assigned including the more complex mechanical repairs and providing training to less experienced Equipment Mechanics. Employees at this level receive only occasional instruction or assistance as new or unusual situations arise, and are fully aware of the operating procedures and policies of the work unit. Work is normally reviewed only on completion and for overall results. Positions in this class are flexibly staffed and are generally filled by advancement from the Equipment Mechanic I level, or when filled from the outside, require prior experience. Advancement to the “II” level is based on management judgment and/or certification or testing that validates the performance of the full range of job duties.

REPRESENTATIVE DUTIES

The following duties are typical for this classification. Incumbents may not perform all of the listed duties and/or may be required to perform additional or different duties from those set forth below to address business needs and changing business practices.

1. Perform skilled equipment maintenance duties including troubleshooting and repairing automobiles, trucks, buses, motorcycles, tractors, mowers, and other heavy and light equipment.

**CITY OF ANTIOCH
EQUIPMENT MECHANIC III (CONTINUED)**

2. Perform preventive maintenance inspections and servicing including inspections of vehicle or equipment drive trains, tires, body, gas and diesel engines, chassis components, and hydraulic systems; perform tune-ups, frame and chassis lubes, and oil and filter changes.
3. Overhaul engines, transmissions, clutch assemblies, differentials, carburetors, fuel injection systems, hydraulic valves and pumps, and generators.
4. Remove, repair, and reinstall external engine components such as belts, alternators, water pumps, power steering pumps, radiators, injection pumps, vacuum pumps, and miscellaneous filters.
5. Perform diagnosis, repair, and installation of vehicle electrical systems including batteries, charging systems, aftermarket components, lighting systems, computer system components, and switches such as relays, remote switching systems and solenoids.
6. Remove, repair, and install chassis or frame components including shocks, struts, spindles, bushings, brake assemblies such as drums, rotors, and wheel and master cylinders, fuel tanks, and steering components.
7. Conduct emergency repair work on vehicles and equipment in the field; transport equipment between locations as necessary.
8. Perform fabrication and welding to include MIG, arc, and gas welding and cutting.
9. Maintain vehicle maintenance and repair records and accurate inventory control records in accordance with the California Highway Patrol vehicle code and BIT (biannual inspection of terminals) programs.
10. Maintain and repair shop equipment; clean and maintain assigned work area; dispose of hazardous materials according to local, state, and federal regulations.
11. Perform related duties as required.

QUALIFICATIONS

The following generally describes the knowledge and ability required to enter the job and/or be learned within a short period of time in order to successfully perform the assigned duties.

Knowledge of:

- Operations, services and activities of a fleet maintenance and repair program.
- Current methods, equipment, tools, and materials used in the overhaul, repair, maintenance, and adjustment of gas and diesel powered equipment and vehicles.
- Principles of gasoline and diesel powered engine mechanics as applied to the maintenance and repair of automotive and construction equipment.
- Operating and repair characteristics of hydraulic systems.
- Methods and techniques of performing preventive maintenance including preventive maintenance inspection methods.
- Methods and techniques of performing diagnostic troubleshooting services.
- Methods and techniques of metal fabrication and welding.
- Principles and procedures of record keeping.
- Shop mathematics.
- Occupational hazards and standard safety practices.

CITY OF ANTIOCH
EQUIPMENT MECHANIC III (CONTINUED)

- Basic office procedures, methods, and equipment including computers and applicable software applications.
- Pertinent federal, state, and local laws, codes, and regulations.

Ability to:

- Perform a variety of equipment maintenance work in diagnosing, troubleshooting, and repairing vehicles, equipment, and components.
- Safely and effectively operate a variety of power and hand tools used in diagnosing, maintaining, and repairing heavy and light vehicles and equipment.
- Diagnose defects in automotive equipment; operate a variety of technical diagnostic equipment used on automotive equipment including computerized automotive diagnostic equipment.
- Perform a variety of fabricating and welding work.
- Maintain a variety of shop and repair records and logs.
- Estimate time, materials, and cost for repair work.
- Take coaching, instruction, and feedback with a cooperative and positive attitude.
- Read and interpret manuals, schematics, plans and specifications.
- Observe safety principles and work in a safe manner.
- Minimize public and employee safety hazards by conforming to required codes.
- Successfully operate office equipment and various software programs as required using computers or other types of hand held devices.
- Exercise good judgment and initiative in work functions.
- Understand and follow complex verbal and written directions and instructions.
- Communicate clearly and concisely, both orally and in writing.
- Establish and maintain cooperative working relationships with those contacted in the course of work, including the ability to interact effectively and courteously with the public, coworkers, and vendors.

Education and Experience Guidelines

Equipment Mechanic I

Education/Training:

Equivalent to the completion of the twelfth grade, ~~supplemented by specialized training in equipment maintenance.~~

Experience:

One year of experience in automotive and equipment maintenance and repair.

License or Certificate:

Possession of, an appropriate, valid driver's license.

Must obtain an appropriate Class A driver's license with Tanker Endorsement within six (6) months of appointment.

Must obtain an appropriate M-1 driver's license to operate a motorcycle within one year of appointment.

Equipment Mechanic II

Education/Training:

Equivalent to completion of the twelfth grade. ~~graduation from high school supplemented by specialized training in equipment maintenance.~~

Experience:

Three years experience in automotive, diesel and heavy equipment maintenance and repair comparable to an Equipment Mechanic I with the City of Antioch. Employees must demonstrate proficiency on a variety of skills/tasks to the satisfaction of the Division Manager prior to a recommendation being made to flex to the Worker II classification.

License or Certificate:

Possession of an appropriate Class A driver's license with Tanker Endorsement.

Possession of an appropriate M-1 driver's license to operate a motorcycle.

Possession of an air conditioning service license.

PHYSICAL DEMANDS AND WORKING ENVIRONMENT

The conditions herein are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential job functions.

Environment: Work is performed primarily in a shop environment; occasional field environment with some travel from site to site; exposure to noise, dust, grease, smoke, fumes, noxious odors, gases, and all types of weather and temperature conditions; exposure to hazardous traffic conditions; work and/or walk on various types of surfaces including slippery or uneven surfaces and rough terrain.

Physical: Primary functions require sufficient physical ability and mobility to work in an equipment maintenance shop environment; walk, stand, and sit for prolonged periods of time; frequently stoop, bend, kneel, crouch, crawl, climb, reach, and twist; push, pull, lift, and/or carry moderate to heavy amounts of weights; operate assigned equipment and vehicles; and to verbally communicate to exchange information.

FLSA: Non-Exempt

Revised: August 26, 2004; April 2014, September 2016

This class specification identifies the essential functions typically assigned to positions in this class. Other duties not described may be assigned to employees in order to meet changing business needs or staffing levels but will be reasonably related to an employee's position and qualifications. Other duties outside of an individual's skill level may also be assigned on a short term basis in order to provide job enrichment opportunities or to address emergency situations.

LEAD WATER DISTRIBUTION OPERATOR

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

SUMMARY DESCRIPTION

Under direction, leads, oversees, reviews, and participates in the more complex and difficult work of staff responsible for the installation, maintenance, and repair of the water distribution system and non-potable water system; ensures an uninterrupted supply of quality potable and non-potable water to the customers of the City; operates and maintains a variety of heavy equipment and hand and power tools and equipment; ensures work quality and adherence to established policies and procedures; and performs a variety of technical tasks relative to assigned areas of responsibility.

DISTINGUISHING CHARACTERISTICS

This is the advanced journey level class in the Water Distribution Operator series. Positions at this level are distinguished from other classes within the series by the level of responsibility assumed and the complexity of duties assigned. Employees perform the most difficult and responsible types of duties assigned to classes within this series including providing lead supervision to assigned staff. Employees at this level are required to be fully trained in all procedures related to assigned area of responsibility. This class is distinguished from the Water Distribution Supervisor in that the Water Distribution Supervisor is the first-line supervisory level.

REPRESENTATIVE DUTIES

The following duties are typical for this classification. Incumbents may not perform all of the listed duties and/or may be required to perform additional or different duties from those set forth below to address business needs and changing business practices.

1. Lead, plan, train, and review the work of staff responsible for installation, maintenance, and repair of the water distribution system and non-potable water system; discuss work to be performed with supervisors; plan and implement crew assignments; assist maintenance staff in troubleshooting and performing the more complex maintenance and repair activities.
2. Train assigned employees in their areas of work including water distribution maintenance methods, procedures, and techniques.
3. Supervise the use, care, and operation of water distribution equipment including trucks, power tools and equipment.
4. Verify the work of assigned employees for accuracy, proper work methods, techniques and compliance with applicable standards and specifications; ensure adherence to safe work practices and procedures.
5. Oversee and participate in the installation, repair, and maintenance of the water distribution system and non-potable water system including system mains, valves, service lines, pipes, meters, hydrants, fittings, and other related apparatus; monitor and ensure compliance with City, state, and federal regulations regarding water system operations.
6. Oversee and participate in the installation of cathodic protection on copper service lines.

CITY OF ANTIOCH
LEAD WATER DISTRIBUTION OPERATOR (CONTINUED)

7. Oversee and participate in marking and/or locating City utilities including water, collection, storm, and electrical lines; communicate with USA and outside utilities for routine and emergency evacuations.
8. Oversee and participate in exercising and maintaining distribution system valves using a variety of manual and motorized tools and equipment; modify and maintain air relief and blow off valves.
9. Oversee and participate in recording and performing unidirectional flushing of water distribution system water mains.
10. Oversee and participate in installing, inspecting, repairing, and maintaining all backflow devices; test devices as assigned.
11. Operate and maintain a variety of tools and equipment including backhoes, dump trucks, jack hammers, pavement saws, compressors, locaters, pneumatic tools, and hand and power tools; loads and unloads vehicles and equipment.
12. Oversee and participate in excavating and backfilling trenches; cut, break, and remove surfaces; dig, shovel, hauls, loads, and unloads materials.
13. Oversee and participate in assessing soil, trench, and surrounding conditions and installing proper shoring when required.
14. Create and implement traffic control plans; conduct traffic control when working in high traffic areas of the City; install street barricades and cones prior to the performance of maintenance or repair activities; direct and control traffic around work sites.
15. Coordinate and perform system shut downs for contract work and emergency situations; notify public with service interruption information.
16. May remove and make minor repairs to fences, landscaping, brick and concrete, and other private property affected by City easement work.
17. Perform emergency repairs as necessary; respond to emergency calls at irregular hours.
18. Respond to public inquiries and request in a courteous manner; provide information within the area of assignment including explaining water distribution procedures; resolve complaints in an efficient and timely manner.
19. Oversee and participate in preparing, maintaining, and/or submitting a variety of written records and reports.
20. Read maps and interpret plans, specifications, and maintenance manuals.
21. Perform after-hours emergency work and on-call duties as assigned.
22. Estimate time, materials and equipment required for jobs assigned; requisitions materials as required.
23. Work within a budget; code invoices for payment.

24. Perform related duties as required.

QUALIFICATIONS

The following generally describes the knowledge and ability required to enter the job and/or be learned within a short period of time in order to successfully perform the assigned duties.

Knowledge of:

- Operational characteristics of the City's water distribution systems.
- Principles of lead supervision and training.
- Advanced materials, methods, techniques, and terminology used in maintenance and repair activities related to the maintenance, installation, and repair of water distribution infrastructure.
- City construction details as they pertain to AWWA and/or other applicable standards.
- Tools and equipment used in the maintenance and repair of water distribution systems.
- Practices and procedures of traffic control including proper placement of cones, barricades and warning devices.
- Safety requirements for operation of trucks and other equipment.
- Industry mathematics.
- Basic principles and practices of record keeping.
- Occupational hazards and standard safety procedures.
- Pertinent federal, state, and local codes, laws, and regulations.

Ability to:

- Lead, organize, and review the work of staff.
- Instruct and direct proper work methods.
- Identify and implement effective courses of action to complete assigned work.
- Interpret, explain, and enforce department policies and procedures.
- Provide input on employee performance.
- Oversee and perform a variety of semi-skilled and skilled duties involved in the maintenance, installation, and repair of the City's water distribution infrastructure.
- Use and operate vehicles and equipment, hand tools, and power tools and equipment required for the work in a safe and efficient manner.
- Respond to distribution system maintenance/repair emergencies.
- Perform a variety of tasks and heavy manual labor for extended periods of time and in unfavorable weather conditions.
- Take coaching, instruction, and feedback with a cooperative and positive attitude.
- Estimate material and labor needs for maintenance projects.
- Read and interpret plans, maps, specifications, manuals, drawings, and blueprints.
- Ensure adherence to safe work practices and procedures including safety around work areas in high traffic.
- Set up a safe work site including cones, signs and directing traffic.
- Minimize public and employee safety hazards by conforming to required codes.
- Successfully operate various software programs as required using a computer or other types of hand held electronic devices.
- Prepare and maintain records including time, material, and equipment use records.
- Exercise independent judgment and initiative without close supervision.
- Understand and follow oral and written instructions.
- Communicate clearly and concisely, both orally and in writing.

CITY OF ANTIOCH
LEAD WATER DISTRIBUTION OPERATOR (CONTINUED)

- Establish and maintain cooperative working relationships with those contacted in the course of work, including the ability to interact effectively and courteously with the public, coworkers and vendors.

Education and Experience Guidelines

Education/Training:

Equivalent to the completion of the twelfth grade supplemented by specialized training in the maintenance and repair of water distribution systems.

Experience:

Two years of journey level experience in the installation, maintenance, and repair of water distribution systems comparable to a Water Distribution Operator II with the City of Antioch.

License or Certificate:

Possession of a **D3 D2** Water Distribution Operator Certificate issued by the Department of Public Health **within eighteen months of appointment**.

Possession of an appropriate, valid Class B driver's license.

Possession of a Backflow Prevention Devices Tester certificate issued by the American Water Works Association, or other City recognized Tester Certification.

Possession of a Traffic Control Certificate.

PHYSICAL DEMANDS AND WORKING ENVIRONMENT

The conditions herein are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential job functions.

Environment: Work is performed primarily in an outdoor field environment; travel from site to site; exposure to noise, dust, grease, smoke, fumes, noxious odors, gases, mechanical and electrical hazards, and all types of weather and temperature conditions; work in or around water; exposure to hazardous traffic conditions; work and/or walk on various types of surfaces including slippery or uneven surfaces and rough terrain; work at heights; incumbents may be required to respond to emergency and public calls after hours including evenings and weekends.

Physical: Primary functions require sufficient physical ability and mobility to work in a field environment; to walk, stand, and sit for prolonged periods of time; to frequently stoop, bend, kneel, crouch, crawl, climb, reach, twist, grasp, and make repetitive hand movement in the performance of daily duties; to climb on ladders; to lift, carry, push, and/or pull moderate to heavy amounts of weight; to operate assigned equipment and vehicles; and to verbally communicate to exchange information.

FLSA: Non-Exempt


Revised: September 2013

**CITY OF ANTIOCH
LEAD WATER DISTRIBUTION OPERATOR (CONTINUED)**

This class specification identifies the essential functions typically assigned to positions in this class. Other duties not described may be assigned to employees in order to meet changing business needs or staffing levels but will be reasonably related to an employee's position and qualifications. Other duties outside of an individual's skill level may also be assigned on a short term basis in order to provide job enrichment opportunities or to address emergency situations.



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016
TO: Honorable Mayor and Members of the City Council
SUBMITTED BY: Nickie Mastay, Administrative Services Director 
SUBJECT: Public Works Department Staffing Request

RECOMMENDED ACTION

It is recommended that the City Council adopt the following resolutions:

- 1) Resolution approving one (1) Project Manager position and authorizing the appropriate budget adjustment.
- 2) Resolution approving one (1) Senior Public Works Inspector position and authorizing the appropriate budget adjustment.
- 3) Resolution approving one (1) GIS Coordinator position and authorizing the appropriate budget adjustment.
- 4) Resolution approving two (2) Senior Administrative Assistant positions and authorizing the appropriate budget adjustments.

STRATEGIC PURPOSE

Strategy L-10: Effective and efficient management of all aspects of Human Resource Management, including Employer/Employee Relations, labor negotiations, classification and compensation, recruitment and selection, benefits administration, and staff development.

Strategy L-11: Attract and hire highly qualified candidates to fill funded vacant positions. **Short Term Objective:** Continued focused, timely, and targeted recruitment efforts specific to the position and department needs.

FISCAL IMPACT

The salary range (without benefits) for one (1) Project Manager in the Public Works Department is \$105,888 - \$128,700. The total annual range of cost of funding (1) Project Manager is (Step A – Step E) \$189,192 - \$225,233. The cost of the Project Manager position will be fifty percent Water Fund and fifty percent Sewer Fund. Although this is an Open recruitment to generate a recruitment list, if a current employee applies for this position and is extended an offer, the cost to all funds will be less as the position of an internal employee will not be backfilled. It is recommended that staff budget a nine months of cost for FY2016/17.

The salary range (without benefits) for one (1) Senior Public Works Inspector in the Public Works Department is \$74,124 - \$90,084. The total annual range of cost of funding (1) Senior Public Works Inspector is (Step A – Step E) \$130,430 - \$154,295. The cost of the Senior Public Works Inspector will be paid by the Capital Improvement Project funds which include the Water Fund, Sewer Fund, Gas Tax and Measure J; and the General Fund, the cost to the general fund will be largely offset by developer fees and encroachment permit fees collected. Since this position will be recruited as internal/promotional, the cost to all funds will be less as the position of the internal/promotional employee will not be backfilled. It is recommended that staff budget a nine months of cost for FY2016/17.

The salary range (without benefits) for one (1) Geographical Information System (GIS) Coordinator in the Public Works Department is \$83,352 - \$101,316. The total annual range of cost of funding (1) GIS Coordinator is (Step A – Step E) \$141,464 - \$167,181. The cost of the GIS Coordinator position will be fifty percent Water Fund and fifty percent Sewer Fund. Since this position will be recruited as internal/promotional, the cost to all funds will be less as the position of the internal/promotional employee will not be backfilled. It is recommended that staff budget a nine months of cost for FY2016/17.

The salary range (without benefits) for two (2) Senior Administrative Assistants in the Public Works Department is \$105,192 - \$127,872. The total annual range of cost of funding (2) Senior Administrative Assistants is (Step A – Step E) \$200,472 - \$234,743. The cost of the Senior Administrative Assistants position will be fifty percent Water Fund and fifty percent Sewer Fund or twenty five percent Water Fund, twenty five percent Sewer Fund, twenty five percent Gas Tax, twenty five percent General Fund. It is recommended that staff budget a nine months of cost for FY2016/17. The cost to the General Fund would be \$29,343 - \$58,686. Since this position will be recruited as internal/promotional, the cost to all funds will be less as the position of the internal/promotional employee will not be backfilled.

DISCUSSION

Senior management has reviewed the organizational structure of the Public Works Department and determined that just recently this department has experienced quite a few turnovers in certain positions and we are also aware that in the next few years this department may experience an unusually high number of retirements. Due to these reasons, senior management has identified the above positions listed in the Fiscal Impact section as positions that will need recruitment lists and positions will be internal/promotional recruitments.

The following requested positions will be filled as Internal/Promotional recruitments:

- Senior Public Works Inspector
- GIS Coordinator
- Senior Administrative Assistant

Not only are the above positions an internal/promotional opportunity for staff, these positions will enhance the Public Works department with the skills listed below.

The Senior Public Works Inspector position is an advanced journey level class in the Public Works Inspector series. Candidates for this position will lead, oversee and participate in the more complex and difficult work of staff responsible for inspection and related sub-professional work on public works projects; performs more complex public work inspections.

The GIS Coordinator position supervises, assigns, reviews, and participates in the work of staff responsible for the City's GIS program, including all hardware, software, database application, peripherals, and associated supplies, management of, support for, City wide GIS related activities including gathering requirements for database design and development, application development, hardware/software acquisition and installation, GIS committee coordination, contractor management, inter-agency coordination, project team facilitation, resource identification, and City wide standard development for GIS deployment and use.

The Senior Administrative Assistant position performs more difficult and complex administrative support tasks involving a thorough knowledge of the policies and procedures for their functional areas with a significant degree of independent judgment. The duties are of a complex, highly sensitive, and confidential nature in a rapidly changing environment.

The following requested position will be Open recruitment to generate a recruitment list and for staff to also apply for this position:

- Project Manager

The above position will enhance the Public Works Department with the skills listed below.

The Project Manager position directs, organizes and manages the development, planning and implementation of assigned City projects; directs, coordinates, and monitors the work of assigned staff, consultants, vendors, and contractors; and performs a variety of professional, administrative, and programmatic work in support of assigned project to achieve project completion.

Please note: If any of the above positions are filled with internal candidates, the City will not backfill vacated positions. Therefore, there will be no additional headcount added to the Public Works department.

ATTACHMENTS

- A.** Resolution approving one (1) Project Manager position and authorizing the appropriate budget adjustment.
- B.** Resolution approving one (1) Senior Public Works Inspector position and authorizing the appropriate budget adjustment.
- C.** Resolution approving one (1) GIS Coordinator position and authorizing the appropriate budget adjustment.
- D.** Resolution approving (2) Senior Administrative Assistant positions and authorizing the appropriate budget adjustments.

RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING ONE (1) PROJECT MANAGER POSITION FOR THE FY 2016/17
BUDGET AND AUTHORIZING THE APPROPRIATE BUDGET ADJUSTMENT**

WHEREAS, the City has an interest in the effective and efficient management of the classification plan; and

WHEREAS, the City would like continued focused, timely, and targeted recruitment efforts specific to the position and department needs; and

WHEREAS, the City would like to provide project management to ensure that City projects are completed following proper building and construction codes.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

Section 1. That one (1) Project Manager position is hereby approved to be funded for nine months in the fiscal year 2016/17 budget; and

Section 2. The Finance Director is authorized to make the necessary adjustments to the fiscal year 2016/17 budget to effectuate this change.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September, 2016, by the following vote:

AYES:

NOES:

ABSENT:

**ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH**

RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING ONE (1) SENIOR PUBLIC WORKS INSPECTOR POSITION FOR THE
FY 2016/17 BUDGET AND AUTHORIZING THE APPROPRIATE BUDGET
ADJUSTMENT**

WHEREAS, the City has an interest in the effective and efficient management of the classification plan; and

WHEREAS, the City would like continued focused, timely, and targeted recruitment efforts specific to the position and department needs; and

WHEREAS, the City would like to provide advanced journey level public works inspection on public works and other projects.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

Section 1. That one (1) Senior Public Works Inspector position is hereby approved to be funded for nine months in the fiscal year 2016/17 budget; and

Section 2. The Finance Director is authorized to make the necessary adjustments to the fiscal year 2016/17 budget to effectuate this change.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September, 2016, by the following vote:

AYES:

NOES:

ABSENT:

**ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH**

RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING ONE (1) GEOGRAPHICAL INFORMATION SYSTEM (GIS)
COORDINATOR POSITION FOR THE FY 2016/17 BUDGET AND AUTHORIZING
THE APPROPRIATE BUDGET ADJUSTMENT**

WHEREAS, the City has an interest in the effective and efficient management of the classification plan; and

WHEREAS, the City would like continued focused, timely, and targeted recruitment efforts specific to the position and department needs; and

WHEREAS, the City would like to provide geographical information system management for a variety of projects.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

Section 1. That one (1) GIS Coordinator position is hereby approved to be funded for nine months in the fiscal year 2016/17 budget; and

Section 2. The Finance Director is authorized to make the necessary adjustments to the fiscal year 2016/17 budget to effectuate this change.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September, 2016, by the following vote:

AYES:

NOES:

ABSENT:

**ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH**

RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROVING TWO (2) SENIOR ADMINISTRATIVE ASSISTANT POSITIONS FOR
THE FY 2016/17 BUDGET AND AUTHORIZING THE APPROPRIATE BUDGET
ADJUSTMENT**

WHEREAS, the City has an interest in the effective and efficient management of the classification plan; and

WHEREAS, the City would like continued focused, timely, and targeted recruitment efforts specific to the position and department needs; and

WHEREAS, the City would like to provide difficult and complex administrative support involving a thorough knowledge of policies and procedures with a significant degree of independent judgment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Antioch as follows:

Section 1. That two (2) Senior Administrative Assistant positions is hereby approved to be funded for nine months in the fiscal year 2016/17 budget; and

Section 2. The Finance Director is authorized to make the necessary adjustments to the fiscal year 2016/17 budget to effectuate this change.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September, 2016, by the following vote:

AYES:

NOES:

ABSENT:


**ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH**




STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Scott Buenting, Associate Engineer, Capital Improvements Division 

APPROVED BY: Ron Bernal, Assistant City Manager/Public Works Director/City Engineer 

SUBJECT: Resolution Accepting a \$400,000 Grant from the State of California, Department of Parks and Recreation, Division of Boating and Waterways for the Marina Boat Launch Facility Restroom (PW 523-16R)

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution authorizing the City Manager to sign the Division of Boating and Waterways (DBW), Harbors and Watercraft Revolving Fund Program Funding Agreement in the amount of \$400,000 for the Marina Boat Launch Facility Restroom.

STRATEGIC PURPOSE

This item supports Strategy J-1 in the Strategic Plan to increase the use of the City's recreational facilities.

FISCAL IMPACT

This project is fully funded through DBW's Harbors and Watercraft Revolving Fund program. There are no matching funds required for this project.

DISCUSSION

On March 11, 2014, the City Council authorized Staff to solicit additional grant funding from DBW for the installation of a new restroom facility at the Marina Boat Launch Facility.

On May 11, 2016, the DBW Commission approved \$400,000 of Harbors and Watercraft Revolving Funds to be utilized for the design, construction and inspection of a new restroom at the Marina Boat Launch Facility. Additional work under this grant will include relocating the existing electrical panel and parking lot light controller to within the building, installation of new water and sanitary sewer laterals and placement of concrete flatwork around the structure. Staff is requesting the City Council's acceptance of this grant funding.

ATTACHMENTS

A: Resolution

ATTACHMENT "A"

RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AUTHORIZING THE CITY MANAGER TO SIGN THE DIVISION OF BOATING AND
WATERWAYS, HARBORS AND WATERCRAFT REVOLVING FUND PROGRAM
FUNDING AGREEMENT IN THE AMOUNT OF \$400,000 FOR THE
MARINA BOAT LAUNCH FACILITY RESTROOM
P.W. 523-16R**

WHEREAS, on March 20, 2014 the City of Antioch made application to the Division of Boating and Waterways for a \$546,000 grant under the Harbors and Watercraft Revolving Fund; and

WHEREAS, on May 11, 2016 the Division of Boating and Waterways issued a Notice of Application Acceptance to said City of Antioch committing \$400,000 in Grant Funding for the Antioch Marina Boat Launch Facility Restroom; and

WHEREAS, on June 14, 2016 said City of Antioch adopted a project budget totaling \$400,000; and

WHEREAS, on June 28, 2016 the Division of Boating and Waterways committed funding in the amount of \$400,000 under the Harbors and Watercraft Revolving Fund program.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, that the City Manager is hereby authorized to sign the Division of Boating and Waterways, Harbors and Watercraft Revolving Fund program Funding Agreement and any amendments thereto; and

BE IT FURTHER RESOLVED AND ORDERED, that the City Manager is hereby authorized to sign claims for reimbursement and the Reimbursement Request and Project Status form under the Division of Boating and Waterways, Harbors and Watercraft Revolving Fund program; and

BE IT FURTHER RESOLVED AND ORDERED, that the City Manager is hereby authorized to certify that the project is complete and ready for final inspection; and

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September 2016, by the following vote:

AYES:

ABSENT:

NOES:

ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Ron Bernal, Assistant City Manager/Public Works Director/City Engineer

SUBJECT: Adoption of a Resolution for Authorization to Enter Into a Generating Facility Interconnection Agreement with PG&E for the NRG-Developed Solar System, (P.W. 699)

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution to authorize the City Manager to execute the Generating Facility Interconnection Agreement with PG&E for the NRG-Developed Solar System.

STRATEGIC PURPOSE

This item supports Long Term Strategy N-2 by ensuring the City achieves long-term fiscal sustainability by providing lower cost energy through solar generation.

FISCAL IMPACT

There is limited technical and financial risk in the agreement because the agreement allows the City to terminate the agreement without penalty. Additionally, any fees due to PG&E will be paid by NRG. These fees are already accounted for and bundled into the electricity price in the Power Purchase Agreement (PPA) being considered at the City Council meeting on September 27, 2016.

DISCUSSION

The City intends to enter into a PPA for solar power with NRG Renew (NRG), the solar project developer. The system will be developed and owned by NRG at a site to be leased to the City. Power generated by the solar system will be used to offset utility purchases at other City-owned PG&E accounts.

Under state regulations, any party wishing to take advantage of locally generated electricity is required to enter into an interconnection agreement with their utility. The interconnection agreement defines the terms under which an electricity generating facility can be connected to PG&E's infrastructure and includes other requirements relating to certifications and operations of the facility. The agreement is standard and its key provisions are consistent across all PG&E's customers.

NRG initiated the interconnection process because PG&E's review of the interconnection application can often times takes several months and has the potential to impact the project schedule. The technical work required to enter into the agreement

has already been performed by NRG as part of the project development process and the agreement includes this required information. The Council will consider the PPA and Sublease with NRG during the September 27, 2016 City Council meeting since state law requires a two week public notice period which could not be met in time for the current meeting. This item precedes consideration of the PPA and Sublease because PG&E requires execution by no later than September 27.

ATTACHMENTS

A: Resolution

ATTACHMENT "A"

RESOLUTION NO. 2016/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE GENERATING FACILITY
INTERCONNECTION AGREEMENT WITH PG&E FOR THE NRG-DEVELOPED
SOLAR SYSTEM
P.W. 699**

WHEREAS, the City Council will consider entering into a Power Purchase Agreement (PPA) for solar power with NRG Renew at the September 27, 2016 City Council meeting; and

WHEREAS, the solar power system will be developed and owned by NRG Renew at a site to be leased to the City; and

WHEREAS, the power generated by the solar system will be used to offset utility purchases at other City-owned PG&E accounts; and

WHEREAS, under state regulations, any party wishing to take advantage of locally generated electricity is required to enter into an interconnection agreement with their utility.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch hereby authorizes the City Manager to execute a Generating Facility Interconnection Agreement with PG&E for the NRG-Developed Solar System.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 13th day of September 2016, by the following vote:

AYES:

ABSENT:

NOES:

**ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH**



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Steve Duran, City Manager *SD*

SUBJECT: Antioch Veteran of the Year Discussion

RECOMMENDED ACTION

Discuss and direct staff regarding whether or not to have the City Council recognize an Antioch Veteran of the Year on an annual basis. This item was requested by Council Member Wilson.

STRATEGIC PURPOSE

The recommended action supports **Strategy L-4:** Implement City Council policies and direction.

FISCAL IMPACT

This recommended action has no fiscal impact.

DISCUSSION

The Delta Veterans Group asked Council Member Wilson to place this item on the City Council agenda.

ATTACHMENTS

None.



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of September 13, 2016

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Steve Duran, City Manager SD

SUBJECT: Utility Box Painting Presentation and Discussion

RECOMMENDED ACTION

Discuss and direct staff regarding efforts to have students paint utility boxes as part of an art program. This item was requested by Mayor Pro Tem Ogorchock.

STRATEGIC PURPOSE

The recommended action supports **Strategy L-4:** Implement City Council policies and direction.

FISCAL IMPACT

This recommended action has minimal fiscal impact.

DISCUSSION

This item stems from a Council team building session last year, in which having students paint utility boxes was proposed as a Council led project.

ATTACHMENTS

None.