



STAFF REPORT TO THE ANTIOCH PLANNING COMMISSION

DATE: Regular Meeting of February 19, 2025

SUBMITTED BY: Nathan Tinclair, Associate Planner

APPROVED BY: Zoe Merideth, Planning Manager ZM

SUBJECT: Lone Tree Retail Project (PD2024-0001)

REQUESTS

The project applicant, Architecture Plus Inc., is seeking approval of the Lone Tree Retail commercial project, consisting of development of three buildings: a car wash, quick service restaurant, and combination quick service restaurant and retail building, along with associated site improvements. Necessary entitlements from the City of Antioch include the following:

1. *Final Development Plan.* The proposed project requires approval of a new Final Development Plan for the already-established Planned Development District, in order to develop a new car wash, which was not listed on the original Master Use List for the Planned Development, as well as to deviate from the previously approved site plans, parking and landscaping layouts, and other commercial center design elements.
2. *Use Permit.* Per Antioch Municipal Code section 9-5.2307(C)(1), a use permit is required prior to construction of any phase of an approved P-D District.
3. *Design Review.* Per Antioch Municipal Code section 9-5.2607(A)(1), design review is required for all new development in P-D districts.
4. *Addendum to the Adopted Initial Study/Mitigated Negative Declaration.* The project previously had an Initial Study/Mitigated Negative Declaration prepared in 2004 and adopted in 2005 to analyze potential environmental effects. The addendum demonstrates that the previously adopted IS/MND adequately analyzes this proposed project, and that further environmental review is not required.

In addition to the above approvals, prior to building permit issuance, the project will also require approval of a new tentative subdivision map in order to adjust the lot lines and

easements within and between the project parcels and adjacent parcels. The developer of the adjacent Community Infill Housing residential project will be submitting one tentative and final map for the parcels within both projects, which will require separate City approval.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt the resolution recommending City Council adoption of an addendum to the 2004 Initial Study/Mitigated Negative Declaration demonstrating that the project has been appropriately analyzed under CEQA.
2. Adopt the resolution recommending City Council approval of a Final Development Plan, Use Permit and Design Review for development of the project.

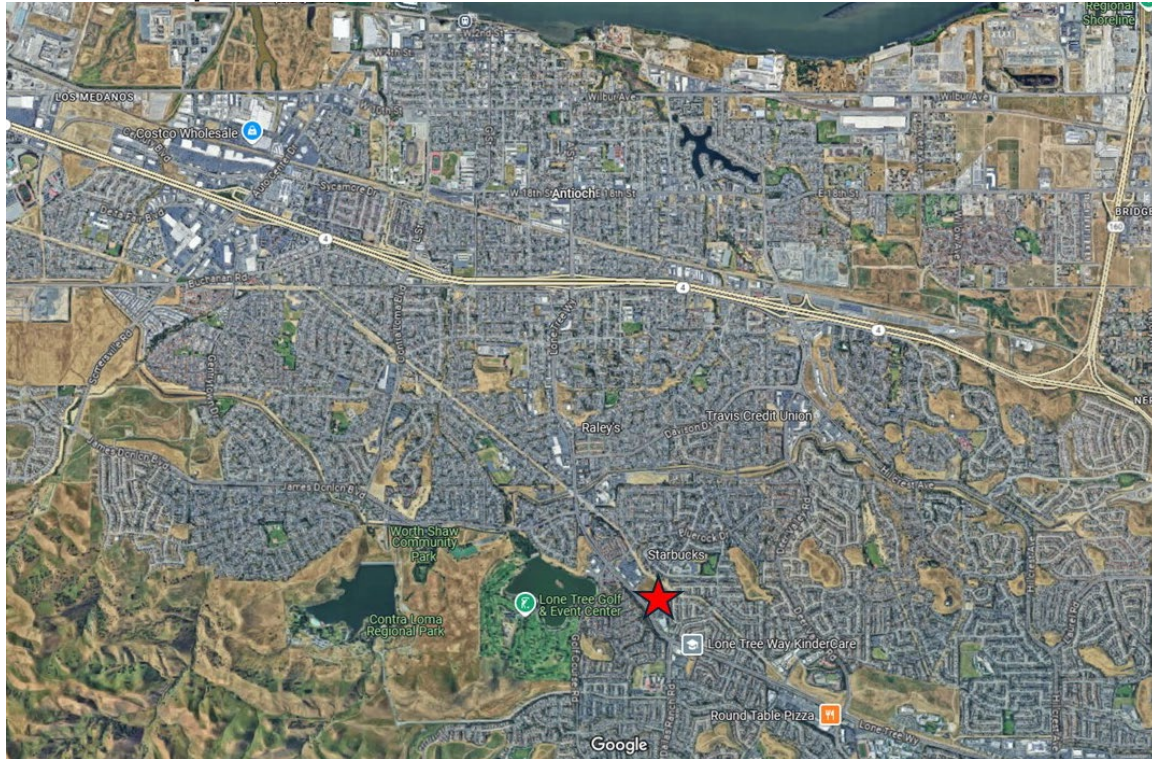
SITE LOCATION

The project site consists of 3.22 acres located on the southwest side of the approximately 18-acre PD04-05 district. The site is identified by Assessor's Parcel Numbers (APNs) 072-500-005 ("Parcel E"), 072-500-006 ("Parcel F"), and 072-500-007 ("Parcel G"). The project is bordered by Lone Tree Way to the southwest, Bluerock Center to the northwest, vacant parcels to the northeast (which are part of the city's Commercial Infill Housing Overlay District), and the existing In-Shape Fitness Center and parking lot to the southeast.

BACKGROUND

The project site is within the 18-acre PD04-05 zoning district, with a General Plan designation of Neighborhood Community Commercial. The location was part of a 2005 entitlement for development of the In-Shape Fitness Center, along with a 126,000 square foot commercial development. While In-Shape was constructed and opened in 2007, the rest of the site has remained undeveloped.

Location Map



Project Location and Vicinity



Currently, the project site is primarily undeveloped, although there is an existing entry driveway, landscaping, and monument signage in the center of the site, which will remain with the new development. A small portion towards the south of the project site is currently a parking lot for the In-Shape development. Of the originally proposed shopping center and ancillary development, only the In-Shape Fitness Center, parking lot, entry driveway, and improvements to Lone Tree Way, including an extended left turn lane, and 6' perimeter sidewalks were built. The remaining building pads were left undeveloped. The 2005 PD approvals envisioned two restaurants totaling 14,000 square feet, as well as a 10,000 square foot medical office building in the project location.

To the northeast of the project site there is a 245-unit multifamily Commercial Infill Housing project that was approved ministerially in 2023 and has yet to file for building permits.

ANALYSIS

The proposed project would include development of three different commercial buildings containing a total of four tenant spaces, along with utilities, landscaping, stormwater control infrastructure, driveways and parking.

The project would require City approval of the following: Final Development Plan, Use Permit, Design Review, and Addendum to the 2004 Initial Study/Mitigated Negative Declaration. The details of the proposed project, including required approvals, are described in further detail below.

Proposed Businesses and Hours of Operation

The developer proposes to construct tenant spaces for four businesses in three buildings: a drive-thru car wash (Parcel E), drive-thru quick service restaurant (Parcel F), and a combination drive-thru quick service restaurant and retail space (Parcel G). The applicant has prospective tenants for three of the four spaces: the car wash is proposed to be operated by Mister Car Wash, the standalone quick service restaurant building is proposed to be operated by Habit Burger & Grill, the quick service restaurant in the combination building is proposed to be operated by Chipotle, and the retail tenant is to be determined.

The proposed hours of operation are as follows:

Mister Car Wash: 7:00am – 7:00pm during winter months. 7:00am – 8:00pm during summer months.

Habit Burger & Grill: 10am – 11pm

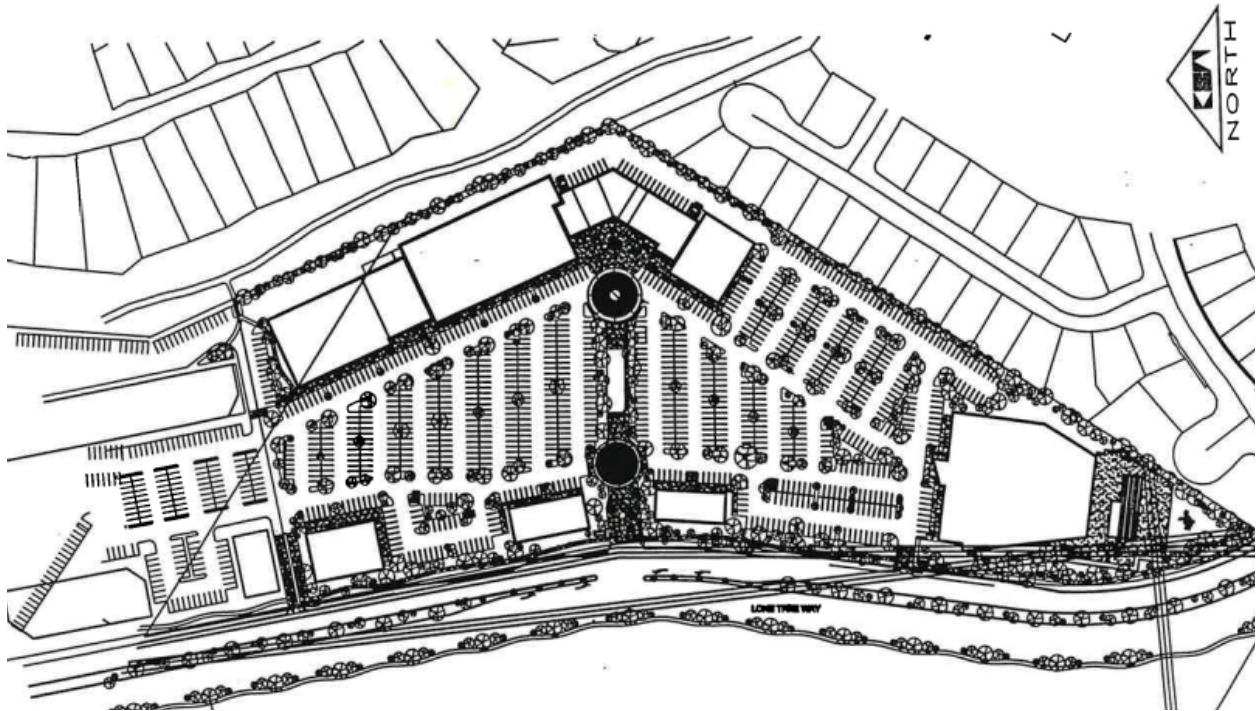
Chipotle/Retail TBD: 10:45am – 11pm

Chipotle intends to apply for a class 41 ABC license to serve beer and wine for consumption on site. Per Antioch Municipal Code, restaurants that derive more than 50% of their gross receipts from food are not subject to the same restrictions as liquor establishments.

Site Layout, Access and Parking

The originally proposed site layout for the commercial center included three pad sites along the Lone Tree Way frontage, and the project's proposed plan follows that same basic design.

2004 Site Plan



The proposed project site is laid out in a linear manner, with each new building being located within its own individual parcel. The commercial center is accessed through three different driveway connections to Lone Tree Way, all of which are existing. The main, center driveway is signalized in both directions at Lone Tree Way. Existing protected left and right turn lanes on Lone Tree Way were built with the construction of In-Shape. New striping will be added to the inward bound main driveway, in order to split traffic turning left into Parcels E and F, and going straight to the future residential site or right to Parcel G or In-Shape. A new 26-foot wide main drive will connect the commercial center parcels. Each building has a drive-thru which meets the City of Antioch's stacking requirements of at least six cars. Pedestrian walkways connect each parcel with Lone Tree Way. New trash enclosures will be provided at each parcel, the design of which have been reviewed and approved by Republic services. Parcel G contains an approximately 15 foot by 19 foot patio for outdoor seating.

A Local Transportation Analysis was performed for the project, which concluded that the addition of the project would not cause unacceptable levels of delay at any of the local

intersections studied. The Transportation Analysis is included as Appendix A of the project's IS/MND Addendum.

Each of the individual parcels provides parking, including 11 parking spots at Parcel E, 17 parking spots at Parcel F, and 33 parking spots at Parcel G (including existing parking used by In-Shape Fitness). Based on a parking analysis performed for the previous Planned Development approvals, In-Shape was to provide one parking spot per 200 gross square feet. This results in a requirement for 298 parking spots. When considering the new commercial buildings as a whole, based on square footage, approximately 55 parking spots would be required (11,018 square feet / 200 = 55.09). The project proposes to provide 48 parking spots in addition to the 298 already used by In-Shape, a deviation of 7 from Antioch Municipal Code (AMC) parking standards. Given this small variation compared to the vast number of parking spaces that will be available throughout the entire commercial center, as well as the fact that the new businesses will all generate a significant amount of their visitors through drive-thrus, staff is supportive of the parking plan as proposed. Since this is a Planned Development, it is allowed to deviate from AMC standards. Additionally, the center is not close to any residential or commercial street parking, therefore there is no reasonable risk of overflow from the commercial center impacting parking at existing nearby residences or businesses.

Architecture

Staff believe that the buildings, as designed, comply with Antioch's Commercial Design Guidelines. For example, building walls and roofs are articulated in compliance with Design Guidelines 3.1.4 C and D. The buildings feature brick, stone and metal accent materials in compliance with Design Guideline 3.1.4 E. The color scheme includes colors such as an off-white color, a brown, pattered color, greys and brick that unify the design of the buildings between all three sites, as well as referencing the brick, white and grey colors on the existing In-Shape building, in support of Design Guidelines 3.1.4 A and E.

Landscaping and Stormwater Control

The project features a variety of existing and proposed landscaping to beautify the site, screen the buildings and drive-thrus, and provide an attractive frontage along Lone Tree Way. Shrubs and trees, such as Saratoga hybrid laurel, Japanese maple, western redbud, Italian cypress, skyrocket eastern redcedar, little ollie olive, red yucca, and Mexican bush sage, as well as various ornamental grasses, will screen the drive-thrus when viewed from Lone Tree Way, and provide buffers between each building. Accent plantings will be located at the driveway entrances to highlight the monument signage and beautify the site. The planting will comply with Water Efficient Landscape Ordinance guidelines pursuant to Antioch Municipal Code section 9-5.1006 and California Code of Regulations, Title 23, sections 490 et seq.

There are currently approximately 37 trees on or adjacent to the project site. The developer will be removing two trees that meet the standard for an established tree in the AMC, requiring replacement. There are no protected trees on site. The project will plant

approximately 36 trees, far surpassing the 4 that would be required as replacements for the established trees to be removed.

Bioretention facilities will be located throughout the site, primarily along the upper border with the residential site, and adjacent to Lone Tree Way, in order to treat stormwater runoff from the project. Existing paved areas will continue to use existing stormwater infrastructure built as part of the original commercial center development. The project will comply with relevant C.3 stormwater control requirements.

Signage

The project includes new wall signage on each of the commercial buildings as well as updates to the existing monument signage, and installation of a new monument sign at the northern driveway entrance to the project site. The project is being conditioned to comply with signage requirements in the Antioch Municipal Code § 9-5.512 for Neighborhood/Community Commercial Zones. Any future signage proposed at the site would need to comply with these guidelines. In addition to the wall signage, the applicant is also proposing to install various directional signage, particularly to manage traffic flow for the project drive-thrus, as well as two 10-minute parking signs at two of the Parcel F parking spots, in order to ensure pickup parking availability. This operational signage is not included within the total signage area evaluated.

The car wash on Parcel E is proposing to install a large wall sign that reads “Free Vacuums.” Staff are proposing that the project be conditioned to remove that signage from the plans, because it is in conflict with [citywide signage design guideline](#) 7.4.2A which states that business names and logos are appropriate for a wall sign, but not extraneous information. Additionally, inclusion of this sign appears to push the total signage area beyond what would be allowed per Antioch Municipal Code § 9-5.512 for Neighborhood/Community Commercial Zones.

Phasing

The applicant has informed city staff that the project will likely be phased, with the applicant building the Parcel G shell building, access improvements, site improvements, and building pads for the other two sites. The project’s conditions of approval will require preparation of a phasing plan, to be approved by Community Development and Engineering staff. Additionally, all access roadways, utility improvements (including stormwater control infrastructure), and frontage improvements for the project must be built during the first phase of construction.

Proposed Conditions of Approval

In addition to Antioch’s standard conditions of approval, several project-specific conditions are also proposed. As mentioned above, this includes requirements for signage to follow AMC requirements for neighborhood/community commercial zones and for the “Free Vacuums” sign to be removed. The conditions also require access roads, utilities and frontage improvements to be built during the first phase of the project.

The project will be conditioned to add car wash to the master list of allowed uses at the shopping center. Restaurants, as well as various types of retail businesses, are already included within that list.

This project will require adjustments to the easements and lot lines between the three parcels and the adjacent residential parcel, in order to reflect the final site plan, and ensure that no structures are built over lot lines or easements. It is staff's understanding that the developer of the adjacent residential project will be submitting tentative and final maps covering all adjustments within the entire PD04-05 area. The project conditions of approval will require that these maps be approved through the City's process prior to building permit issuance.

The project is also conditioned to require a shared parking arrangement, either through an easement or the project CC&R's, between all three project parcels as well as the In-Shape parcel, covering the entire commercial center.

The project is conditioned so that the businesses must adhere to the aforementioned hours of operations, which were analyzed in the noise study conducted as part of the CEQA addendum. Any proposed expansion of these hours will require approval from the Zoning Administrator, and may require a noise study to confirm that increased operations do not create a new significant noise impact.

ENVIRONMENTAL REVIEW

An addendum to the project's original initial Study/Mitigated Negative Declaration was prepared to analyze whether any of the proposed changes to the development would constitute a new significant impact requiring further evaluation under CEQA. The addendum concluded that substantial changes to the project which would require major revisions of the previous IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects would not occur as a result of this proposed project. Therefore, the proposed project would not meet the criteria set forth in CEQA Guidelines Section 15162(a)(1), and preparation of an addendum would provide the appropriate level of environmental review. The addendum and appendices is available here: <https://www.antiochca.gov/fc/community-development/planning/lone-tree-retail/Lone-Tree-Retail-Project-Addendum.pdf>.

In December 2004, the City of Antioch prepared an Initial Study/Mitigated Negative Declaration (IS/MND), which evaluated the development of the 18-acre site with 186,000 square feet of commercial uses. The commercial uses anticipated in the 2004 IS/MND included a 60,000 square foot health club, 101,000 square foot retail shopping center, two restaurant buildings totaling 14,000 square feet, and a 10,000 square foot medical office building. The IS/MND is available here: <https://www.antiochca.gov/fc/community-development/planning/lone-tree-retail/Lone-Tree-Retail-Project-2004-IS-MND.pdf>. The 2004 IS/MND was adopted as part of a Planned Development approval (PD04-05). Only the In-Shape Family Fitness Center, associated parking lot, as well as roadway and frontage improvements along Long Tree Way have been constructed to date.

The addendum analyzed several areas to confirm that no new significant impact would be created by the project. The addendum concluded that the project would result in a similar amount of ground disturbance as what was previously analyzed. Based on the transportation analysis, the total number of daily trips generated by the project actually decreased 599 from what was originally proposed. Therefore, air quality is not a potential significant impact. Given that emissions regulations have strengthened since 2004, and the overall number of vehicle trips is decreasing, greenhouse gas emissions is not a significant impact.

A noise study was completed to confirm that noise generated by the new project does not create a significant impact, in excess of the noise levels permitted in the City of Antioch General Plan. This was particularly of interest since the car wash was not a use envisioned in the original project. The noise study concluded that calculated combined noise level exposure from project operations would be below the applicable City of Antioch 60 dB CNEL exterior noise level standard at the closest noise-sensitive receptors, and therefore impacts related to noise would be less than significant.

The 2004 IS/MND identified the potential for burrowing owls to occur on site, and as part of the IS/MND Addendum, the project's biological mitigation measures were revised to be consistent with the most recent standards and regulations. This includes requiring a pre-construction survey by a qualified biologist for the presence of owls, and appropriate actions including consulting with the California Department of Fish and Wildlife if owls or burrows are found.

Transportation mitigation measures, including construction of an extended left turn lane into the center from Lone Tree Way, were implemented with the construction of In-Shape.

In conclusion, although altered from what was originally anticipated, the proposed commercial uses would be consistent with the commercial nature of the anticipated uses and would not result in any new significant environmental impacts or a substantial increase in the severity of any previously identified significant impacts.

ATTACHMENTS

- A.** Resolution Recommending City Council Approval of an Addendum to the Initial Study/Mitigated Negative Declaration
 - a. Exhibit A Addendum to the Initial Study/Mitigated Negative Declaration
- B.** Resolution Recommending City Council Approval of a Final Development Plan, Use Permit and Design Review
 - a. Exhibit A Conditions of Approval
- C.** Project Plans
- D.** Project Description
- E.** Outside Agency Comments
- F.** Public Comment

ATTACHMENT "A"

PLANNING COMMISSION RESOLUTION # 2025-XX

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THAT THE CITY COUNCIL ADOPT THE ADDENDUM TO THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE LONE TREE RETAIL PROJECT (PD2024-0001) AS ADEQUATE FOR ADDRESSING THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

WHEREAS, on February 22, 2005, the City Council of the City of Antioch adopted Resolution No. 2005/20 adopting an Initial Study/Mitigated Negative Declaration for the In-Shape Health Club and Commercial Center Project ("the 2004 IS/MND") as adequate for addressing the environmental impacts of the project;

WHEREAS, the City of Antioch ("City") received an application from Architecture Plus, Inc. for approval of a new Final Development Plan, Use Permit and Design Review for the development of a drive-thru car wash, a quick service restaurant, and combined retail and quick service restaurant, and associated site improvements (PD2024-0001) at a portion of the site (APNs: 072-500-005; 072-500-006; 072-500-007) evaluated in the In-Shape Health Club and Commercial Center Project;

WHEREAS, the City determined an Addendum to the In-Shape Health Club and Shopping Center project Initial Study/Mitigated Negative Declaration is the appropriate environmental document pursuant to Section 15164 of the Guidelines of the California Environmental Quality Act;

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

WHEREAS, on February 19, 2025, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary; and

WHEREAS, the Planning Commission considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED AS FOLLOWS:

1. The foregoing recitals are true and correct.
2. **THE PLANNING COMMISSION** hereby finds that substantial changes are not proposed to the project that would require major revisions to the 2004 IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified effect.
3. **THE PLANNING COMMISSION** hereby finds that substantial changes have not occurred with respect the circumstances under which the project is undertaken requiring major revisions to the 2004 IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified effect.

4. **THE PLANNING COMMISSION** hereby finds that there is no new information of substantial importance which was not known and could not have been known at the time the 2004 IS/MND was certified showing any of the following:
- a. The project will not have a new significant effect not previously discussed in the 2004 IS/MND.
 - b. The project will not cause any significant effect examined in the 2004 IS/MND to be substantially more severe.
 - c. The mitigation measures in the 2004 IS/MND and adopted in Resolution No. 2005/20 remain feasible, or have already been implemented, but some have been modified to be consistent with the most recent standards and regulations. All mitigation measures identified in this Addendum and required for the proposed project as identified in the 2004 IS/MND 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.
 - d. There are no mitigation measures or alternatives which are considerably different from those analyzed in the 2004 IS/MND that would substantially reduce one or more significant effects on the environment.
5. **THE PLANNING COMMISSION** hereby finds that the modification to Mitigation Measure 4-a.1, and the removal of Mitigation Measure 4-a.2 and 4-a.3 is justified in order to make the mitigation measures consistent with the most recent standards and regulations for burrowing owls, and to provide clarity for enforcement agencies.

BE IT FUTHER RESOLVED, that the Planning Commission does hereby recommend that the City Council ADOPT the Addendum to the IS/MND for the In-Shape Health Club and Commercial Center Project pursuant to the California Environmental Quality Act. All feasible mitigation measures for the project identified in the IS/MND, Addendum and accompanying studies are hereby incorporated into this approval.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 19th day of February 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

KWAME REED
Secretary to the Planning Commission

EXHIBIT A
ADDENDUM TO THE IS/MND
(SEPARATE PAGE)

**CITY OF ANTIOCH
COMMUNITY DEVELOPMENT DEPARTMENT**



**Lone Tree Retail Project
IS/MND Addendum**

January 2025

Prepared by



1501 SPORTS DRIVE, SUITE A, SACRAMENTO, CA 95834

A. INTRODUCTION AND SUMMARY

The purpose of this Addendum is to demonstrate that the Lone Tree Retail Project (proposed project) has been adequately analyzed in the previous environmental review under the California Environmental Quality Act (CEQA) and that further evaluation is not required.

B. PROJECT BACKGROUND

In December 2004, the City of Antioch prepared an Initial Study/Mitigated Negative Declaration (IS/MND), hereafter referred to as the “2004 IS/MND,” for the previously approved In-Shape Health Club and Shopping Center Project. The 2004 IS/MND evaluated the development of an 18-acre site, located on the northeast side of Lone Tree Way, with 186,000 square feet (sf) of commercial uses. The commercial uses anticipated in the 2004 IS/MND included a 60,000-sf health club, 101,000-sf retail shopping center, two restaurant buildings totaling 14,000 sf, and a 10,000-sf medical office building. The 2004 IS/MND was adopted as part of a Planned Development approval (PD-04-05).

Of the commercial uses anticipated to be constructed within the 18-acre site in the 2004 IS/MND, only the In-Shape Family Fitness Center and an associated parking lot have been constructed to date, as well as frontage improvements along Long Tree Way for the entirety of the site. In the time since the adoption of the 2004 IS/MND, the City has ministerially approved a residential housing project on the eastern portion of the site through the City’s Community Infill Housing overlay via an approval letter, which will replace the previously approved 101,000-sf retail shopping center. The remaining portions of the project site currently remain undeveloped.

C. PROJECT DESCRIPTION

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

Project Location and Setting

The proposed project site consists of the westernmost 3.22-acre portion of the overall 18-acre site analyzed in the 2004 IS/MND (see Figure 1). The project site is located at 4099 Lone Tree Way in the City of Antioch, California and is identified by Assessor’s Parcel Numbers (APNs) 072-500-005, -006, and -007 (see Figure 2). The northern half of the project site consists of the 1.21-acre Parcel E (APN 072-500-005) and the 0.96-acre Parcel F (APN 072-500-006); Parcels E and F are undeveloped. The southern half of the project site consists of the 1.05-acre Parcel G (APN 072-500-007). The southern portion of Parcel G is developed with a segment of the In-Shape Family Fitness Center parking lot and the northern portion of the parcel is undeveloped. An existing signaled driveway bisects the project site and separates Parcels E and F from Parcel G. Surrounding existing land uses include medical offices, commercial uses, and undeveloped land which is approved for multi-family residential uses to the north; the In-Shape Family Fitness Center parking lot to the east; the In-Shape Family Fitness Center facility to the southeast; and open space and single-family residences to the west, across Lone Tree Way. The City of Antioch General Plan designates the site as Neighborhood Community Commercial and the site is zoned Planned Development (P-D).

Figure 1
Regional Vicinity

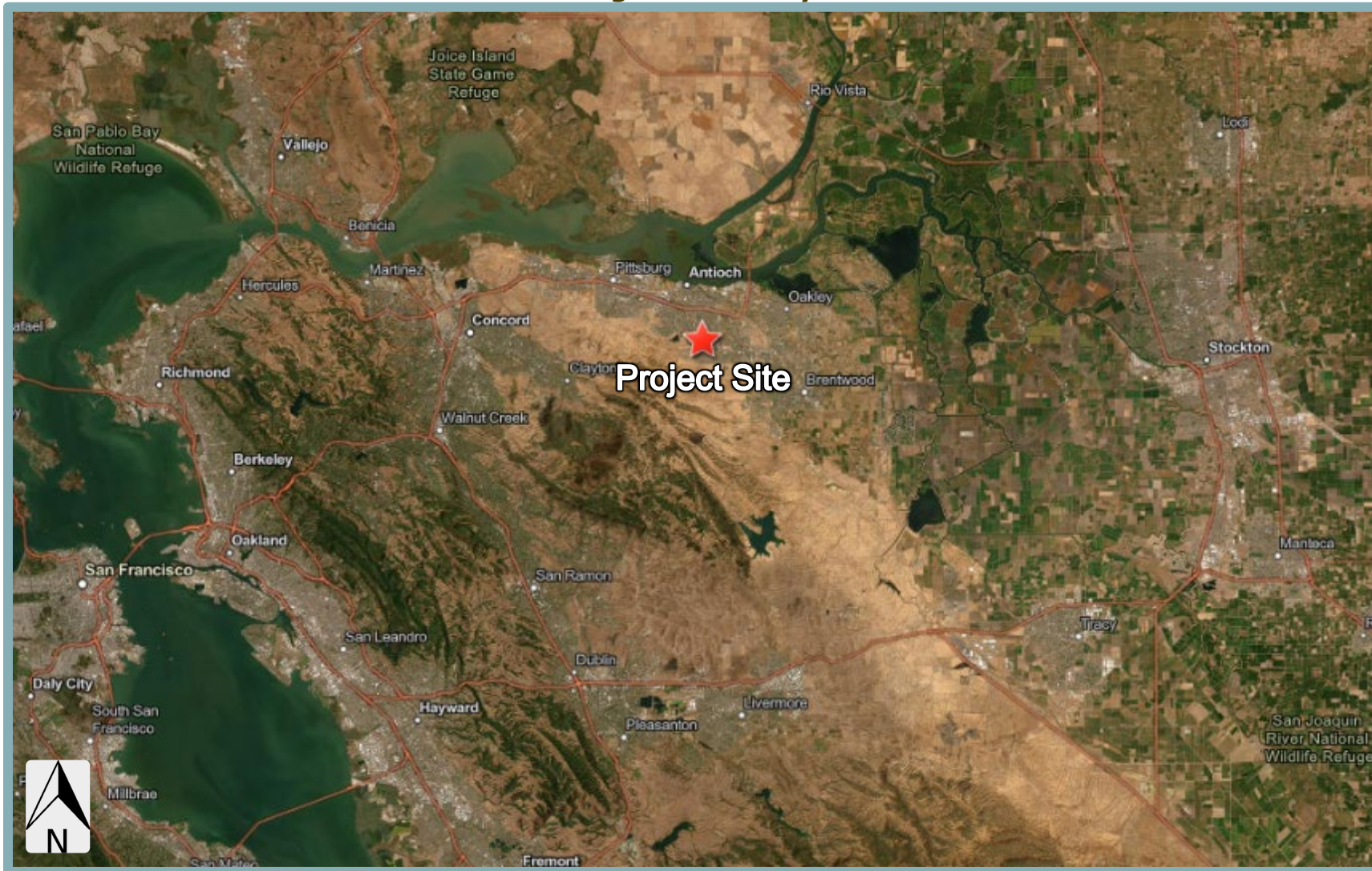


Figure 2
Project Site Boundaries



Project Components

The project site was previously approved for development of two restaurant buildings totaling 14,000 sf, as well as a 10,000-sf medical office building. The proposed project would include the construction of a car wash facility, a quick-service restaurant, and a quick-service restaurant/retail building (see Figure 3).

The proposed project would develop Parcel E with a 4,708-sf car wash, Parcel F with a 2,550-sf quick service restaurant, and Parcel G with a 3,760-sf quick service restaurant/retail building. The proposed project would also include new landscaping medians along the eastern portions of Parcels E and F, adjacent to the future multi-family residential uses.

A comparison of the previously approved and the currently proposed uses within the project site is presented in Table 1, below.

Table 1	
Approved vs. Proposed Commercial Uses	
Approved	Proposed
Medical Office Building (10,000 sf) Restaurant Buildings (14,000 sf)	Car Wash (4,708 sf) Quick Service Restaurant– Parcel F (2,550 sf) Quick Service Restaurant/Retail Building – Parcel G (3,760 sf)
Total	
24,000 sf	11,018 sf

The proposed car wash facility would operate from 7:00 AM to 7:00 PM during winter months, and from 7:00 AM to 8:00 PM during summer months. The quick service restaurant within Parcel F would operate from 10:00 AM to 11:00 PM, and the quick service restaurant/retail building within Parcel G would operate from 10:45 AM to 11:00 PM. Compliance with the foregoing hours of operation would be required as a Condition of Approval for the proposed project.

Vehicle access to the project site would be provided by two existing driveways off of Lone Tree Way located in the center of the site between Parcels F and G, as well as one new driveway from Lone Tree Way into Parcel E the northern portion of the site. Consistent with City requirements, based on the square footage of the proposed retail uses, Parcel E would include 11 parking stalls, including two Americans with Disabilities Act (ADA) compliant spaces; Parcel F would include 17 parking stalls, including two compact spaces and two ADA-compliant spaces; and Parcel G would include 19 parking stalls, including two ADA-compliant spaces. Overall, the proposed project would include 47 new parking spaces. It is noted that the southern portion of Parcel G is currently developed with approximately 27 existing parking spaces that are shared with the In-Shape Family Fitness Center.

Requested/Required Entitlements

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

- Final Development Plan;
- Use Permit; and
- Design Review.

It should be noted that as part of the adjacent multi-family residential development north of the project site, the developer will submit a tentative map to the City, which will include adjusted lot lines for that site and the project site.

Figure 3
Site Plan



PROJECT TEAM

PROJECT CONTACT:
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CIVIL:
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MODESTO, CA 95354
PHONE: (209) 524-3525
CONTACT: JOHN ELLIS
jellis@nseng.net

PROPERTY DESIGNATIONS

CURRENT ZONE: P-D PLANNED DEVELOPMENT DISTRICT
GENERAL PLAN: NEIGHBORHOOD COMMUNITY COMMERCIAL

PARCEL 'E'

APN: 072-500-005-3
PARCEL AREA: 82,583 S.F. / 1.21 ACRES
BUILDING COVERAGE (OF PROJECT AREA): 4,708 SQ. FT. (10%)
BUILDING USE: CAR WASH
MAXIMUM BUILDING HEIGHT: 35'-0"
PARKING REQUIRED: 7 STALLS
PARKING PROVIDED:
STANDARD: 1 STALLS
ACCESSIBLE: 1 STALLS
MAXIMUM 11 ACCESSIBLE: 9 STALLS
TOTAL: 11 STALLS

PARCEL 'F'

APN: 072-500-006-1
PARCEL AREA: 41,375 S.F. / .96 AC
BUILDING COVERAGE (OF PROJECT AREA): 2,550 SQ. FT. (5.6%)
BUILDING USE: QUICK SERVICE RESTAURANT / RETAIL
MAXIMUM BUILDING HEIGHT: 35'-0"
PARKING REQUIRED:
QUICK SERVICE RESTAURANT 850 SQ. FT. DINING AREA / 50 SQ. FT. = 17 STALLS
TOTAL PARKING REQUIRED: 17 STALLS
PARKING PROVIDED:
STANDARD: 13 STALLS
COMFORT: 2 STALLS
ACCESSIBLE: 2 STALLS
TOTAL PARKING PROVIDED: 17 STALLS

PARCEL 'G'

APN: 072-500-007-9
PARCEL AREA: 45,738 S.F. / 1.05 AC
BUILDING COVERAGE (OF PROJECT AREA): 3,740 SQ. FT. (8%)
BUILDING USE: QUICK SERVICE RESTAURANT / RETAIL
MAXIMUM BUILDING HEIGHT: 35'-0"
PARKING REQUIRED:
QUICK SERVICE RESTAURANT 500 SQ. FT. DINING AREA / 50 SQ. FT. = 10 STALLS
RETAIL 1,440 SQ. FT. / 200 SQ. FT. = 7 STALLS
TOTAL PARKING REQUIRED: 17 STALLS
PARKING PROVIDED:
STANDARD: 17 STALLS
ACCESSIBLE: 2 STALLS
TOTAL PARKING PROVIDED: 19 STALLS

IN-SHAPE (EXISTING)

PARKING REQUIRED:
FITNESS FACILITY 59,513 S.F. / 200 = 297 STALLS
PARKING PROVIDED:
TOTAL PARKING PROVIDED: 300 STALLS

PROPOSED DEVELOPMENT:
LONE TREE RETAIL
4099 LONE TREE WAY
ANTIOCH, CA.

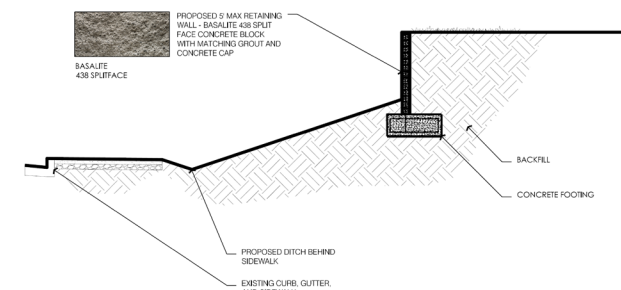
PLANNING ARCHITECTURE
api
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4335-B NORTH STAR WAY
MODESTO, CA 95356

ph. 209.577.4661
fx. 209.577.0213

www.aplarc.com

RETAINING WALL DETAIL

SCALE: N.T.S.



OVERALL SITE PLAN

SCALE: 1" = 30'-0"



NORTH

A1

The tentative map will be subject to separate City review and approval.

D. DISCUSSION

New significant effects or other grounds require additional environmental review in support of further agency action on a project pursuant to Public Resources Code (PRC) Section 21166 and State CEQA Guidelines Sections 15162 and 15164. Under the guidelines, additional environmental review shall be required if any of the following criteria are met:

15162. Subsequent EIRs and Negative Declarations

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - (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 negative declaration 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 negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (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 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 would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.
- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

- (d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

15164. Addendum to an EIR or Negative Declaration

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

In addition to the above, the following guidance is relevant to the proposed analysis:

- If new measures will be adopted to mitigate new potentially significant impacts to a less-than-significant level, the agency may adopt a subsequent negative declaration addressing those impacts.
- If the agency makes minor technical changes or additions to the prior negative declaration, it may prepare an addendum to the negative declaration.
- If the agency concludes that none of the conditions requiring a subsequent EIR or negative declaration have occurred, and if there is no need to make changes or additions to the prior negative declaration, the agency need not prepare any further environmental documentation but may make a record of its determination.

The applicability of the criteria to the proposed project is described in the following sections.

Criterion 15162(a)(1)

As described above, whereas the 2004 IS/MND anticipated the development of the project site with two restaurant buildings, the currently proposed project would include the construction of a car wash facility, a quick-service restaurant, and a quick-service restaurant/retail building. Although altered from what was originally anticipated, the proposed commercial uses would be consistent with the commercial nature of the anticipated uses, and would be consistent with what is permitted in the Neighborhood Community Commercial land use and P-D zoning designations. In addition, as discussed in additional detail below, the proposed project would not result in any new significant environmental impacts or a substantial increase in the severity of any previously identified significant impacts.

Based on the above, substantial changes to the project which would require major revisions of the previous IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed project. Therefore, the proposed project would not meet the criteria set forth in CEQA Guidelines Section 15162(a)(1), and preparation of an addendum would provide the appropriate level of environmental review.

Criterion 15162(a)(2)

As discussed above, the 2004 IS/MND that assessed the impacts of commercial development of the project site has been adopted by the City. Significant updates to local, State, and federal regulations have not been adopted since the certification of the previous IS/MND that would require major revisions to the previous analysis due to a resultant new significant environmental effect or substantial increase in the severity of a previously identified significant effect. Similarly, other substantial changes have not occurred with respect to the circumstances under which the proposed project will be undertaken requiring major revisions of the 2004 IS/MND due to new or substantially more severe effects. Therefore, the proposed project would not meet the criteria set forth in CEQA Guidelines Section 15162(a)(2), and preparation of an addendum would provide the appropriate level of environmental review.

Criterion 15162(a)(3)

As discussed above, an IS/MND that assessed the impacts of commercial development of the project site has been adopted by the City. The proposed project would involve commercial development similar to what was anticipated for the site in the 2004 IS/MND, and would not modify the land use designation of the site. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/MND was adopted, indicating that the proposed project would result in a new or more severe significant impact from what was identified in the 2004 IS/MND, as discussed in further detail below. Therefore, the proposed project would not meet the criteria set forth in CEQA Guidelines Section 15162(a)(3), and preparation of an addendum would provide the appropriate level of environmental review.

E. ENVIRONMENTAL IMPACT ANALYSIS

The following sections provide discussions of potential impacts associated with the proposed project in comparison to those previously identified in the 2004 IS/MND. According to CEQA Guidelines Section 15164(b), an addendum may be prepared if only minor technical changes or additions to the previous mitigated declaration are necessary or if none of the conditions described in Section 15162 calling for the preparation of a subsequent mitigated declaration have occurred. Given the limited scope of changes to the project, this Addendum provides a detailed evaluation of those select CEQA topics most affected by the changes, whereas the remaining CEQA topics are appropriately discussed at a lesser level of detail.

Air Quality

The 2004 IS/MND determined that the In-Shape Health Club and Shopping Center Project would not result in any significant impacts related to air quality. The currently proposed project would result in a similar amount of ground disturbance as what was anticipated in the 2004 IS/MND for the project site. In addition, whereas the 2004 IS/MND anticipated construction of approximately 24,000 sf of commercial uses within the project site, the proposed project would develop a total of approximately 11,018 sf of commercial uses, which is less than half of what was analyzed in the 2004 IS/MND. The proposed project would also be required to comply with the most current applicable laws and regulations related to reducing construction emissions, which are more strict

than those in effect when the 2004 IS/MND was adopted. Therefore, construction emissions associated with buildout of the project site would be less than what was anticipated and analyzed in the 2004 IS/MND.

Operational air quality impacts associated with the proposed project would also be reduced from what was anticipated for the project site in the 2004 IS/MND. According to the Local Transportation Analysis (LTA) prepared for the proposed project by Kimley-Horn (see Appendix A),¹ the proposed car wash facility, quick-service restaurant, and quick-service restaurant/retail building are anticipated to generate a total of 1,542 new daily trips. The 2004 IS/MND anticipated that the entire In-Shape Health Club and Shopping Center Project would generate 8,454 daily trips; without the trips generated by the existing In-Shape Family Fitness Center and the Shopping Center anticipated for development north of the current project site, the 2004 IS/MND anticipated that the on-site development would generate approximately 2,141 daily trips. As such, the currently proposed project would generate 599 fewer daily trips than was previously anticipated in the 2004 IS/MND. Due to the commercial nature of both the currently proposed project and the development previously anticipated for the project site in the 2004 IS/MND, other operational emissions generated by the proposed project would also be within the scope of what was previously anticipated in the 2004 IS/MND. While the proposed project would include drive-throughs, idling events associated with light-duty vehicles (i.e., passenger vehicles and light duty trucks) represent a relatively minor percentage of total vehicle operations, and, as a result, the California Air Resources Board (CARB) has indicated that idling emissions are accounted for within typical mobile emissions associated with light-duty vehicles. As such, idling emissions associated with the proposed drive-throughs are not assumed to substantially generate pollutant emissions beyond presumed mobile emissions accounted for within the prior analysis. Therefore, operational air quality impacts associated with the proposed project would be within the scope of the prior analysis.

Overall, based on the above, the proposed project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to air quality.

Greenhouse Gas Emissions

Since the 2004 IS/MND was adopted, a number of regulations have been enacted for the purpose of, or with an underlying goal for, reducing greenhouse gas (GHG) emissions, such as the California Green Building Standards Code (CALGreen Code) and the California Building Energy Efficiency Standards Code. Such regulations have become increasingly stringent since the 2004 IS/MND was adopted. The proposed project would be required to comply with all current applicable regulations associated with GHG emissions, including the CALGreen Code and California Building Energy Efficiency Standards Code. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;

¹ Kimley-Horn. *Antioch Lone Tree Shopping Center Local Transportation Analysis (LTA)*. May 2, 2024.

- Diversion of 65 percent of construction and demolition waste from landfills;
- Required solar photovoltaic system and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

In addition, technological advancements for the reduction of GHG emissions are ever-evolving. As such, the currently available technologies and regulations would inherently cause the proposed project to result in substantially fewer GHG emissions than what would have been predicted for the site had such analysis been undertaken during the preparation of the 2004 IS/MND.

The primary GHG emitted by human activities is carbon dioxide (CO₂); one of the largest sources of CO₂ includes the burning of fossil fuels for transportation and electricity. Although the proposed commercial uses are similar to what was anticipated for the site in the 2004 IS/MND, unlike the previously approved In-Shape Health Club and Shopping Center Project, the proposed project would include two quick-service restaurants with drive-throughs and a car wash, which would result in idling vehicles on-site. However, as discussed above, according to the LTA, the proposed project would generate 599 fewer daily vehicle trips than what was anticipated for the site in the 2004 IS/MND. Because vehicle trips would decrease under the proposed project as compared to what was anticipated in the 2004 IS/MND, the associated GHG emissions would also decrease. Furthermore, the proposed project would result in the reduction of 12,982 sf of commercial use as compared to what was anticipated in the 2004 IS/MND, and would be required to comply with the most current and more stringent regulations. Therefore, GHG emissions associated with the proposed project would not result in a new or significant impact beyond what was anticipated in the 2004 IS/MND.

Noise

The 2004 IS/MND determined that given compliance with applicable City noise ordinances, the In-Shape Health Club and Shopping Center Project would not result in any significant impacts related to noise.

According to the 2015 Supreme Court Case, *California Building Industry Association v. Bay Area Air Quality Management District (Case No. S213478)*, “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents.” As such, because the CEQA Guidelines do not require analysis of effects of the environment on the project, including impacts of noise on future residents, or in the case of the proposed project, customers of the proposed commercial uses, the potential effects related to noise exposure at the proposed project are not considered a CEQA impact. Any subsequent analysis of noise impacts associated with the proposed project on future residents of the adjacent planned residential development is presented for informational purposes only, and does not affect the CEQA analysis.

The following analysis includes a discussion of noise standards and criteria applicable to various land uses, as well as potential traffic noise and non-transportation noise sources associated with the proposed project. The analysis below is based on the Environmental Noise and Vibration

Assessment (ENVA) prepared for the proposed project by Bollard Acoustical Consultants, Inc. (BAC) (see Appendix B).² The following terms are referenced in this discussion:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this discussion will be A-weighted unless noted otherwise.
- Day-Night Average Level (DNL): The average sound level over a 24-hour period, with a penalty of 10 dB applied to noise occurring during nighttime hours (10:00 PM to 7:00 AM).
- Community Noise Equivalent Level (CNEL): The average sound level over a 24-hour period, with a penalty of 5 dB applied to noise occurring during daytime hours (7:00 AM to 10:00 PM) and a penalty of 10 dB applied to noise occurring during nighttime hours (10:00 PM to 7:00 AM).
- Equivalent Sound Level (L_{eq}): The average sound level over a given time-period.
- Maximum Sound Level (L_{max}): The maximum sound level over a given time-period.
- Sound Exposure Level (SEL): A rating (dB) of a discrete event that compresses the total sound energy of the event into a one-second time period.

Sensitive Receptors

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are considered to be sensitive to noise because intrusive noise can be disruptive to such activities. Within the project vicinity, and for the purposes of a CEQA evaluation, the nearest sensitive receptors are the single-family residences to the north, east, west, and south of the project site.

Existing Noise and Vibration Environment

The ambient noise environment in the immediate project vicinity is defined by noise from traffic on Lone Tree Way, as well as activities at nearby commercial uses. In order to quantify the existing ambient noise environment within the project vicinity, BAC conducted long-term ambient noise level measurements at three locations on June 19 and 20, 2023. The noise survey locations are shown in Figure 4, and are identified as Sites 1, 2, and 3. The ambient noise level survey results are summarized below in Table 2.

The ambient noise measurements obtained at Sites 1, 2, and 3 are believed to be representative of the existing ambient noise environments at the existing single-family residential uses to the north, east, and west of the project site, respectively.

During BAC site visits on June 18 and 21, 2024, vibration levels at the project site were below the threshold of human perception.

² Bollard Acoustical Consultants, Inc. *Environmental Noise and Vibration Assessment: Lone Tree Retail Project*. December 12, 2024.

Figure 4
Noise Survey Locations



Source: *Bollard Acoustical Consultants, Inc. 2024.*

**Table 2
Ambient Noise Survey Results**

Survey Location ¹	Date	Time Period ²	Average Measured Noise Levels (dB)		CNEL (dB)
			L _{eq}	L _{max}	
Site 1	6/19/24	Daytime	47	64	51
		Evening	47	68	
		Nighttime	43	57	
	6/20/24	Daytime	46	63	51
		Evening	47	64	
		Nighttime	43	59	
Site 2	6/19/24	Daytime	52	68	56
		Evening	54	74	
		Nighttime	48	62	
	6/20/24	Daytime	52	68	55
		Evening	52	74	
		Nighttime	47	64	
Site 3	6/19/24	Daytime	58	78	62
		Evening	61	87	
		Nighttime	53	69	
	6/20/24	Daytime	59	77	62
		Evening	58	80	
		Nighttime	54	72	

Notes:

¹ Noise survey site locations are shown in Figure 4.

² Daytime: 7:00 AM to 7:00 PM; Evening: 7:00 PM to 10:00 PM; Nighttime: 10:00 PM to 7:00 AM.

Source: **Bollard Acoustical Consultants, Inc. 2024.**

City Noise Standards and Criteria

The Environmental Hazards Element of the City of Antioch General Plan contains objectives and policies to ensure that City residents are not subjected to noise beyond acceptable levels. Pursuant to Objective 11.8.1, Noise Objective, of the General Plan, the allowable exterior noise level for single-family residential uses is defined as 60 dB CNEL within rear yards, and the allowable exterior noise level for multi-family residential uses is 60 dB CNEL within interior open spaces. In addition, pursuant to General Plan Policy 11.8.2(g), appropriate noise mitigation is required when a new development would cause noise in excess of the General Plan noise objectives or an audible (3 to 5 dBA) increase in noise in areas where General Plan noise objectives are already exceeded due to existing development.

Pursuant to Sections 5-17.04 and 5-17.05 of the City of Antioch Code of Ordinances, the operation of heavy construction equipment and construction activities are prohibited on weekdays prior to 7:00 AM and after 6:00 PM; on weekdays within 300 feet of occupied dwelling space prior to 8:00 AM and after 5:00 PM; and on weekends and holidays prior to 9:00 AM and after 5:00 PM, irrespective of the distance from an occupied dwelling.

Project Construction Noise

During project construction activities, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point.

Table 3 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power of operation at a distance of 50 feet. It should be noted that not all of the construction activities would be required of the proposed project. Table 3 data also include predicted maximum (L_{max}) equipment noise levels at the nearest existing and planned residential uses, which assume a standard spherical spreading loss of 6 dB per doubling of distance. As discussed above, the project construction noise levels at the adjacent future multi-family residential development are presented for informational purposes only, and do not affect the analysis.

Type of Equipment	Reference Noise Level at 50 feet, L_{max} (dB)	Projected Noise Level, L_{max} (dB)			
		Site 1 (575 feet)	Site 2 (385 feet) ¹	Site 3 (300 feet)	Future Multi-Family Residential (220 feet) ²
Air compressor	80	59	52	64	62
Backhoe	80	59	52	64	62
Ballast equalizer	82	61	54	66	64
Ballast tamper	83	62	55	67	65
Compactor	82	61	54	66	64
Concrete mixer	85	64	57	69	67
Concrete pump	82	61	54	66	64
Concrete vibrator	76	55	48	60	58
Crane, mobile	83	62	55	67	65
Dozer	85	64	57	69	67
Excavator	85	64	57	69	67
Generator	82	61	54	66	64
Grader	85	64	57	69	67
Impact wrench	85	64	57	69	67
Loader	80	59	52	64	62
Paver	85	64	57	69	67
Pneumatic tool	85	64	57	69	67
Pump	77	56	49	61	59
Saw	76	55	48	60	58
Scarifier	83	62	55	67	65
Scraper	85	64	57	69	67
Shovel	82	61	54	66	64
Spike driver	77	56	49	61	59
Tie cutter	84	63	56	68	66
Tie handler	80	59	52	64	62
Tie inserter	85	64	57	69	67
Truck	84	63	56	68	66
	Low	55	48	60	58
	High	64	57	69	67
	Average	61	54	67	64

Notes:
¹ Predicted noise levels at Site 2 include a -10 dB offset to account for the existing 10-foot wall.
² Predicted noise levels at the future multi-family residential development include a -5 dB offset for screening of pool area by buildings.

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006. Bollard Acoustical Consultants, Inc. 2024.

Consistent with Section 5-17.05 of the City's Code of Ordinances, it is assumed that construction activities associated with the proposed project would not occur on weekdays prior to 7:00 AM and after 6:00 PM; on weekdays within 300 feet of occupied dwelling space prior to 8:00 AM and after 5:00 PM; and on weekends and holidays prior to 9:00 AM and after 5:00 PM. Based on the measured ambient maximum (L_{max}) daytime noise levels at Sites 1, 2, and 3, which encapsulates the City's allowable construction hours (7:00 AM to 6:00 PM), as presented in Table 2, the predicted construction activity noise levels presented in Table 3 are either below or within the range of the ambient measured maximum noise levels at the nearest residential uses.

However, noise from heavy equipment operations during on-site construction activities would add to the noise environment in the immediate project site vicinity. A potentially significant impact would occur if project-related construction activities were to noticeably increase ambient noise levels above background levels at the nearby noise-sensitive residential uses. As discussed above, the threshold of perception of the human ear is approximately 3 to 5 dB; a 5 dB change is considered to be clearly noticeable. Consistent with General Plan Policy 11.8.2(g), a noticeable increase in ambient noise levels is therefore assumed to occur where noise levels increase by 3 dB or more over existing ambient noise levels.

Using the calculated average measured maximum (L_{max}) noise levels at Sites 1, 2, and 3 during the allowable construction hours (7:00 AM to 6:00 PM), and the calculated averages of predicted construction equipment maximum noise levels shown in Table 3, BAC calculated the ambient plus project construction equipment noise level increases at the nearby existing residential uses. BAC concluded that project-generated increases in ambient maximum noise levels would range from 0.2 dB L_{max} to 2.1 dB L_{max} at the closest existing residential uses. The calculated increases in ambient maximum noise levels at the nearest sensitive receptors are below the applied increase significance criterion of 3 dB. Therefore, construction activities associated with the proposed project would not result in a temporary increase in ambient noise levels in excess of the standards established in the City's General Plan, and a less-than-significant impact would occur.

Project Operational Noise

The proposed project consists of a car wash facility in Parcel E, a quick service restaurant with a drive-through in Parcel F, and a quick service restaurant/retail building with a drive-through in Parcel G. According to the ENVA, the primary noise sources associated with project operations are drive-through operations (i.e., idling vehicles and amplified menu speak boards), delivery truck circulation, truck delivery activities, car wash tunnel operations, vehicle vacuum equipment, and building mechanical equipment (heating, ventilation, and air conditioning [HVAC]). As discussed above, the proposed car wash facility would operate from 7:00 AM to 7:00 PM during winter months, and from 7:00 AM to 8:00 PM during summer months. The quick service restaurant within Parcel F would operate from 10:00 AM to 11:00 PM, and the quick service restaurant/retail building within Parcel G would operate from 10:45 AM to 11:00 PM. As part of the proposed amendment to PD-04-05, the proposed project would be required to comply with the foregoing hours of operations as a Condition of Approval.

An analysis of each of the identified project operational noise sources at the nearby existing single-family residential uses (Sites 1, 2, and 3) and the future multi-family residential use is provided below.

Drive-Through Noise

As discussed above, the proposed project would include the development of Parcels F and G with two quick service restaurants with drive-throughs. The two drive-through lanes would have amplified menu speaker posts, the locations of which are shown in Figure 5.

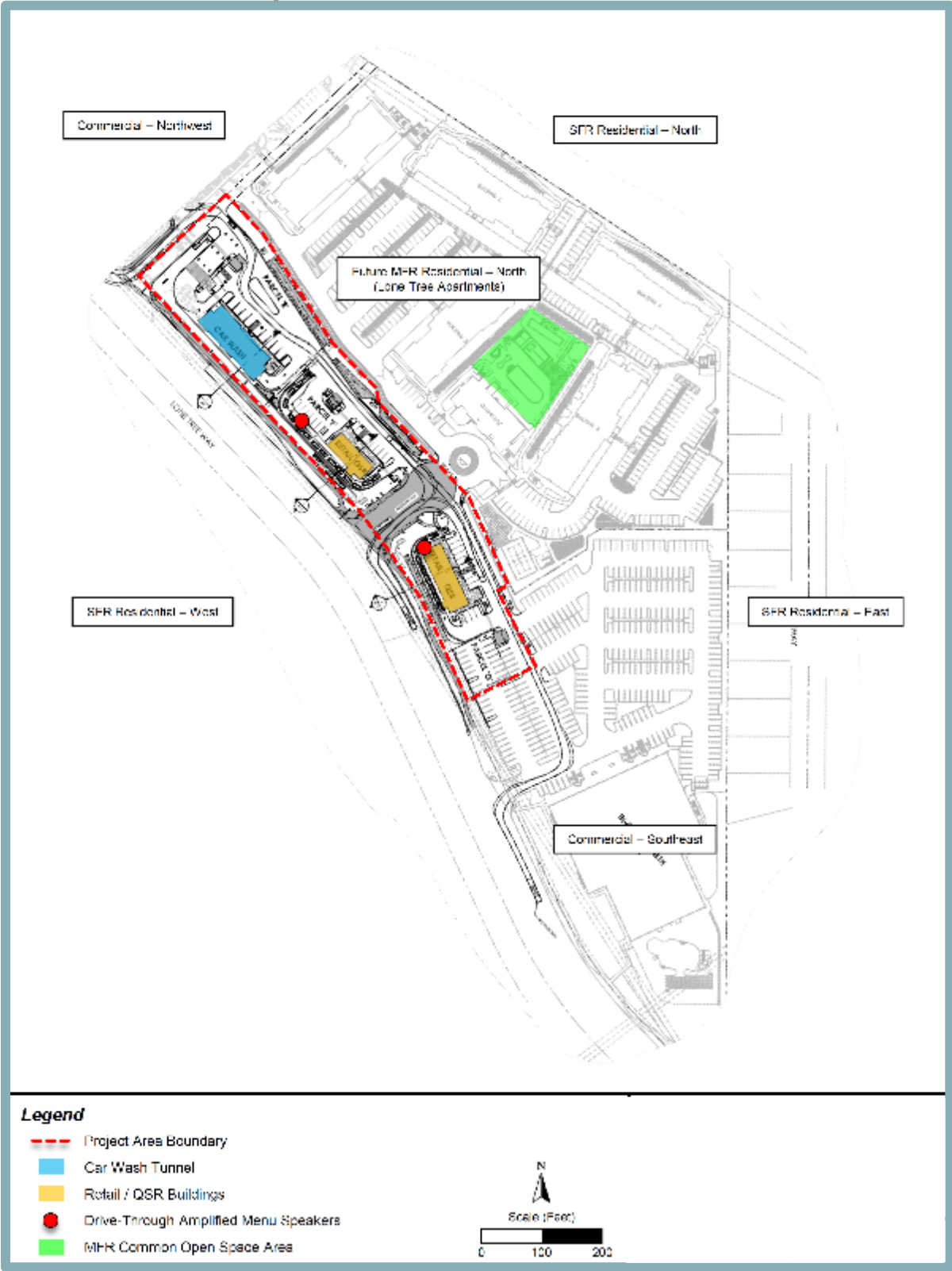
Although the amplified speaker menu models have not yet been determined, in order to quantify the noise emissions of the proposed drive-through speaker usage, BAC utilized noise level measurements from the speaker manufacturer of a commonly installed model. BAC determined that the speaker posts have the ability to incorporate automatic volume control (AVC), which adjusts outbound volume based on the ambient noise level environment. For example, assuming an outdoor ambient noise level of 45 dB, the speaker would adjust the volume of the system to 45 dB for a resulting overall sound level of 48 dB at a distance of four feet. Without the AVC option, the speaker reference noise level would be 72 dB at four feet. Based on data collected for similar drive-through operations, the ENVA determined that drive-through vehicle passages, including vehicle idling, have median and maximum noise levels of 60 dB L_{eq} at a distance of five feet.

To calculate the project drive-through operations noise level exposure relative to the City's CNEL standard, the ENVA conservatively assumed that project drive-through menu speaker and vehicle noise from both quick service restaurants, combined, would occur during every hour of the proposed hours of operations, and that speaker posts would operate without the AVC option enabled (i.e., worst-case speaker post noise exposure).

Using the foregoing information, and assuming a standard spherical spreading loss of -6 dB per doubling of distance, data were projected from the proposed drive-through lanes and speaker posts to the nearest existing and planned noise-sensitive residential uses. The results of such projections are summarized in Table 4, below.

Table 4 Predicted Combined Drive-Through Noise Levels at Nearby Residential Uses		
Receiver¹	Predicted Combined Noise Level, CNEL (dB)^{2,3,4}	City Noise Standard, CNEL (dB)
Site 1	32	60
Site 2	24	
Site 3	39	
Future Multi-Family Residential	34	
Notes: ¹ Noise survey site locations are shown in Figure 4. ² Predicted combined CNEL assumes continuous quick service restaurant/retail building operation during all proposed hours of operation. ³ Predicted noise levels at Site 2 include a -10 dB offset to account for the existing 10-foot wall. ⁴ Predicted noise levels at the future multi-family residential development include a -5 dB offset for screening of pool area by buildings.		
Source: Bollard Acoustical Consultants, Inc. 2024.		

**Figure 5
Proposed Noise Generation Sources**



Source: *Bollard Acoustical Consultants, Inc. 2024.*

As shown in Table 4, drive-through operational noise is predicted to be below the applicable City of Antioch 60 dB CNEL exterior noise level standard at the closest noise-sensitive receptors. It is noted that activation of the drive-through speaker model's AVC option would further reduce speaker noise level exposure. In addition, using the ambient noise measurements presented in Table 2, the ENVA determined that drive-through related increases in ambient noise levels would be less than 0.1 CNEL at the closest existing and planned noise-sensitive residential uses. The calculated increase in ambient noise levels indicated above is well below the General Plan ambient noise level increase significance criterion of 3 dB. Therefore, impacts related to noise generated by the proposed drive-through operations would be less than significant.

On-Site Truck Circulation Noise

BAC anticipates that deliveries of product to the proposed quick service restaurant and quick service restaurant/retail building would occur at the front of the buildings with medium-duty vendor trucks/vans. On-site truck passbys are expected to be relatively brief and would occur at low speeds. The ENVA determined that single-event medium truck passby noise levels are approximately 66 dB L_{max} and 76 dB SEL at a reference distance of 50 feet. In order to calculate hourly average noise level exposure from truck circulation, the ENVA assumes that the quick service restaurant and quick service restaurant/retail building could each receive two deliveries from a medium duty truck/van during a worst-case busy hour of deliveries, for a total of four project-generated truck deliveries during a given busy hour. Given an SEL of 76, and assuming four medium truck passbys during a given hour, BAC calculated the hourly average to be 46 dB L_{eq}. In order to calculate CNEL exposure, the ENVA conservatively assumed that the four truck deliveries could occur during nighttime hours, which would be the worst-case CNEL exposure. Based on the foregoing information, and assuming a standard spherical spreading loss of -6 dB per doubling of distance, project-generated on-site truck circulation noise exposure at the nearest existing and planned noise-sensitive residential uses was calculated. The results of such calculations are presented in Table 5, below.

Table 5 Predicted On-Site Truck Circulation Noise Levels at Nearby Residential Uses		
Receiver¹	Predicted Noise Level, CNEL (dB)^{2,3,4}	City Noise Standard, CNEL (dB)
Site 1	<20	60
Site 2	<20	
Site 3	28	
Future Multi-Family Residential	25	
Notes:		
¹ Noise survey site locations are shown in Figure 4. ² Predicted CNEL assumes a total of four truck deliveries all occurring during nighttime hours. ³ Predicted noise levels at Site 2 include a -10 dB offset to account for the existing 10-foot wall. ⁴ Predicted noise levels at the future multi-family residential development include a -5 dB offset for screening of pool area by buildings.		
Source: Bollard Acoustical Consultants, Inc. 2024.		

As shown in Table 5, on-site truck circulation noise is predicted to be below the applicable City of Antioch 60 dB CNEL exterior noise level standard at the closest noise-sensitive receptors. In addition, using the ambient noise measurements presented in Table 2, the ENVA determined that increases in ambient noise levels related to on-site truck circulation would be less than 0.1 CNEL at the closest existing and planned noise-sensitive residential uses. The calculated increase in

ambient noise levels indicated above is well below the General Plan ambient noise level increase significance criterion of 3 dB. Therefore, impacts related to noise generated by the on-site truck circulation associated with operation of the proposed project would be less than significant.

Truck Delivery Activity Noise

As discussed above, BAC anticipates that deliveries of product to the proposed quick service restaurant and quick service restaurant/retail building would occur at the front of the buildings with medium-duty vendor trucks/vans. The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and trucks pulling away from the loading/unloading area (revving engines). The ENVA states that noise levels associated with truck deliveries are approximately 76 dB SEL at a distance of 100 feet. In order to conservatively estimate noise level exposure from truck delivery activity, the ENVA assumes that the quick service restaurant and the quick service restaurant/retail building could each receive two deliveries from a medium duty truck/van during a worst-case busy hour of deliveries, for a total of four project-generated truck deliveries during a given busy hour. In order to calculate CNEL exposure, the ENVA conservatively assumed that the four truck deliveries could occur during nighttime hours, which would be the worst-case CNEL exposure. Based on the foregoing information, and assuming a standard spherical spreading loss of -6 dB per doubling of distance, project-generated truck activity noise level exposure at the nearest existing and planned noise-sensitive residential uses was calculated. The results of such calculations are presented in Table 6, below.

Table 6 Predicted Truck Delivery Activity Noise Levels at Nearby Residential Uses		
Receiver¹	Predicted Noise Level, CNEL (dB)^{2,3,4}	City Noise Standard, CNEL (dB)
Site 1	26	60
Site 2	20	
Site 3	30	
Future Multi-Family Residential	30	
Notes: ¹ Noise survey site locations are shown in Figure 4. ² Predicted CNEL assumes a total of four truck deliveries all occurring during nighttime hours. ³ Predicted noise levels at Site 2 include a -10 dB offset to account for the existing 10-foot wall. ⁴ Predicted noise levels at the future multi-family residential development include a -5 dB offset for screening of pool area by buildings.		
Source: Bollard Acoustical Consultants, Inc. 2024.		

As shown in Table 6, truck delivery activity noise is predicted to be below the applicable City of Antioch 60 dB CNEL exterior noise level standard at the closest noise-sensitive receptors. In addition, using the ambient noise measurements presented in Table 2, the ENVA determined that increases in ambient noise levels related to truck delivery activity would be less than 0.1 CNEL at the closest existing and planned noise-sensitive residential uses. The calculated increase in ambient noise levels indicated above is well below the General Plan ambient noise level increase significance criterion of 3 dB. Therefore, impacts related to noise generated by the truck delivery activity associated with operation of the proposed project would be less than significant.

Car Wash Drying Assembly Noise

According to BAC, noise levels generated by car washes are primarily due to the drying portion of the operation. Based on information obtained from the project applicant about the models proposed to be used in the drying portion of the proposed car wash, the blower assembly generates a maximum noise level of 75 dB L_{max} at a distance of 100 feet. The car wash cycle lasts approximately 1.5 minutes, with the drying assembly in operation during the last 0.5 minutes of the cycle. Based on the forgoing information, the ENVA calculated that the car wash would go through 40 full cycles and the drying would operate for approximately 20 minutes during a busy hour of operations. Based on 20 minutes of dryer operations per hour, the resulting hourly average (L_{eq}) drying assembly noise level was calculated to be approximately 5 dB lower than the equipment's 75 dB L_{max} referenced above. In order to calculate project-generated car wash drying assembly noise levels relative to the General Plan's CNEL descriptor, a 24-hour average standard, BAC conservatively assumed that the hourly average car wash drying operations noise identified above could occur during every hour of proposed car wash operations during the summer hours (7:00 AM to 8:00 PM). Furthermore, BAC determined that the noise level generation of car wash drying assemblies vary depending on the orientation of the measurement position relative to the tunnel opening. Worst-case drying assembly noise levels occur at a position directly facing the car wash exit, considered to be 0 degrees off-axis. At off-axis positions, the tunnel building facade provides varying degrees of noise level reduction. At positions 45 degrees off-axis relative to the facade of the car wash exit and entrance, drying assembly noise levels are approximately 5 dB lower. At 90 degrees off-axis, drying assembly noise levels are approximately 10 dB lower.

Based on the foregoing information, and assuming a standard spherical spreading loss of -6 dB per doubling of distance, worst-case project-generated car wash drying assembly noise exposure at the nearest existing and planned noise-sensitive residential uses was calculated. The results of such calculations are presented in Table 7, below.

Table 7		
Predicted Car Wash Drying Assembly Noise Levels at Nearby Residential Uses		
Receiver¹	Predicted Noise Level, CNEL (dB)^{2,3,4}	City Noise Standard, CNEL (dB)
Site 1	39	60
Site 2	38	
Site 3	48	
Future Multi-Family Residential	43	
Notes:		
¹ Noise survey site locations are shown in Figure 4. ² Predicted CNEL based on drying assembly in operation during every hour from 7:00 AM to 8:00 PM. ³ Predicted noise levels at Site 2 include a -10 dB offset to account for the existing 10-foot wall. ⁴ Predicted noise levels at the future multi-family residential development include a -5 dB offset for screening of pool area by buildings.		
Source: Bollard Acoustical Consultants, Inc. 2024.		

As shown in Table 7, project-generated car wash drying assembly noise exposure is predicted to be below the applicable City of Antioch 60 dB CNEL exterior noise level standard at the closest noise-sensitive receptors. In addition, using the ambient noise measurements presented in Table 2, the ENVA determined that increases in ambient noise levels related to project-generated car

wash drying assembly noise would range from 0.1 CNEL to 0.3 CNEL at the closest existing and planned noise-sensitive residential uses.

The calculated increase in ambient noise levels indicated above is well below the General Plan ambient noise level increase significance criterion of 3 dB. Therefore, impacts related to project-generated car wash drying assembly noise would be less than significant.

Vacuum System Noise

As part of the proposed car wash facility, the proposed project would include the installation of a central vacuum piping system consisting of a vacuum area containing a total of nine vacuum stalls with 10 vacuum suction nozzles. The vacuum piping system’s noise-generating vacuum turbine producer is proposed to be contained within an eight-foot solid masonry enclosure located adjacent to the vacuum area. Measured and projected noise levels from the proposed vacuum turbine producer, as well as the vacuum suction nozzles when hanging off of the nozzle hangers, are provided in Appendices H and G, respectively, of the ENVA. In order to calculate project-related vacuum equipment noise levels relative to the General Plan’s CNEL descriptor, BAC conservatively assumed that all of the proposed vacuum suction nozzles and system turbine producer would be in concurrent operation during every hour of proposed car wash operations during the summer hours (7:00 AM to 8:00 PM). Based on the foregoing information, and assuming a standard spherical spreading loss of -6dB per doubling of distance, worst-case project-generated vacuum equipment noise exposure at the nearest existing and planned noise-sensitive residential uses was calculated. The results of such calculations are presented in Table 8, below.

Table 8		
Predicted Vacuum System Noise Levels at Nearby Residential Uses		
Receiver¹	Predicted Noise Level, CNEL (dB)^{2,3,4}	City Noise Standard, CNEL (dB)
Site 1	33	60
Site 2	22	
Site 3	36	
Future Multi-Family Residential	32	
Notes:		
¹ Noise survey site locations are shown in Figure 4. ² Predicted CNEL based on vacuum equipment in concurrent operation during every hour from 7:00 AM to 8:00 PM. ³ Predicted noise levels at Site 2 include a -10 dB offset to account for the existing 10-foot wall. ⁴ Predicted noise levels at the future multi-family residential development include a -5 dB offset for screening of pool area by buildings.		
Source: Bollard Acoustical Consultants, Inc. 2024.		

As shown in Table 8, project-generated vacuum equipment noise exposure is predicted to be below the applicable City of Antioch 60 dB CNEL exterior noise level standard at the closest noise-sensitive receptors. In addition, using the ambient noise measurements presented in Table 2, the ENVA determined that increases in ambient noise levels related to project-generated car wash drying assembly noise would be less than 0.1 CNEL at the closest existing and planned noise-sensitive residential uses.

The calculated increase in ambient noise levels indicated above is well below the General Plan ambient noise level increase significance criterion of 3 dB. Therefore, impacts related to project-generated vacuum equipment noise would be less than significant.

Mechanical Equipment Noise

In preparing the ENVA, BAC determined that HVAC requirements for the proposed quick service restaurant and quick service restaurant/retail building would most likely be met using packaged roof-mounted systems. BAC reference file data for HVAC systems indicate that a 12.5-ton packaged unit would be expected to generate an A-weighted sound power level of 85 dB. In order to calculate project-generated HVAC equipment noise levels relative to the General Plan’s CNEL descriptor, BAC conservatively assumed that the HVAC equipment would be in continuous operation during a 24-hour period. Based on the foregoing information, and assuming a standard spherical spreading loss of -6 dB per doubling of distance, project HVAC equipment noise exposure at the nearest existing and planned noise-sensitive residential uses was calculated. The results of such calculations are presented in Table 9, below.

As shown in Table 9, project-generated HVAC equipment noise exposure is predicted to be below the applicable City of Antioch 60 dB CNEL exterior noise level standard at the closest noise-sensitive receptors. In addition, using the ambient noise measurements presented in Table 2, the ENVA determined that increases in ambient noise levels related to project-generated HVAC equipment noise would range from 0.1 CNEL to 0.2 CNEL at the closest existing and planned noise-sensitive residential uses.

Receiver ¹	Predicted Noise Level, CNEL (dB) ^{2,3,4}	City Noise Standard, CNEL (dB)
Site 1	38	60
Site 2	31	
Site 3	45	
Future Multi-Family Residential	40	
Notes:		
¹ Noise survey site locations are shown in Figure 4. ² Predicted CNEL based on continuous HVAC equipment usage from both quick service restaurant/retail buildings for a 24-hour period. ³ Predicted noise levels at Site 2 include a -10 dB offset to account for the existing 10-foot wall. ⁴ Predicted noise levels at the future multi-family residential development include a -5 dB offset for screening of pool area by buildings.		
Source: Bollard Acoustical Consultants, Inc. 2024.		

The calculated increase in ambient noise levels indicated above is well below the General Plan ambient noise level increase significance criterion of 3 dB. Therefore, impacts related to project-generated HVAC equipment noise would be less than significant.

Combined On-Site Operational Noise

The calculated combined noise levels from all foregoing analyzed on-site operations at the closest existing and planned noise-sensitive residential uses are presented in Table 10, below.

**Table 10
Combined On-Site Noise Levels at Nearby Residential Uses**

Receiver ¹	Predicted Noise Levels, CNEL (dB)						Cumulative CNEL (dB) ³	City Noise Standard, CNEL (dB)
	Drive-Through ²	On-Site Truck Circulation	Truck Deliveries	Car Wash Dryers	Vacuum System	HVAC		
Site 1	32	19	26	39	33	38	43	60
Site 2	24	13	20	38	22	31	39	
Site 3	39	28	30	48	36	45	50	
Future Multi-Family Residential	34	25	30	43	32	40	46	

Notes:

¹ Noise survey site locations are shown in Figure 4.

² Combined noise levels from drive-through operations sources (i.e., menu speakers and vehicles).

³ Calculated combined noise levels are based on the predicted noise levels presented in the analysis above.

Source: Bollard Acoustical Consultants, Inc. 2024.

As indicated in Table 10, calculated combined noise level exposure from project operations would be below the applicable City of Antioch 60 dB CNEL exterior noise level standard at the closest noise-sensitive receptors. Furthermore, the ENVA determined that combined project-related increases in ambient noise levels would range from 0.1 CNEL to 0.6 CNEL at the closest existing and planned noise-sensitive residential uses. The calculated increase in ambient noise levels indicated above is well below the General Plan ambient noise level increase significance criterion of 3 dB. Therefore, impacts related to combined noise level exposure from project operations would be less than significant.

Based on the above, implementation of the proposed project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site in excess of standards established in the City's General Plan. Therefore, impacts related to noise associated with the proposed project would be within the scope of what was anticipated for the project site in the 2004 IS/MND, and the proposed project would not result in a new or more severe significant impact related to noise than what was anticipated in the 2004 IS/MND.

Vibration

Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency.

A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of the velocity in decibels in root-mean-square (VdB, RMS).

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of construction activities. According to the ENVA, the nearest existing residential structure to the project site has been identified as the single-family residence located west of the project site. The nearest existing commercial structure has been identified as the commercial building located northwest of the project site. Because the foregoing structures have been engineered relatively recently and were constructed in compliance with the current building code, neither are highly susceptible to damage by vibration.

Table 11 shows the typical vibration levels produced by construction equipment at 25 feet, as well as projected equipment vibration levels at the nearest existing residential and commercial structures identified above. The ENVA notes that construction of the proposed project is not anticipated to require pile driving activities, or any other construction activities that would create substantial vibration.

Based on the data presented in Table 11, vibration levels generated from on-site construction activities are predicted to be below the applicable threshold for damage to engineered structures (98 VdB). In addition, construction-related vibration levels at the nearest existing residential and commercial buildings are predicted to be below or barely approach the 65 VdB threshold of human perception. Therefore, on-site construction is not anticipated to result in excessive groundborne vibration levels at nearby existing residential or commercial structures. With respect to groundborne vibrations generated by project operations, due to the commercial nature of the proposed project, such operations are not anticipated to generate significant vibration.

Table 11
Reference and Project Vibration Levels for Construction Equipment

Type of Equipment	Reference Maximum Vibration at 25 feet, VdB (rms)	Projected Maximum Vibration Level VdB (RMS)	
		Single-Family Residence (340 feet west)	Commercial Building (80 feet northwest)
Hoe Ram	87	57	66
Large bulldozer	87	57	66
Caisson drilling	57	57	66
Loaded trucks	86	56	65
Jackhammer	79	<55	60
Small bulldozer	58	<55	<55

Source: 2018 Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual and BAC calculations.

Based on the above, impacts related to vibration associated with the proposed project would be within the scope of what was anticipated for the project site in the 2004 IS/MND, and the proposed project would not result in any additional significant impacts or more severe significant impacts related to vibration as compared to the 2004 IS/MND.

Transportation

Since the release of the 2004 IS/MND, the law has changed with respect to how transportation-related impacts may be addressed under CEQA. At the beginning of 2019, updated CEQA Guidelines went into effect. The updated CEQA Guidelines require lead agencies such as the City of Antioch to transition from using “level of service” (LOS) to vehicle miles travelled (VMT) as the metric for assessing transportation impacts under CEQA (see Section 15064.3). The State’s requirement to transition from LOS to VMT is aimed at promoting infill development, public health through active transportation, and a reduction in GHG emissions. Pursuant to CEQA Guidelines, any project that did not initiate CEQA public review prior to July 1, 2020 must use VMT rather than LOS as the metric to analyze transportation impacts. However, LOS remains an important metric used by the City for the purpose of determining consistency with General Plan goals and policies including, but not limited to, General Plan Policies 3.4.4(d), 3.4.4(e), 7.3.2(a), and 7.3.2(d). Although no longer used for determining significant impacts under CEQA, the LTA prepared for the proposed project includes both a LOS and VMT analysis.

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project’s transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips, with one end within the project site. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, development projects located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

Consistent with the State's legislation, the City of Antioch adopted the Transportation and VMT Impact Analysis Guidelines (VMT Guidelines) in June 2023.³ The VMT Guidelines provide screening threshold recommendations that are intended to identify when a project can be determined to cause a less-than-significant impact without conducting a detailed VMT evaluation. The screening threshold recommendations are based on project type and size, location in low VMT areas, and proximity to transit. One such recommendation is that local-serving retail developments (considered to be less than 50,000 sf in size) may be assumed to cause a less-than-significant impact on VMT. Because the buildings proposed for construction as part of the proposed project would not exceed 50,000 sf, both individually and combined, the proposed project qualifies for screening pursuant to the City's VMT Guidelines, and a significant VMT impact would not occur.

Furthermore, according to the LTA, it is reasonable to assume that the location of the proposed project along Lone Tree Way would offer services for the traveling public that are already on the roadway system and need to stop for services. As such, it is reasonable to assume that the proposed project would not generate new demand, but would satisfy existing demand in the region, and would therefore shorten the distance that customers would otherwise travel.

With respect to site access and circulation, site access would be provided from three existing intersections: the signalized Lone Tree Way/Antioch Town Center intersection, and the right in/right out Lone Tree Way/In-Shape Health Club Driveway and Lone Tree Way/Commercial Driveway North intersections. According to the LTA, sufficient storage will be provided within the existing turn pockets to contain anticipated queues following project buildout. In addition, the LTA determined that the proposed project includes adequate access to buildings to accommodate emergency vehicles and refuse services. Furthermore, the LTA determined that the drive-through within Parcel G would have a seven-vehicle queuing capacity; based on the site design, Kimley-Horn concluded that the probability of exceeding the queuing capacity is between one and five percent, and the average queue length would range from 1.1 to 2.2 vehicles, which can be accommodated within the available storage. Similarly, the probability that the queue within the drive-through in Parcel F would exceed the nine-vehicle queuing capacity would range from four to 26 percent, with average queue length ranging from 2.7 to seven vehicles, which can be accommodated by the available storage. Finally, the probability that the queue for the automated car wash within Parcel E would exceed the nine-vehicle capacity would range from two to seven percent, with average queue lengths ranging from two to 3.3 vehicles, which can be accommodated within the available storage. As such, the LTA concluded that the configurations of the proposed drive-throughs and car wash are unlikely to result in on-site queuing issues. Therefore, although the proposed car wash, quick service restaurant, and quick service restaurant/retail building were not anticipated in the 2004 IS/MND, the LTA concluded that impacts related to site circulation and site access would be less than significant.

It is noted that all mitigation measures included in the 2004 IS/MND related to transportation have already been implemented, and, therefore, do not apply to the proposed project. For example, the longer southbound left turn lane from Lone Tree Way into the project entrance required by Mitigation Measure 14a.1 was constructed at the same time as the In-Shape Family Fitness Center. Similarly, the right turn deceleration lane in to the site's signalized entrance on Lone Tree Way, as required by Mitigation Measure 14a.3, has already been constructed.

Based on the above, impacts related to transportation associated with the proposed project would be within the scope of what was anticipated for the project site in the 2004 IS/MND, and the

³ City of Antioch. *Transportation and VMT Impact Analysis Guidelines*. June 2023.

proposed project would not result in any additional significant impacts or more severe significant impacts related to transportation as compared to the 2004 IS/MND.

Remaining Impact Areas

In addition to the CEQA topics discussed in the previous sections of this Consistency Memorandum, the 2004 IS/MND included analysis of the following issue areas:

- Aesthetics;
- Agriculture and Forestry Resources;
- Biological Resources;
- Cultural Resources;
- Energy;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Population and Housing;
- Public Services;
- Recreation;
- Tribal Cultural Resources;
- Utilities and Service Systems; and
- Wildfire.

As discussed previously, construction and operation activities associated with the proposed project would occur within a site previously analyzed as part of the 2004 IS/MND and would not result in any increase to the area of disturbance previously anticipated by the 2004 IS/MND. For these reasons, and given that site conditions, as well as conditions in the project vicinity, have remained the same since adoption of the 2004 IS/MND, or, in the case of Parcel G, have been partially developed consistent with what was anticipated in the 2004 IS/MND, the proposed project would not result in new significant impacts or substantially more significant impacts related to the following environmental issue areas: aesthetics, agriculture and forestry resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, public services, recreation, tribal cultural resources, and wildfire. For example, new scenic vistas have not appeared within the project vicinity subsequent to the adoption of the 2004 IS/MND, and project design would be required to comply with applicable General Plan policies and City of Antioch regulations related to building height, setback, and lighting. Similarly, the project site has not undergone changes related to farmland, subsurface conditions, or hydrology since adoption of the 2004 IS/MND. The existing uses within the project vicinity are the same or similar to those that existed during preparation of the 2004 IS/MND; the surrounding single-family residences were generally constructed prior to 2000, and construction of the medical offices and commercial uses to the north began in 2004. As such, project construction would not be anticipated to result in substantial increases in impacts to existing sensitive receptors beyond the levels anticipated by the 2004 IS/MND. Therefore, the proposed project would not result in any additional significant impacts or more severe significant impacts related to the aforementioned environmental topics as compared to the 2004 IS/MND, and further environmental review related to such is not required.

Similarly, the biological resources in the project vicinity and at the project site have remained the same since adoption of the 2004 IS/MND. The 2004 IS/MND determined that the only special-

status species protected under State and/or federal regulations with the potential to occur on-site is the burrowing owl. The 2004 IS/MND concluded that implementation of Mitigation Measures 4-a.1 through 4-a.3, which require preconstruction surveys for the species and appropriate actions should burrowing owl be discovered on-site, would reduce potential impacts to the species to a less-than-significant level. As shown below, the aforementioned mitigation measures have been revised to be consistent with the most recent standards and regulations. Compliance with such mitigation would ensure that new or substantially more significant impacts beyond what was identified in the 2004 IS/MND would not occur. Therefore, the proposed project would not result in any additional significant impacts or more severe significant impacts related to biological resources as compared to the 2004 IS/MND, and further environmental review related to such is not required.

With respect to energy, the proposed project would be subject to the currently adopted 2022 California Green Building Standards Code (CALGreen Code) and the Building Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations), which include more stringent requirements related to energy efficiency than previous iterations of the aforementioned regulations to move the State closer to its net-zero energy goals. The 2022 Building Energy Efficiency Standards are designed to move the State closer to its net-zero energy goals for new development by requiring indoor water use consumption to be reduced through the establishment of maximum fixture water use rates, diversion of 65 percent of construction and demolition waste from landfills, and mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board. Energy reductions relative to previous Building Energy Efficiency Standards are achieved through various regulations, including requirements for the use of high-efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. As incorporated in the 2019 Building Energy Efficiency Standards, the 2022 Building Energy Efficiency Standards require that certain non-residential developments be constructed with solar readiness for the future installation of rooftop solar panels. Additionally, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction. Therefore, the proposed project would not result in any additional significant impacts or more severe significant impacts related to energy as compared to the 2004 IS/MND, and further environmental review related to such is not required.

Finally, with respect to land use and planning and population and housing, the proposed project would not physically divide an established community. In addition, because the proposed uses would be consistent with the General Plan land use and zoning designations for the site, the proposed project would be generally consistent with the uses anticipated in the 2004 IS/MND. New utility lines installed as part of the proposed project would be extended from existing lines in the adjacent roadway network and would be constructed consistent with the City's applicable engineering design standards. Additionally, any new utility lines associated with the proposed project would be sized to accommodate only the project, thereby ensuring the project does not induce substantial unplanned population growth. Furthermore, the proposed project would be subject to applicable development impact fees, ensuring the project's fair-share contribution for any improvements to various public services and utilities. Therefore, the proposed project would

not result in any additional significant impacts or more severe significant impacts related to land use and planning and population and housing as compared to the 2004 IS/MND, and further environmental review related to such is not required.

Overall, the proposed project would not result in any additional significant impacts or more severe significant impacts as compared to the 2004 IS/MND, and further environmental review related to aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, Tribal cultural resources, and wildfire is not required.

It should be noted that the 2004 IS/MND did not identify any significant impacts and associated mitigation measures beyond those discussed above related to biological resources and transportation. Therefore, the 2004 IS/MND does not include any additional mitigation measures that would be applicable to the proposed project.

Thus, with respect to the foregoing issue areas, the proposed project would result in similar impacts as those identified within the 2004 IS/MND. Compliance with applicable federal, State, and local policies, regulations, and standards would ensure impacts related to the aforementioned issue areas would be reduced to a less-than-significant level.

F. CONCLUSION

As established in the discussions above, the proposed project would be within the scope of the 2004 IS/MND analysis related to each CEQA Appendix G environmental resource area. The proposed project would not result in any new significant information of substantial importance, new impacts, new or revised alternatives, or an increase in the severity of previously identified significant impacts that would require major revisions to the 2004 IS/MND. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Sections 15162 or 15164. Therefore, additional environmental review under CEQA would not be required for the proposed project.

G. APPLICABLE MITIGATION MEASURES

As stated above, transportation related mitigation measures contained in the 2004 IS/MND have been fully implemented by the existing project. The following biological mitigation measures from the 2004 IS/MND have been revised to comply with current standards and to provide clarity for the enforcement agencies.

Mitigation Measure 4-a.1.

If construction is scheduled to begin during the non-breeding season (late September through the end of January) for burrowing owl, a qualified biologist shall conduct a survey for burrowing owls and burrows or debris that represent suitable nesting or refugia habitat for burrowing owls within areas of proposed ground disturbance. Should owls be present, construction activities shall avoid the refugia by 250 feet until the burrowing owl vacates the site. If burrow exclusion/passive relocation is required during the non-breeding season, the project applicant shall consult with the CDFW pursuant to Fish and Game Code Section 2081. Avoidance and minimization measures prescribed as part of the consultation process would include recommendations provided in the CDFW Staff Report on Burrowing Owl

Mitigation (2012). Survey results shall only be valid for the year in which they are conducted.

If clearing and construction activities are planned to occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct a targeted burrowing owl nest survey of all accessible areas within 500 feet of the proposed construction area no more than 14 days prior to construction initiation, as described in the CDFW Staff Report on Burrowing Owl Mitigation (2012). Surveys shall be repeated if project activities are suspended or delayed for more than 14 days during nesting season. The results of the surveys shall be submitted to the City of Antioch Community Development Department. If burrowing owls are not detected, further mitigation is not required. Survey results shall only be valid for the year in which they are conducted.

If an active burrowing owl nest burrow (i.e., occupied by more than one adult owl, and/or juvenile owls are observed) is found within 250 feet of a construction area, construction shall cease within 250 feet of the active burrow until a qualified biologist determines that the young have fledged and adult has vacated, or it is determined that the nesting attempt has failed. If the applicant desires to work within 250 feet of the nest burrow, a qualified biologist shall make recommendations on an appropriate buffer and consult with the City and CDFW to determine whether and/or how the nest buffer can be reduced.

If nesting burrowing owls are found during the pre-construction survey, a habitat assessment shall be conducted and mitigation for the permanent loss of burrowing owl habitat, as determined by a qualified biologist, shall be accomplished consistent with the recommendations in the CDFW Staff Report on Burrowing Owl Mitigation.

A report detailing compliance with the provisions established herein shall be submitted for review and approval to the City of Antioch Community Development Department within 30 days of completion of all such provisions.

Mitigation Measure 4-a.2.

~~During the non-nesting season (defined as September 1 – January 31) and prior to any construction on the site, the project sponsor shall complete a survey within the project's impact areas including areas on the East Bay Municipal Utility District easement which may experience disturbance during construction.~~

~~If owls are found within the project area during the non-nesting season, a qualified ornithologist, in consultation with regulatory agencies, could evict any owls within 250 feet of construction zones and other associated impact areas, to avoid mortality of any owls or destruction of occupied burrows. If breeding owls are found on the site during the nesting season (February 1 – August 31), no activity within 250 feet shall be allowed until an ornithologist has determined all young have fledged. Any eviction activities shall be dependent on a signed Mitigation Agreement (MA) between the project sponsor and CDFG. If owls are known to have nested or been resident on the project site within three years prior to site alteration, the project sponsor shall comply with the off-site habitat compensation measures described in Mitigation 4-A.3, below.~~

Mitigation Measure 4-a.3.

~~If occupied burrows are present at the project site the project applicant shall compensate for the loss of suitable burrowing owl nesting and foraging habitat present on the project site. CDFG recommends that 6.5 acres of mitigation be required for a pair or single owl. To implement this mitigation measure, CDFG recommends that the City of Antioch require the applicant to establish a conservation easement or purchase credits at an approved mitigation bank for the loss of burrowing owl habitat.~~

~~Prior to the issuance of a grading permit for the project, the applicant shall post a performance bond with the City guarantying that they will either establish a conservation easement for burrowing owls on a suitable parcel (approved by CDFG) or purchase the required amount of credits (one credit equals one acre) at the Haera Wildlife Conservation Bank in eastern Alameda County (just south of I-580), which is certified as a mitigation bank by CDFG.~~

New Mitigation Measures

None required.

ATTACHMENT "B"

PLANNING COMMISSION RESOLUTION # 2025-XX

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THAT THE CITY COUNCIL APPROVE A FINAL DEVELOPMENT PLAN, USE PERMIT, AND DESIGN REVIEW FOR THE LONE TREE RETAIL PROJECT (PD2024-0001)

WHEREAS, the City of Antioch ("City") received an application from Architecture Plus Inc. for approval of a Final Development Plan, Use Permit and Design Review for the development of a drive-thru car wash, a quick service restaurant, and combined retail and quick service restaurant, and associated site improvements at 4099 Lone Tree Way (PD2024-0001) (APNs: 072-500-005; 072-500-006; 072-500-007);

WHEREAS, the application was deemed complete on November 20, 2024;

WHEREAS, the City determined that an Addendum to the In-Shape Health Club and Commercial Center project Initial Study/Mitigated Negative Declaration is the appropriate environmental document pursuant to Section 15164 of the Guidelines of the California Environmental Quality Act;

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

WHEREAS, on February 19, 2025, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary;

WHEREAS, the Planning Commission considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby makes the following findings for approval of the requested Final Development Plan pursuant to Section pursuant to Section 9-5.2308 "Findings Required" of the Antioch Municipal Code:

- a. Each individual unit of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability, and the uses proposed will not be detrimental to present or potential surrounding uses but instead will have a beneficial effect which could not be achieved under another zoning district.

The project proposes four businesses within three individual buildings, each of which could exist as an independent unit. The uses proposed will provide services to surrounding neighborhoods. The project will develop commercial

sites that have remained vacant for almost 20 years since the original Planned Development approvals.

- b.** 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.

The project has provided a transportation analysis study which confirms that the streets and thoroughfares surrounding it, including the access drive, have adequate capacity for the project. The project includes construction of all necessary utilities to serve the project.

- c.** Any commercial component is justified economically at the location(s) proposed.

The project seeks to develop commercial sites that have a General Plan designation of Neighborhood Community Commercial, have remained vacant for approximately 20 years, and the applicant already has prospective tenants for a majority of the units.

- d.** Any residential component will be in harmony with the character of the surrounding neighborhood and community and will result in densities no higher than that permitted by the general plan.

There are no residential components of the project.

- e.** Any industrial component conforms to applicable desirable standards and will constitute an efficient, well-organized development with adequate provisions for railroad and/or truck access and necessary storage and will not adversely affect adjacent or surrounding development.

There are no industrial components of the project.

- f.** Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan which offer certain unusual redeeming features to compensate for any deviations that may be permitted.

The project includes minor deviations from standard parking requirements. This is justified as project offers the opportunity to develop three pads on a partially developed commercial site, that have remained vacant for 20 years since the original Planned Development approval. Given the small variation compared to the vast number of parking spaces that will be available throughout the entire commercial center, as well as the fact that the new businesses will all generate a significant amount of their visitors through drive-thrus, staff is supportive of the parking plan as proposed. The center is not

close to any residential or commercial street parking, therefore there is no reasonable risk of overflow from the commercial center impacting parking at existing nearby residences or businesses.

- g.** The area surrounding the P-D District can be planned and zoned in coordination and substantial compatibility with the proposed development.

This project will complement the office and commercial development immediately to the north of the P-D District, as well as the proposed multifamily Commercial Infill Housing residential project immediately to the east. The development is compatible with the surrounding neighborhood and the uses are consistent with the General Plan.

- h.** The P-D District conforms with the General Plan of the city.

All proposed uses at the project comply with the General Plan designation of Neighborhood Community Commercial.

BE IT FURTHER RESOLVED that the Planning Commission hereby makes the following findings for approval of a Use Permit pursuant to Section 9-5.2703 “Required Findings” of the Antioch Municipal Code:

- a.** That the granting of such Use Permit will not be detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity.

The project, as conditioned has been designed and conditioned to comply with City of Antioch Municipal Code requirements and commercial design guidelines. The project is located on a partially-developed site, and is adequately buffered from existing surrounding residential neighborhoods.

- b.** That the use applied at the location indicated is properly one for which a use permit is authorized.

The site is Zoned P-D, Planned Development District. The General Plan designation for the site is Neighborhood Community Commercial. Both designations allow for the development of eating and retail establishments. This resolution amends the use list for the P-D District to allow car washes

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

The project is located on a partially developed site, that since 2005 has been entitled for commercial development. The project is designed with fencing/walls,

parking, driveways and walkways, stormwater infrastructure, landscaping, trash enclosures, and all other features required.

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

The project has provided a transportation analysis study which confirms that the streets and thoroughfares surrounding it, including Lone Tree Way, have adequate capacity.

- e. That the granting of such Use Permit will not adversely affect the comprehensive General Plan.

The General Plan designation for the site is Neighborhood Community Commercial. The project is consistent with the General Plan land use designation, its allowed uses, and its description of development focused on integrated neighborhood shopping centers or commercial nodes.

BE IT FUTHER RESOLVED, that the Planning Commission does hereby recommend that the City Council APPROVE a Final Development Plan, Use Permit and Design Review for the development of a drive-thru car wash, a quick service restaurant, and combined retail and quick service restaurant, and associated site improvements at 4099 Lone Tree Way (PD2024-001) (APNs: 072-500-005; 072-500-006; 072-500-007). The project is subject to the following conditions in Exhibit A, attached hereto.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 19th day of February 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

KWAME REED
Secretary to the Planning Commission

EXHIBIT A
CONDITIONS OF APPROVAL
(SEPARATE PAGE)

EXHIBIT A: CONDITIONS OF APPROVAL
LONE TREE RETAIL PD2024-0001

- 1. Project Approval.** This Final Development Plan, Use Permit and Design Review approval is for the Lone Tree Retail project located at 4099 Lone Tree Way (APN: 072-500-005; 072-500-006; 072-500-007), as substantially shown and described on the project plans dated November 1, 2024, as presented to the City Council on [DATE] (“Approval Date”), except as required to be modified by conditions herein. For any condition herein that requires preparation of a final plan where the project applicant has submitted a conceptual plan, the project applicant shall submit final plan(s) in substantial conformance with the conceptual plan, but incorporate the modifications required by the conditions herein for approval by the City of Antioch (“City”).
- 2. Project Approval Expiration.** This approval expires on [DATE] (two years from the date on which this approval becomes effective), or at an alternate time specified as a condition of approval, unless a building permit has been issued and construction diligently pursued. All approval extensions shall be processed as stated in the Antioch Municipal Code.
- 3. Appeals.** Pursuant to Antioch Municipal Code § 9-5.2509, any decision made by the Planning Commission which would otherwise constitute final approval or denial may be appealed to the City Council. Such appeal shall be in writing and shall be filed with the City Clerk within five (5) working days after the decision. All appeals to the City Council from the Planning Commission shall be accompanied by a filing fee established by a resolution of the City Council.
- 4. Requirement for Building Permit.** Approval granted by the Planning Commission or City Council does not constitute a building permit or authorization to begin any construction or demolition of an existing structure. An appropriate permit issued by the Community Development Department shall be obtained before constructing, enlarging, moving, converting, or demolishing any building or structure within the City.
- 5. Planned Development Modifications to Approved Plans.** The project shall be constructed as approved and with any additional changes required pursuant to the Conditions of Approval. Planning staff may approve minor modifications in the project design, but not the permitted land uses. A change requiring discretionary approval, and any other changes deemed appropriate by the Planning staff per Antioch Municipal Code Section 9-5.2311 shall require further Planning Commission or City Council approval through the discretionary review process.
- 6. Hold Harmless Agreement/Indemnification.** The applicant (including any agent thereof) shall defend, indemnify, and hold harmless, the City of Antioch, its agents, and employees, from any claim, action, or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul the City's approval concerning this application. The City will promptly notify the applicant of any such claim, action, or proceeding and cooperate fully in the defense.

7. **Final Approval.** A final and unchallenged approval of this project supersedes any previous approvals that have been granted for this site.
8. **Compliance Matrix.** With the submittal of all grading plans, improvement plans, and building permit plans, the applicant shall submit to the Community Development Department a Conditions of Approval and Mitigation Measures compliance matrix that lists: each Condition of Approval and Mitigation Measure, the City division responsible for review, and how the applicant meets the Condition of Approval or Mitigation Measure. The applicant shall update the compliance matrix and provide it with each submittal.
9. **Mitigation Monitoring and Reporting Program.** The applicant shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program for the project.

FEES

10. **City Fees.** The applicant shall pay all City and other related fees applicable to the property, as may be modified by the conditions herein. Fees shall be based on the current fee structure in effect at the time the relevant permits are secured and shall be paid before issuance of said permit. Notice shall be taken specifically of plan check, engineering, fire, and inspection fees. The project applicant shall also reimburse the City for direct costs of Planning, Building and Engineering Division plan check and inspection, as mutually agreed between the City and applicant.

No permits or approvals, whether discretionary or mandatory, shall be considered if the applicant is not current on fees, balances, and reimbursements that are outstanding and owed to the City.

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

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

PUBLIC WORKS' STANDARD CONDITIONS

- 13. City Standards.** All proposed improvements shall be designed and constructed to City standards or as otherwise approved by the City Engineer in writing. The applicant shall file for a City encroachment permit for all improvements within the public right of way, a grading permit for grading of all shared access and shared utilities of the site, and any building permit for all buildings and utilities to be installed on the site.
- 14. Required Easements and Rights-of-Way.** All required easements or rights-of-way for improvements shall be obtained by the applicant at no cost to the City of Antioch prior to, or concurrently with the recordation of the final map or subsequent final maps or separate recorded documents as approved by the City Engineer. All existing easements shall be identified on the site plan and all plans that encroach into existing easements shall be submitted to the easement holder for review and approval.
- 15. Removal of Vacated Easements.** All existing easements that are no longer to be in use, or for existing utilities that will be removed with construction of the development, shall be removed prior to occupancy of the parcels being developed. This abandonment and removal of easements shall be processed with the proposed tentative map and final map of this development and recorded with subsequent final maps of the development as approved by the City Engineer prior to occupancy.
- 16. Line of Sight Triangles.** Safe line of sight distance triangles shall be maintained throughout the construction of this development per Antioch Municipal Code § 9-5.1101, Site Obstructions at Intersections, and as approved by the City Engineer.

Landscaping, structures, and signage shall be properly maintained as to not restrict the safe line of sight at intersections, driveways, and parking lots per city ordinance.

- 17. Utility Construction.** Relocation of public utilities and construction of new private utilities shall be completed to their ultimate size, location and configuration as shown on the preliminary utility plan submitted to the City for review and shall be designed in accordance with City standard plans and constructed prior to occupancy of the first building within the development.
- 18. Utility Undergrounding.** Prior to the final occupancy permit, all existing and proposed utilities (e.g., transformers and PMH boxes), except existing PG&E high voltage electrical transmission towers (or other utilities as approved by the City Engineer), shall be undergrounded in accordance with Antioch Municipal Code § 7-3, Underground Utility Districts, and as approved by the City Engineer.
- 19. Utility Mapping.** Prior to acceptance of public utilities, the applicant shall provide GPS coordinates of all below ground and above ground utilities. This includes all Water Distribution utility features, Sewer Collection utility features, Storm Water utility features, and inverts, locations of pipes, manholes, cleanouts, and utility meters associated with these features. Applicant shall include GPS coordinates of water meters, irrigation meters, sewer cleanouts, sewer manholes, subdivision entryway signs, street signs, light poles, storm drain manholes, drainage inlets, transformers and gas meters needed for recording the location of all proposed utilities in the project as defined by the City Engineer. These GPS coordinates must be taken on a survey-grade GPS data receiver/collector and provided in GIS shapefile format using the NAVD 88 (with conversion information). Submittal of as-built drawings in AutoCAD drawing format in NAVD 88 coordinates shall satisfy this condition prior to occupancy.
- 20. Sewer.** All sewage from the development shall flow by gravity to the existing sewer line currently located within the development that flows into the street sewer main, located in Lone Tree Way, in accordance with City standards and ordinances. All existing sewer lines and sewer laterals to the existing City sewer system that shall be used with development of this project shall remain. All new private sewer lines and laterals shall be in accordance with City and local sewer district specifications and standard plans.
- 21. Requirement for Looped System.** Water laterals to each development shall be connected to an existing looped water distribution system located within this site or shall connect to a looped water main of a neighboring existing development. If connecting to an existing looped water system is not possible, the applicant shall be required to install a building water system directly to the water main located in Lone Tree Way, or construct a new public water main from the public street main

through the development in accordance with City standards and at no cost to the City.

22. **Water Pressure.** The applicant shall provide adequate water pressure and volume for fire flow and domestic use to serve this development per City and Fire District requirements. This will include a minimum fire flow of 1,000 gpm at residual pressure of 20 psi with all losses included at the highest sprinkler unit point in the building and a minimum static pressure of 20 psi at the water service or as approved by the City Engineer. The Contra Costa Fire Protection District may provide additional water flow conditions.
23. **Retaining Walls**
 - a. **Public Right of Way.** Retaining walls shall not be constructed in the public right-of-way or other City maintained parcels, unless otherwise approved by the City Engineer.
 - b. **Materials.** All retaining walls shall be of concrete masonry unit construction.
 - c. **Height.** All retaining walls shall be reduced in height to the maximum extent practicable and the walls shall meet the height requirements in the frontage setback and sight distance triangles as required by the City Engineer.
 - d. **Slope.** The 2:1 maximum slope above all retaining walls shall be landscaped with trees, ground cover, grass, or other erosion control vegetation.
24. **Fences.** All perimeter fences shall be located at the top of slope or along the existing property parcel line as shown on the approved landscape plans, and as approved by the City Engineer.
 - a. In cases where a fence is to be built in conjunction with a retaining wall, and the wall face is exposed to a side street, the fence shall be set back a minimum of three feet (3') behind the retaining wall per Antioch Municipal Code § 9-5.1603, or as otherwise approved by the City Engineer in writing.
 - b. All fencing adjacent to open space (trails and basins) shall be located at the top of slope and be constructed of wrought iron, tubular steel, or other materials as approved by the City Engineer in writing at the time of improvement plan approval.
25. **Storm Drain Design/Construction.** The applicant shall design and construct all storm drain facilities to adequately collect and convey stormwater entering or originating within the development to the nearest adequate man-made drainage facility or natural watercourse, without diversion of the watershed.
 - a. All public utilities, including storm drain pipes and ditches, shall be installed in streets avoiding one lot draining over or between other lots. All proposed drainage facilities, including open ditches and detention basins, shall be constructed to City standards and of Portland Concrete Cement, or as approved by the City Engineer. These public utilities shall be designed prior to building permit issuance and constructed prior to occupancy.

- b. Storm drainage systems shall flow to the clean water detention basins shown within the project drainage study or as shown on the project grading and improvement plans, with no diversion out of existing watershed(s).
 - c. The detention basin(s) and associated improvements shall be constructed and operational prior to issuance of the first building permit.
 - d. Detention basins shall be designed to the satisfaction of the City Engineer with an emergency spillway to provide controlled overflow relief for large storm events. An Operations and Maintenance Manual shall be submitted for each basin prior to the issuance of the first building permit.
- 26. Project Storm Water Report.** The applicant shall submit a storm water report of the site's hydrology and hydraulic analyses as part of the storm water system design for 10 year and 100-year storm events in 24 hours. The analyses shall demonstrate adequacy of the in-tract or onsite drainage system and the downstream drainage system for the 10-year storm event with the hydraulic grade line (HGL) contained a minimum 1.25' below the top of each catch basin or storm drain manhole within the project. The minimum pipe slope of any drainage pipe is 0.0033 and the minimum velocity of water flowing in the pipe is 2 FPS with half of the design flow. The minimum storm drainpipe size for pipes in the private system is 10 inches. All detention basins shall be designed with an outfall weir with 1 foot (of free board) below the lowest top of bank. The sides of the basin shall have a maximum 3:1 slope, the bottom of the basin shall drain to the outfall at a minimum slope of 0.003. A paved maintenance access shall be constructed at a maximum grade of 15% for access to the basin. The analysis for the 100-year event shall show that the site will have at least one or more 100-year flood release points to public streets, existing creeks, or existing flood control channels. Any building finish floor elevation within the site or subdivision shall have at least 1 foot of free board from the finish floor elevation to the HGL of the 100-year event. The hydrology and hydraulic analysis shall be reviewed and approved by the City and Contra Costa County Flood Control to the satisfaction of the City Engineer prior to building permit issuance.

CONSERVATION / NPDES

- 27. C.3 Compliance.** Per State regulations, all onsite and offsite impervious surfaces, including off-site roadways to be designed and constructed as part of the project, are subject to State C.3 requirements prior to building permit issuance and occupancy of the first building.
- 28. NPDES.** The project shall comply with all Federal, State, and City regulations for the National Pollution Discharge Elimination System (NPDES) (Antioch Municipal Code §6-9). (Note: Per State Regulations, NPDES Requirements are those in effect at the time of the Final Discretionary Approval.) Under NPDES regulations, the project is subject to provision C.3: "New development and redevelopment regulations for storm water treatment."

- a. **Requirements.** Provision C.3 requires that the project include storm water treatment and source control measures, as well as run-off flow controls so that post-project runoff does not exceed estimated pre-project runoff.
 - b. **Storm Water Control Plan.** C.3 regulations require the submittal of a Storm Water Control Plan (SWCP) that demonstrates plan compliance. The SWCP shall be submitted to the Building and City Engineering Departments concurrently with site improvement plans.
 - c. **Operation and Maintenance Plan.** For the treatment and flow-controls identified in the approved SWCP, a separate Operation and Maintenance Plan (O&M) shall be submitted to the Building Department at the time of permit submittal and shall be approved by the City Engineer.
 - d. **Covenants, Conditions and Restrictions (CC&Rs).** Both the approved SWCP and O&M plans shall be included in the project CC&Rs, if applicable. Prior to final building permit approval 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 stormwater treatment or hydrograph modification Best Management Practices (BMP's).
- 29. NPDES Plan Submittal Requirements.** The following requirements of the federally mandated NPDES program (National Pollutant Discharge Elimination System) shall be complied with as appropriate, or as required by the City Engineer:
- a. **Application.** Prior to issuance of permits for building, site improvements, and/or landscaping, the applicant shall submit a permit application consistent with the applicant's approved C.3 Storm Water Control Plan, and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious areas, pervious pavements, self-retaining areas, treatment BMP's, permanent source control BMP's, and other features that control storm water flow and potential storm water pollutants.
 - b. **Certified Professional.** The Storm Water Control Plan shall be stamped and signed by a registered civil engineer, or by a registered architect or landscape architect as applicable. Professionals certifying the Storm Water Control Plan shall be registered in the State of California on design of treatment measures for water quality, not more than three years prior to the signature date, by an organization with storm water treatment measure design expertise (e.g., a university, American Society of Civil Engineers, American Society of Landscape Architects, American Public Works Association, or the California Water Environment Association), and verify understanding of groundwater protection principles applicable to the project site (see Provision C.3.i of Regional Water Quality Control Board Order R2 2003 0022).
 - c. **Final Operation & Maintenance Plan.** Prior to building permit final approval 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 (O&M) 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. If the project has CC&Rs, the O&M Plan shall be incorporated into them.

- d. **Long Term Management.** Prior to building permit final approval 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 all storm water treatment and underground detention facilities to the satisfaction of the City Engineer.
 - i. The project shall prevent site drainage from draining across public sidewalks and driveways in a concentrated manner by installing drainpipes within or under the sidewalks, per City details.
 - ii. Install “No Dumping, Drains to River” decal buttons in all new site catch basins, curb inlets and drainage inlets.
- e. **C.3 Storm Water Calculations.** Prior to building permit issuance, the applicant shall prepare a C.3 Storm Water Control Plan report with calculations of anticipated conveyance all C.3 storm water entering and originating from the site to an adequate downstream drainage facility without diversion of the watershed prior to building permit. The applicant shall submit C.3 hydrologic and hydraulic calculations with the improvement plans to the City of Antioch Engineering Department for review and approval, as well as to the Contra Costa County Flood Control District.
- f. **Regional Water Quality Control.** Prior to issuance of the grading permit, the applicant shall submit proof of filing of a Notice of Intent (NOI) by providing the unique Waste Discharge Identification Number (WDID#) issued from the Regional Water Quality Control Board.
- g. **SWPPP.** The applicant shall submit a copy of the Storm Water Pollution Prevention Plan (SWPPP) for review to the Engineering Department prior to issuance of a building and/or grading permit. The general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMP’s. Construction site cleanup and control of construction debris shall also be addressed in this program. Failure to comply with the approved construction BMP’s may result in the issuance of correction notices, citations, or a project stop work order.
- h. **BMP.** The applicant shall install appropriate clean water devices at all storm drain locations immediately prior to entering the public storm drain system and shall implement Best Management Practices (BMP’s) at all times on the project before, during and after construction.
 - i. **Erosion Control.** Applicant shall include erosion control/storm water quality measures in the grading plan in order to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydro seeding, gravel bags and siltation fences, or other

- measures subject to review and approval by the City Engineer. The applicant shall be responsible for ensuring that all contractors and subcontractors are aware of and implement such erosion control measures.
- ii. **Sweeping.** The applicant or their assignee shall sweep and/or vacuum the paved parking lot(s) a minimum of once a month and prevent the accumulation of silt, litter, and debris on the site. Corners and hard-to-reach areas shall be swept manually.
 - iii. **Pressure Washing.** If any sidewalks are to be pressure washed, debris shall be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged into the storm drains. 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.
 - iv. **Construction Debris.** The applicant shall ensure that the area surrounding the project, such as the adjacent streets, stays free and clear of construction debris such as silt, dirt, dust, and tracked mud. Areas that are exposed for extended periods shall be watered regularly to reduce wind erosion. Paved areas and access roads shall be swept on a regular basis. All loads in dump trucks shall be covered per City requirements.
 - v. **Storm Drain Cleaning.** The applicant shall 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 the City Engineer.

OUTSIDE AGENCIES

- 30. **Contra Costa County Fire Protection District.** The applicant shall comply with the conditions provided by the Contra Costa County Fire Protection District in the letter dated December 19, 2024.
- 31. **Contra Costa County Health Department.** The applicant shall comply with the conditions provided by the Contra Costa County Health Department in the letter dated December 19, 2024.
- 32. **Contra Costa County Flood Control District.** The applicant shall comply with the conditions provided by the Contra Costa County Flood Control District in the letter dated December 19, 2024.

GRADING

- 33. Requirement for Grading Permit.** Grading plans shall be submitted, processed, and issued prior to commencement of any grading operations within the project. A grading permit shall be obtained through the City's Engineering and Building Divisions, subject to review and approval by the City Engineer. The submitted plans shall incorporate any modifications required by the Conditions of Approval, local and national building codes.
- 34. Grading Plans.** Locations of building exterior walls, fences and retaining walls, drainage swales, side slopes, top and bottom of slopes, parking lot drainage to catch basins with underground pipe drainage systems, and pipe outfalls, shall be shown on the grading plans for review and approval. All the above features shall have proposed elevations shown on the grading plan and the grading of the project will drain to an above and/or underground drainage system in an acceptable manner, as approved by the City Engineer. Unless approved in writing by the City Engineer and the adjacent landowner, all grading of any part of the project shall be contained within the existing parcel or project boundary of the project. All improvement projects shall submit a grading plan, and a plan showing existing conditions or field survey of the project before construction, showing existing grades, pavement grades, curb grades, finish floor elevations, 1' contours, existing buildings and structures, all existing private and public improvements, all underground utilities, overhead utilities, drainage features, all easements and street right of ways, and existing project property lines of the approved project area. The applicant shall also prepare a demolition plan, submitted with the grading plans, of all onsite and offsite improvements to be removed from the site prior to grading.
- 35. Elevations on Grading Plans.** All elevations shown on the grading plans and improvement plans shall be based on actual surveyed NAVD 88 survey control vertical datum, and, if needed, with conversion information, as approved by the City Engineer.
- 36. Soils.** Prior to the approval of the grading plan(s), the City Engineer requires a registered soils engineer to review the grading plans, improvement plans, building permit plans, and specifications submitted for the project. The soils engineer's field inspections will be required to verify compliance with the approved plans and soils reports prior to issuance of a final occupancy permit. Costs for these consulting services shall be incurred by the applicant.
- 37. Geotechnical Recommendations.** The applicant shall implement project-specific geotechnical recommendations found in the project's Geotechnical Investigation Report. Prior to issuance of any grading permits, all recommendations and specifications set forth in the project-specific Geotechnical Investigation Report prepared by the project's soils engineers, shall be reflected on the project grading

and foundation plans (inclusive of seismic design parameters), subject to review and approval by the City Engineer.

- 38. Off-Site Grading.** 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, and/or grade” adjacent properties prior to issuance of a grading permit and shall have permission from any affected property owners prior to issuance of the first building permit of each phase of the project.
- 39. Grading Easements.** Any sale of a portion (or portions) of this project to another applicant shall include the necessary CC&Rs, and/or grading and drainage easements, to ensure that the project-wide grading conforms to the project’s Conditions of Approval.

AT BUILDING PERMIT SUBMITTAL

- 40. Requirement for Phasing Plan.** If the project becomes a phased project, then the applicant shall provide a phasing plan to the Community Development Department and Engineering Department for review and approval. The applicant shall continuously build all access roadways, utility improvements (including stormwater control infrastructure), and frontage improvements for the project during the first phase of construction.
- 41. Final Landscape Plans.**
- a.** The applicant shall submit final landscape plans that identify specific plant materials to be constructed, including all trees, shrubs and groundcover, and landscape features. At the time of building permit submittal, applicant shall provide for all plan materials both common and botanical names, sizes, and quantities, which are in substantial conformance with the Preliminary Landscape Plan. Applicant shall coordinate with the Public Works Department on approved plants to be installed in the public right of way.
 - b.** The project shall comply with AMC § 5-1.204. No final landscape and irrigation plans shall be considered complete without an approved maintenance agreement reflective of standards contained in AMC § 5-1.204(G). The approved maintenance agreement shall cover all of the parcels within the development. The property maintenance agreement shall be recorded on all future parcels in the development.
- 42. Water Efficient Landscape Ordinance.** Landscaping for the project shall be designed to comply with the applicable requirements of City of Antioch Ordinance No. 2162-C-S, The State Model Water Efficient Landscape Ordinance (MWELo). The applicant shall demonstrate compliance with the applicable requirements of the MWELo in the landscape and irrigation plans submitted to the City.

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- 43. Property Drainage.** All buildings on the site shall contain rain gutters and downspouts that catch rainwater from the roof and direct water away from the foundation and into an acceptable drainage system as approved by the City Engineer. All drainage from the developed site shall be contained within the site and not drain into neighboring properties unless it is existing natural drainage from existing topography that has been reviewed and approved by the City Engineer. All proposed grading improvements shall be contained within the site property unless approved by City Engineer. The grading plan of the developed site shall be prepared by the applicant and submitted to the City for review and approval prior to grading permit issuance. As stated in these conditions, the applicant shall comply with all City grading and building ordinances for developed property prior to occupancy of the building.
- 44. Utility Location on Private Property.** All existing utility improvements (water meters, sewer cleanouts, etc.) that are disturbed shall be relocated within the immediate area of site as defined by the preliminary utility plans and approved by the City Engineer. On all new buildings and site improvements, the applicant shall install new utility connections and utility services to serve the proposed development in accordance with City and utility provider requirements within the property or adjacent right of way as approved by the City Engineer. The applicant shall prepare and submit detailed utility plans for the installation of all utilities to be constructed within the developed site for review and approval by the City Engineer, prior to building permit issuance and/or site construction. As stated in these conditions, all City ordinances and other City requirements for the installation of utilities shall be fulfilled prior to occupancy of the first building.
- 45. Construction Traffic Control Plan.** A Construction Traffic Control Plan shall be submitted with the improvement plans for review and approval by the City Engineer.
- 46. Postal Service.** Provisions for mail delivery and locations of mailbox facilities shall be reviewed by the USPS prior to the issuance of the building permit. Mailbox facilities serving a building shall be installed prior to issuance of an occupancy permit for said building. The location of any stand-alone mailbox in the public right of way or close to private access drives shall be reviewed and approved by the City Engineer for traffic safety prior to construction of this facility.

AT BUILDING PERMIT ISSUANCE

- 47. Encroachment Permit.** The applicant shall obtain an encroachment permit from the Engineering Division before commencing any construction activities within any existing or proposed public rights-of-way or easements, including on private parcels.

48. **Demolition Permit.** Site demolition shall not occur until demolition permits are issued for the development project. All demolition shall be in accordance with permits issued by the City of Antioch and Bay Area Air Quality Management District (BAAQMD).

DURING CONSTRUCTION

49. **Construction Notice.** The applicant shall inform the City of the start of construction of the project, the construction schedule and provide contact information, approximate area of disturbance, time frames for needed inspections, hours of work, construction detours, flagging, etc. The applicant shall provide the adjacent businesses and residents with a notice of construction by posting a flyer or sign, not to exceed 24" x 36" in size, in a publicly visible location at the construction site, such as on the exterior of the construction fence, containing the following information:
- Address of Work
 - Start Date of Work
 - End Date of Work
 - Hours of Work
 - Type of Work
 - Contact Person
 - Company Name
 - Telephone
50. **Collection of Construction Debris.** During construction, the applicant shall place dumpsters or other containers on site to contain all construction debris. The dumpsters or other containers shall be placed in areas that do not block emergency vehicle access, access to neighboring developed properties or existing traffic, and shall be emptied on a regular basis, consistent with Antioch Municipal Code § 6-3.2, the Construction and Demolition Debris Ordinance. Where appropriate, applicant shall use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution. The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.
51. **Construction Hours.** Construction activity shall be as outlined in the Antioch Municipal Code § 5-17.04 and § 5-17.05. Construction activity is limited to 7:00 AM to 6:00 PM Monday-Friday except that activity within 300 feet of occupied dwellings is limited to the hours of 8:00 AM to 5:00 PM on weekdays. On weekends and holidays, construction activity is allowed 9:00 AM to 5:00 PM, irrespective of the distance from an occupied dwelling. Extended hours may be approved in writing by the City Manager or designee.
52. **Driveway Access.** Driveway access to neighboring properties, existing private driveways, and existing streets shall be maintained at all times during

construction, except that access to existing private driveways may be temporarily restricted with the mutual consent of all impacted property owners.

- 53. Demolition, Debris, Recycling.** All debris, garbage spoils, unwanted materials and vegetation shall be removed from the project site in accordance with City requirements. All materials that can be recycled shall be taken to an approved recycling facility. The project shall be kept clean and in compliance with and shall supply all necessary documentation for compliance with Antioch Municipal Code § 6-3.2, the Construction and Demolition Debris Ordinance.
- 54. Filter Materials at Storm Drain Inlets.** The applicant shall install filter materials (such as sandbags, filter fabric, waddles, etc.), erosion control and clean water measures throughout construction of the site including at each storm drain inlet and at the nearest the downstream side of the project site prior to:
- a. start of the rainy season (October 1).
 - b. site dewatering activities.
 - c. street washing activities.
 - d. saw cutting asphalt or concrete; and
 - e. in order to retain any debris or dirt flowing into the city storm drain system.

Filter materials, erosion control and clean water measures shall be installed, maintained, and/or replaced as necessary to ensure effectiveness, prevent street flooding and prevent soil erosion, debris, and dirty water draining onto City streets and into the storm drain system in accordance with City and state requirements. All used filter devices shall be disposed of in the trash or at a local approved landfill facility during construction.

- 55. Archeological Remains.** In the event subsurface archeological remains are discovered during any construction or preconstruction activities on the site, all construction work within 100 feet of the find shall be halted, and the Community Development Department, along with a professional archeologist, certified by the Society of California Archeology and/or the Society of Professional Archeology, shall be notified. Site work in this area shall not occur until the archeologist has had an opportunity to evaluate the significance of the find and to outline appropriate mitigation measures, if deemed necessary. If prehistoric archeological deposits are discovered during development of the site, local Native American organizations shall be consulted and involved in making resource management decisions.
- 56. Erosion Control Measures.** The grading operation of the development shall take place at one time and in a manner to prevent soil erosion and sedimentation. The slopes shall be landscaped, reseeded and/or blanketed as soon as possible after the grading operation ceases. Erosion measures shall be implemented during all phases of construction in accordance with an approved erosion and sedimentation control plan. Erosion control shall be continuously maintained by

the applicant and upgraded after rainstorms through the construction of the project and until the permanent erosion control measures, storm drain, and landscaping improvements are installed and operational.

57. **Dust Control.** Standard dust control methods shall be installed and used to stabilize the dust generated by construction activities. The applicant shall post dust control signage with contact phone numbers for the applicant, City staff, and the Bay Area Air Quality Management District.
58. **Landscape Installation and Maintenance.** Landscape shall show immediate results. Landscaped areas shall be watered, weeded, pruned, and/or otherwise maintained, as necessary. Plant materials shall be replaced as needed to maintain the landscaping in accordance with the approved plans. All trees shall be a minimum 24" box size and all shrubs shall be a minimum 5-gallon size.

PRIOR TO ISSUANCE OF OCCUPANCY PERMIT

59. **Planning Inspection.** Planning staff shall conduct a site visit to review exterior building elevations for architectural consistency with the approved plans, and to review landscape installation (if applicable). All exterior finishing details including window trim, paint, gutters, downspouts, decking, guardrails, and driveway installation shall be in place prior to scheduling the final inspection.
60. **Site Landscaping.** All landscaping within the project site, including on all slopes, medians, C.3 drainage basins, retaining walls, bioretention basins, common areas, open space and park landscape areas, and any other areas that are to be landscaped, shall be installed prior to issuance of final certificate of occupancy. All existing landscaping that is to remain shall be adequately watered and maintained.
61. **Debris Removal.** All mud, dirt, and construction debris shall be removed from the construction site prior to scheduling the final Planning inspection. No materials shall be discharged onto a sidewalk, street, gutter, storm drain or creek.
62. **Damage to Street Improvements.** Any damage that occurred during construction to existing streets and site improvements or adjacent property improvements in the immediate area of the project, shall be repaired and/or rebuilt to the satisfaction of the City Engineer at the full expense of the applicant. This shall include sidewalks, asphalt and concrete pavement, slurry seal existing AC pavements, parking lot curbs and gutters, landscaping, street reconstruction along the project frontage, or utilities as may be required by the City Engineer, to restore the developed area.

63. **Right-of-Way Construction Standards.** All improvements within the public right-of-way, including curbs, gutters, sidewalks, driveways, paving and utilities, shall be constructed in accordance with the City approved plans and/or City specifications as directed by the City Engineer.
64. **Double Detector Check Valve Assembly.** The applicant shall install the required sprinkler Double Detector Check Valve assemblies, and fire department connections in an enclosed area that is screened by landscaping or small 3.5' high masonry walls or placed within the building or in an underground vault so it is not visible from public view as approved by City Engineer and Fire Marshall and installed prior to occupancy if required by applicable code.
65. **Common Area Trash Receptacles.** Trash receptacles located in common areas, such as plazas, eating areas, walkways, club houses, or playgrounds, shall be the City Park three-sort type. All common area trash receptacles shall be in place prior to issuance of the certificate of occupancy for the area where the receptacle is located.
66. **Idle Free Signage.** Consistent with the City's adopted 2010 Climate Action Plan, the applicant shall install at least one "Idle Free" sign at each drive-through encouraging drivers to refrain from idling in their vehicle, reducing air pollution and greenhouse gas emissions. The sign shall be placed in an area with high visibility where drivers are queued to access the drive-through or pick up area. The sign location shall be shown on the construction plans at the time of building permit submittal for review and approval by Planning staff. The sign shall be 12"x18" and satisfy City requirements for no parking signage, traffic sign mounting, and signage in the right of way. The City's Environmental Resources Division has a sample bilingual Idle Free sign that the applicant may use as template: <https://www.antiochca.gov/pscr/environmental-resources/climate-change/>.

PROJECT SPECIFIC CONDITIONS

67. **Tentative and Final Map.** The City of Antioch understands that the developer of the adjacent high density residential project will be submitting the tentative and final maps for parcel lot line adjustments of all the existing parcels within this commercial development, adjustment of the proposed residential project parcel, and adjustment of the existing In Shape Heath Club parcel. These tentative and final maps shall be processed through the City Planning and Public Works Departments and approved by the City's Planning Commission and City Council prior to building permit issuance, to ensure that all structures are within the proposed parcel property lines and do not cross over any current or proposed property lines or easements in compliance with City and state ordinances.

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- 68. EVAE and Access Easements.** With the processing of a tentative and final map of the entire development area, the applicant and/or the adjacent residential developer shall dedicate to the City an emergency vehicle access easement (EVAE), public Access Easement (PAE), and public utility easement (PUE) over the 26' wide access drive, prior to building permit issuance. The applicant shall also dedicate a 46' wide PAE, EVAE, and PUE over the existing 4-lane paved main access drive from Lone Tree Way. The applicant shall allow vehicle and pedestrian access through the development to the existing In-Shape facility located in parcel A to the east and the residential parcel B, in accordance with City ordinance and state requirements, prior to building permit issuance.
- 69. Signage.**
- a. All on-site signs shall conform to the requirements outlined in Antioch Municipal Code § 9-5.512 for neighborhood/community commercial zones, as well as Article 5: Sign Regulations more broadly. All future signs not shown on the project plans shall be reviewed by Planning Staff for compliance with these requirements and the City's design standards for commercial signage.
 - b. Per the project plans, one additional monument sign will be permitted at the commercial center for a maximum total of three at the project site.
 - c. The "FREE VACUUMS" façade sign shall be removed from the Parcel E car wash.
- 70. Trash Enclosures.** The applicant shall install at least one trash enclosure within each developed parcel in the development in accordance with Antioch Municipal Code section 9-5.1401, Republic Services, and Contra Costa County Environmental Health requirements.
- 71. Hours of Operation.** The hours of operation for the businesses shall be as follows:
- a. Parcel E (car wash): 7:00am – 7:00pm (winter hours); 7:00am – 8:00pm (summer hours)
 - b. Parcel F (quick service restaurant): 10:00am – 11:00pm
 - c. Parcel G (retail/quick service restaurant): 10:45am – 11:00pm

Any proposed expansion of the hours of operation shall require approval from the Zoning Administrator and may require a noise study to confirm that increased operations do not create a new significant noise impact.

- 72. Parking.**
- a. Parking lot striping and markings shall match the design standards described in § 9-5.1719 of the Antioch Municipal Code, and shall be shown on the building permit plan submittal. The applicant shall provide a signing

and striping plan for the entire development, including restriping the main driveway entrance to the development and adjacent In-Shape site.

- b. Prior to occupancy, the applicant shall provide and record a reciprocal parking and access easement over the common drive and parking areas for all three project parcels and the adjacent In-Shape facility parcel (APN: 072-500-001), to allow for shared parking use within the entire commercial center. Including shared parking access in the project CC&Rs would also satisfy this requirement.
- 73. Bicycle Parking.** Bicycle parking shall be installed at each future developed parcel shown on the development plan submittal. The bicycle parking provided shall meet the standards in Antioch Municipal Code § 9-5.1707. All fast-food restaurants are required to install a minimum of five bicycle parking spaces at future development parcels F and G. These bicycle parking spaces shall be shown on the building permit improvement plan submittal, which will be reviewed and approved by the Community Development Department and constructed by the applicant prior to occupancy.
- 74. Tree Removal and Replacement.** The applicant shall adhere to all requirements for tree preservation, removal and replacement described in Antioch Municipal Code Title 9, Chapter 5, Article 12: "Tree Preservation and Regulation." Removal of any established or protected trees will require planting of replacement trees as follows: for each established tree, two 24-inch box trees; for each mature tree, two 48-inch box trees. The project plans show removal of two established trees, requiring at least four 24-inch box trees to be planted at the project site. The Final Landscape Plans for the project shall illustrate that all tree replacement requirements are being met.
- 75. Existing Frontage Improvements.** All existing frontage improvements at the main entrance to the project shall remain and not be demolished with construction of this development. All existing brick paving, plants, and landscape at this entrance shall remain and shall be properly maintained so they can continue to serve as a landscape entrance feature for this development. Any necessary repairs to the roadway during construction shall be completed by the applicant prior to occupancy of the first development on any of the parcels.
- 76. Water System Analysis.** Prior to issuance of the first building permit or grading permit, the applicant shall provide a fire sprinkler and domestic water system analysis of the complete proposed commercial area water system that will provide adequate water pressure and volume to serve this commercial development in compliance with City and Fire District domestic water and fire protection requirements. This system will be designed at 1,500 gpm at minimum residual pressure of 20 psi at the highest point of water service and at a minimum static pressure of 20 psi or as approved by the City Engineer. The system shall not exceed 80 psi pressure, or pressure reducing devices on each lot will be

required. See Fire and City Water Requirements for additional water flow conditions. The applicant shall also submit the proposed water analysis to the City for incorporation into the City water system model for further analysis and compliance with City water requirements. The applicant shall pay for such water system analysis, completed to the satisfaction of the City Engineer, prior to improvement plan approval and construction.

- 77. Improvements.** Final grading permits for the entire site shall be prepared and submitted prior to commencing any grading operations of any of the single parcels. Retaining walls shall be structurally designed with concrete and concrete masonry or other approved methods and shall be made to blend into the slopes of the development. The design of all access roadways, backbone, or shared utilities, and retaining wall improvements shall be submitted, reviewed and approved by the City Engineer, Planning Department and local building official to the satisfaction of the City Engineer, prior to construction. If construction of each of the parcels is separate, the applicant shall prepare a phasing plan of all improvements to be constructed to fully develop the site prior to construction of the first grading and building permit of any one parcel.
- 78. Backbone Improvements.** Any sale of portions of this project to outside developers shall include the necessary grading, access and utility easements to be dedicated on the final parcel map and recorded to ensure that each parcel has adequate access and utility connections, ADA access and other improvements shown on the tentative parcel map and City approved site plan. All preliminary improvements for adequate access, utility connections (sewer, water, drainage, joint trench) treatment bioretention basins, drainage detention and any other needed improvements stated in these conditions of approval are to be constructed for benefit of the entire development and shall be constructed prior to occupancy of the first developed parcel to the satisfaction of the City Engineer. All rough grading of building pads and paving of all shared access roads, utilities, including stormwater control infrastructure, as well as frontage improvements including retaining walls and landscaping, shall be designed, constructed, and implemented for all parcels within the project area to the satisfaction of the City Engineer prior to the first building permit issuance for the first developed parcel.
- 79. Bonding Requirements.** With the creation of Parcels E-G, the applicant shall bond for all water, sewer, drainage SD lines, treatment bioretention basins and drainage detention basins to handle drainage from finished parcels and their adjacent parking areas and drainage areas. This includes bonding for the installation of needed water, sewer, storm drain lines, pad grades, drainage inlets and outlet structures, drainage treatment and detention basins, sidewalks, maintenance access roads, and any other needed improvements for each parcel to build their buildings separately as shown on the preliminary site plans and vesting tentative map.

- a. The subsequent final parcel map shall be submitted with the improvement plans for the first commercial project on any one of the parcels shown on the tentative parcel map. The final map is intended to adjust the existing property boundary lines in one large lot line adjustment and shall include all the required information described in Title 9, Chapter 4, Article 5: Final Maps, of the Antioch Municipal Code.
- b. Improvement security shall be in one of the following forms:
 - i. Bond or bonds issued by one or more duly authorized corporate securities in an amount equal to 100% of the total estimated costs of the offsite improvements for faithful performance, and in an amount equal to 100% of the total offsite improvement estimated costs for labor and materials.
 - ii. A deposit, either with the City or a responsible escrow agent or trust company, at the option of the City Engineer, of money or negotiable bonds of the kind approved for securing deposits of public moneys, in the amounts and for security as specified above, to be released in the same manner as described above for bonds.
 - iii. An irrevocable letter of credit in form acceptable to the City Attorney issued by a financial institution acceptable to the City Attorney in an amount equal to 100 percent of the total estimated costs of the improvements for faithful performance, no part thereof to be released until such time as specified by state law.

- 80. Master Use List.** Car wash is added to the master list of allowed uses for PD04-05, to be permitted at Parcel E (APN: 072-500-005).

LONE TREE RETAIL PROPOSED NEW DEVELOPMENT

4099 LONE TREE WAY

APN: 072-500-005-3 (PARCEL E)
 APN: 072-500-006-1 (PARCEL F)
 APN: 072-500-007-9 (PARCEL G)
 DATE PREPARED: MARCH 1, 2024
 DATE REVISED: NOVEMBER 01, 2024

ANTIOCH

CA



1
VIEW TO PARCEL 'E' FROM BLUEROCK DR. AND LONE TREE
NOT TO SCALE



2
VIEW TO PARCEL 'E' AND 'F' FROM BLUEROCK DR.
NOT TO SCALE



3
VIEW TO PARCEL 'F' FROM LONETREE AVE.
NOT TO SCALE



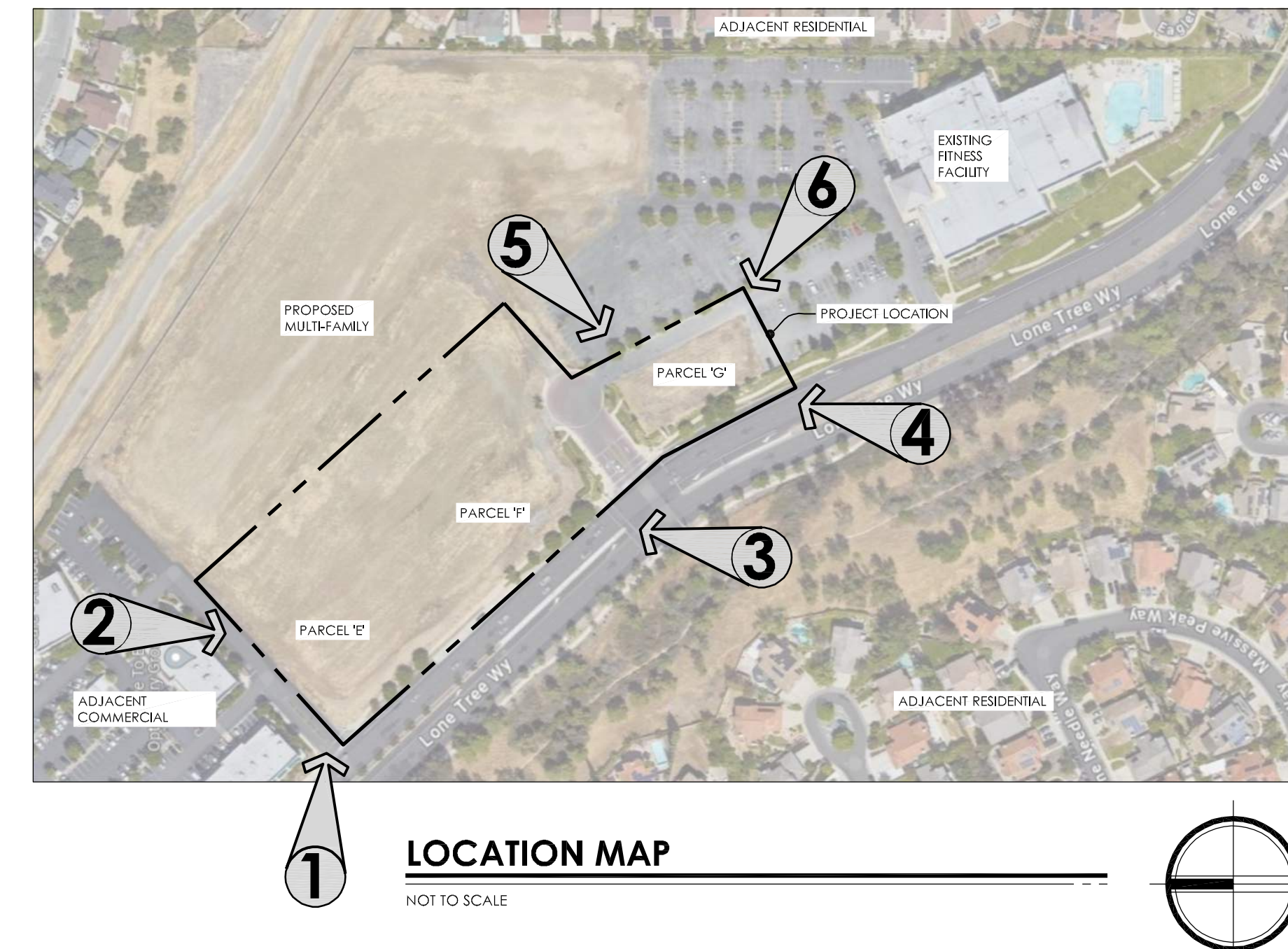
4
VIEW TO PARCEL 'G' FROM LONETREE AVE.
NOT TO SCALE



5
VIEW TO PARCEL 'G'
NOT TO SCALE



6
VIEW TO PARCEL 'G'
NOT TO SCALE



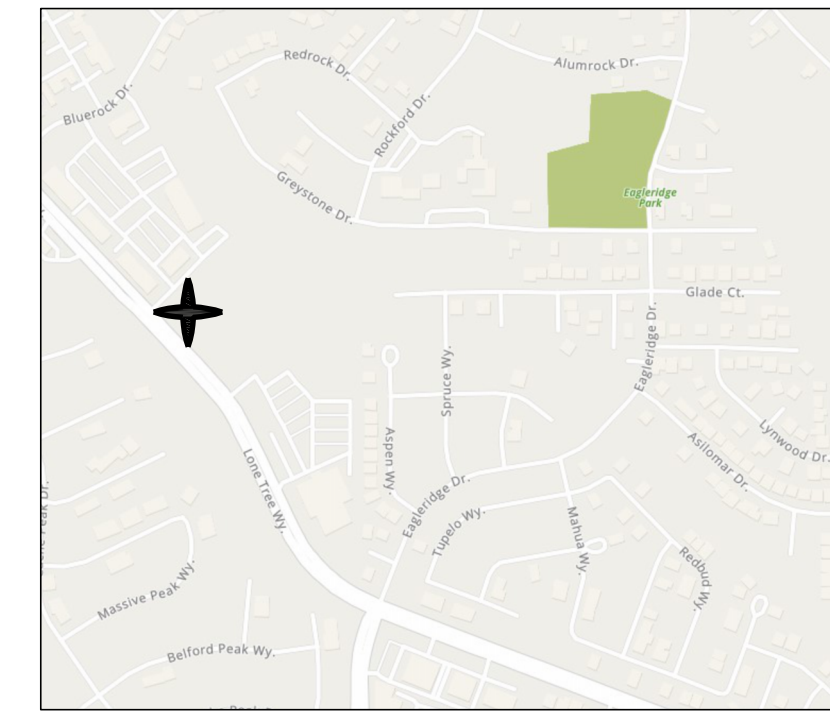
PREVIOUS DEVELOPMENT ENTITLEMENTS PD-04-05 AND UP-04-14 WHICH INCLUDED A 126,000 SF COMMERCIAL / RETAIL CENTER AND A 60,000 SF FITNESS FACILITY. THE FITNESS FACILITY (PARCEL A) WAS CONSTRUCTED IN 2007 AND THE BALANCE OF THE PROPERTY HAS REMAINED SUBSTANTIALLY UNDEVELOPED AND VACANT.

SHEET INDEX

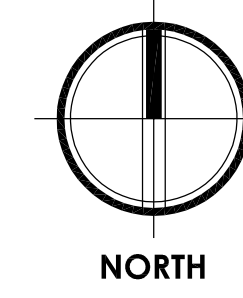
ARCHITECTURAL	ARBORIST REPORT	MONUMENT SIGN
A0 COVER SHEET / SITE PHOTOS	T1 TREE INVENTORY	1 MONUMENT SIGN
A1 OVERALL SITE PLAN	T2 TREE INVENTORY	2 MONUMENT SIGN
A2 PARCEL 'E' - ENLARGED SITE PLAN	T3 TREE REMOVAL PLAN	3 MONUMENT SIGN
A3 PARCEL 'E' - COLORED SITE PLAN	LANDSCAPE	4 SITE PLAN
A4 PARCEL 'E' - EXTERIOR COLORED ELEVATIONS	L1 PARCEL 'E' AND 'F' LANDSCAPE PLAN	PARCEL MAP
A5 PARCEL 'E' - FLOOR PLAN	L2 PARCEL 'G' LANDSCAPE PLAN	1 PARCEL MAP
A6 PARCEL 'E' - ATTENDANT SHELTER	ELECTRICAL	
A7 PARCEL 'E' - DUMPSTER ENCLOSURE	E1 PARCEL 'E' PHOTOMETRIC PLAN	
A8 PARCEL 'E' - VACUUM EQUIPMENT ENCLOSURE	E2 PARCEL 'F' PHOTOMETRIC PLAN	
A9 PARCEL 'E' - CANOPY PLAN	E3 PARCEL 'G' PHOTOMETRIC PLAN	
A10 PARCEL 'E' - ROOF PLAN	E4 IN-SHAPE PHOTOMETRIC PLAN	
A11 PARCEL 'E' - SECTION	CIVIL ENGINEERING	
A12 PARCEL 'F' - ENLARGED SITE PLAN	C1.1 COVER SHEET	
A13 PARCEL 'F' - COLORED SITE PLAN	C1.2 DETAILS AND CROSS SECTIONS	
A14 PARCEL 'F' - FLOOR PLAN	C1.3 ENGINEERED CROSS SECTIONS	
A15 PARCEL 'F' - EXTERIOR COLORED ELEVATIONS	C2.1 TOPOGRAPHIC PLAN	
A16 PARCEL 'F' - ROOF PLAN	C2.2 TOPOGRAPHIC PLAN	
A17 PARCEL 'F' - SECTION	C3.1 DIMENSION AND PAVING PLAN	
A18 PARCEL 'G' - ENLARGED SITE PLAN	C3.2 DIMENSION AND PAVING PLAN	
A19 PARCEL 'G' - COLORED SITE PLAN	C4.1 GRADING AND DRAINAGE PLAN	
A20 PARCEL 'G' - FLOOR PLAN	C4.2 GRADING AND DRAINAGE PLAN	
A21 PARCEL 'G' - EXTERIOR COLORED ELEVATIONS	C5.1 COMPOSITE UTILITY AND STORMWATER QUALITY PLAN	
A22 PARCEL 'G' - ROOF PLAN	C5.2 COMPOSITE UTILITY AND STORMWATER QUALITY PLAN	
A23 PARCEL 'G' - SECTION		
A24 TRASH ENCLOSURE PLAN, ELEVATIONS AND SECTION		
A25 COLOR / MATERIAL BOARD / LIGHTING SPECIFICATIONS		

PROPOSED DEVELOPMENT:
LONE TREE RETAIL
 4099 LONE TREE WAY
 ANTIOCH, CA.
 PLANNING ARCHITECTURE
api
 ARCHITECTURE PLUS INC.
 4335-B NORTH STAR WAY
 MODESTO, CA 95356
 ph. 209.577.4661
 fx. 209.577.0213
 www.apiarc.com

C1 A0



VICINITY MAP
4099 LONE TREE WAY
ANTIOCH, CA 94509



PROJECT TEAM

PROJECT CONTACT:
PAUL ROTHBARD c/o ISHC PROPERTIES LLC
21128 PACIFIC COAST HIGHWAY, SPACE 172
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prothbard@hotmail.com

ARCHITECT:
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CONTACT: RODNEY ALONZO
rod@apiarc.com

CIVIL:
NORTH STAR ENGINEERING GROUP INC.
620 12TH ST.
MODESTO, CA 95354
PHONE: (209) 524-3525
CONTACT: JOHN ELLIS
jellis@nseng.net

PROPERTY DESIGNATIONS

CURRENT ZONE: P-D PLANNED DEVELOPMENT DISTRICT
GENERAL PLAN: NEIGHBORHOOD COMMUNITY COMMERCIAL

PARCEL 'E'

APN: 072-500-005-3
PARCEL AREA: 52,583 S.F. / 1.21 ACRES
BUILDING COVERAGE (OF PROJECT AREA): 4,708 SQ. FT. (10%)
BUILDING USE: CAR WASH
MAXIMUM BUILDING HEIGHT: 35'-0"
PARKING REQUIRED: 7 STALLS
PARKING PROVIDED:
STANDARD: 1 STALLS
ACCESSIBLE: 1 STALLS
VA/COLUM I I ACCESSIBLE: 9 STALLS
TOTAL: 11 STALLS

PARCEL 'F'

APN: 072-500-006-1
PARCEL AREA: 41,775 S.F. / .96 AC
BUILDING COVERAGE (OF PROJECT AREA): 2,550 SQ. FT. (6.1%)
BUILDING USE: QUICK SERVICE RESTAURANT / RETAIL
MAXIMUM BUILDING HEIGHT: 35'-0"
PARKING REQUIRED:
QUICK SERVICE RESTAURANT 850 SQ. FT. DINING AREA / 50 SQ. FT. = 17 STALLS
TOTAL PARKING REQUIRED: 17 STALLS
PARKING PROVIDED:
STANDARD: 13 STALLS
COMPACT: 2 STALLS
ACCESSIBLE: 2 STALLS
TOTAL PARKING PROVIDED: 17 STALLS

PARCEL 'G'

APN: 072-500-007-9
PARCEL AREA: 45,738 S.F. / 1.05 AC
BUILDING COVERAGE (OF PROJECT AREA): 3,760 SQ. FT. (8%)
BUILDING USE: QUICK SERVICE RESTAURANT / RETAIL
MAXIMUM BUILDING HEIGHT: 35'-0"
PARKING REQUIRED:
QUICK SERVICE RESTAURANT 500 SQ. FT. DINING AREA / 50 SQ. FT. = 10 STALLS
RETAIL 1,460 SQ. FT. / 200 SQ. FT. = 7 STALLS
TOTAL PARKING REQUIRED: 17 STALLS
PARKING PROVIDED:
STANDARD: 17 STALLS
ACCESSIBLE: 2 STALLS
TOTAL PARKING PROVIDED: 19 STALLS

IN-SHAPE (EXISTING)

PARKING REQUIRED:
FITNESS FACILITY 59,513 S.F. / 200 = 297 STALLS
PARKING PROVIDED:
TOTAL PARKING PROVIDED: 300 STALLS

PROPOSED DEVELOPMENT:

LONE TREE RETAIL

4099 LONE TREE WAY
ANTIOCH, CA.

PLANNING ARCHITECTURE

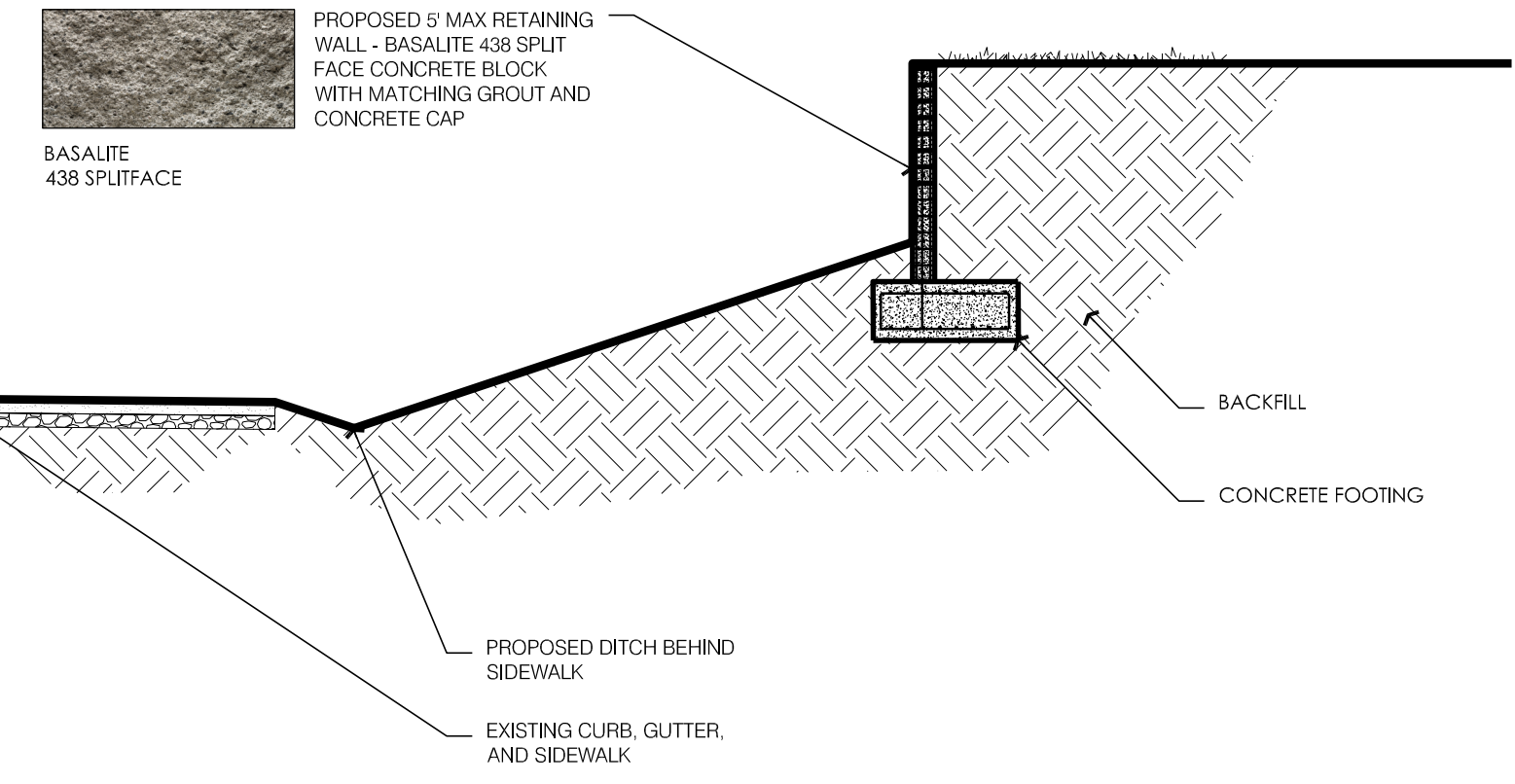
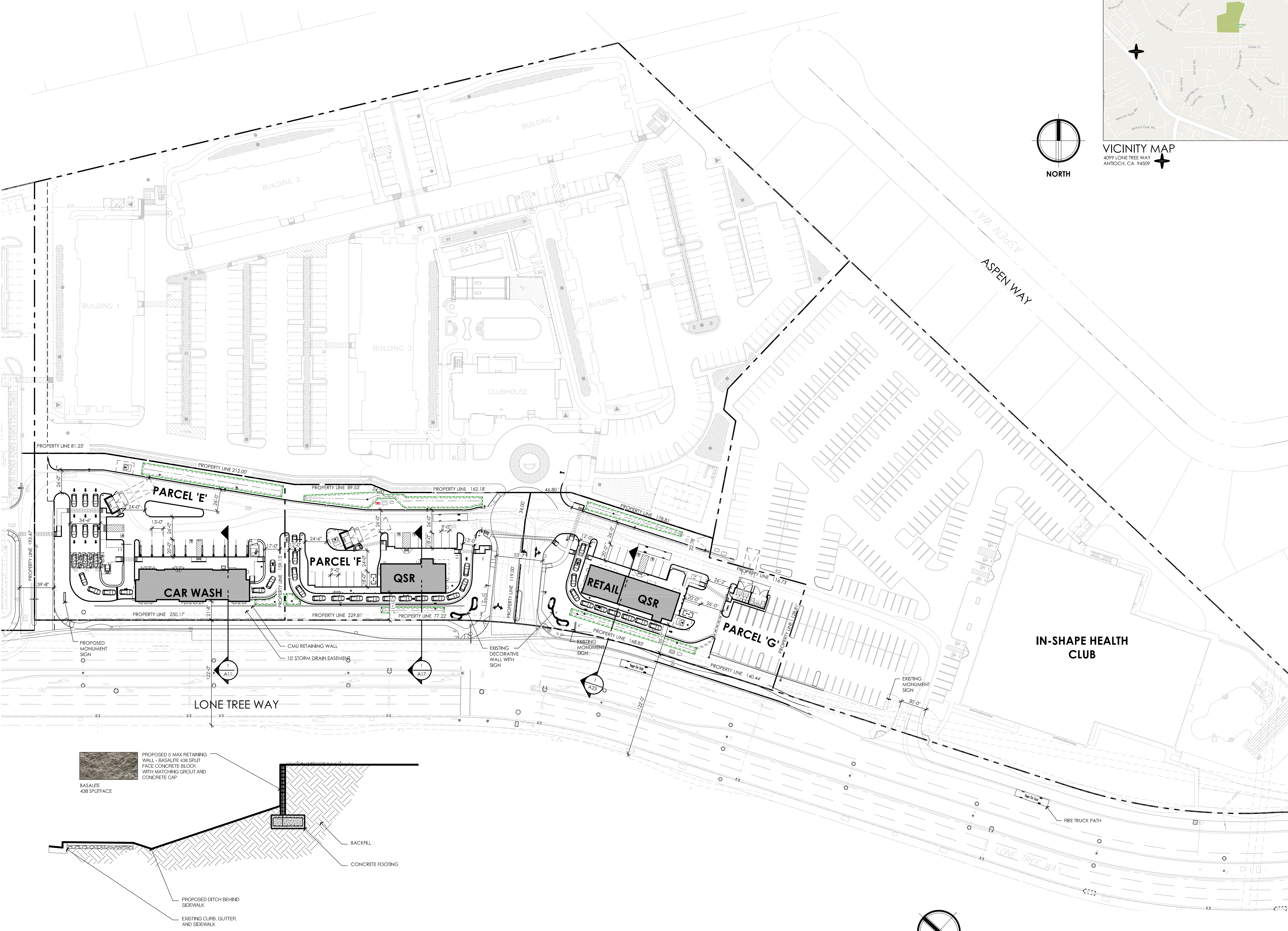


ARCHITECTURE PLUS INC.
4335-B NORTH STAR WAY
MODESTO, CA 95356

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ph. 209.577.4661
fx. 209.577.0213

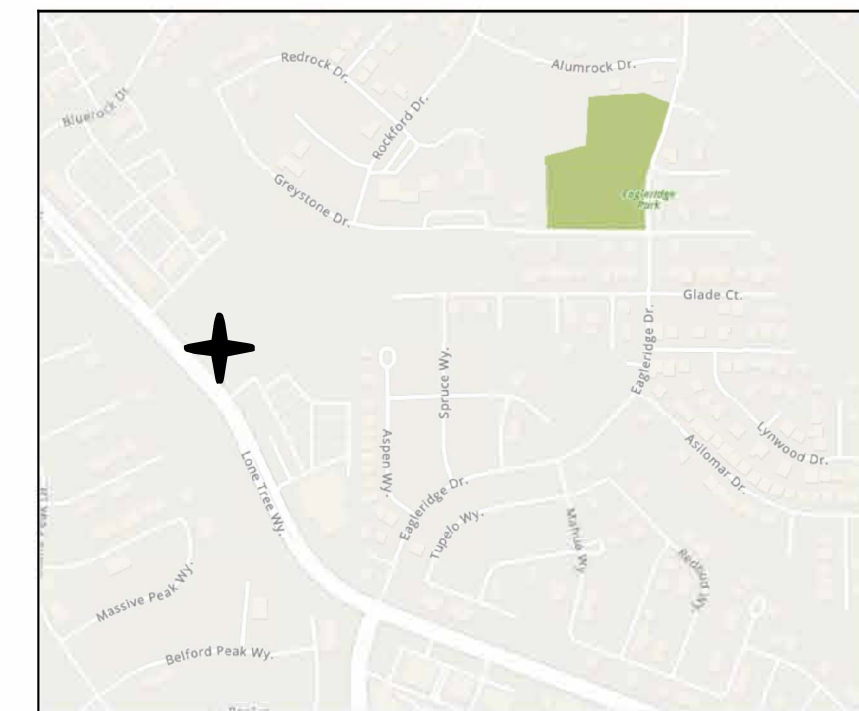
www.apiarc.com



RETAINING WALL DETAIL
SCALE: N.T.S.

OVERALL SITE PLAN
SCALE: 1" = 50'-0"





VICINITY MAP
4099 LONE TREE WAY
ANTIOCH, CA 94509

PARCEL 'E'

APN: 072-500-005-3

PARCEL AREA: 52,583 S.F. / 1.21 ACRES

BUILDING COVERAGE (OF PROJECT AREA): 4,708 SQ. FT. (10 %)

BUILDING USE: CAR WASH

MAXIMUM BUILDING HEIGHT: 35'-0"

PARKING REQUIRED: 7 STALLS

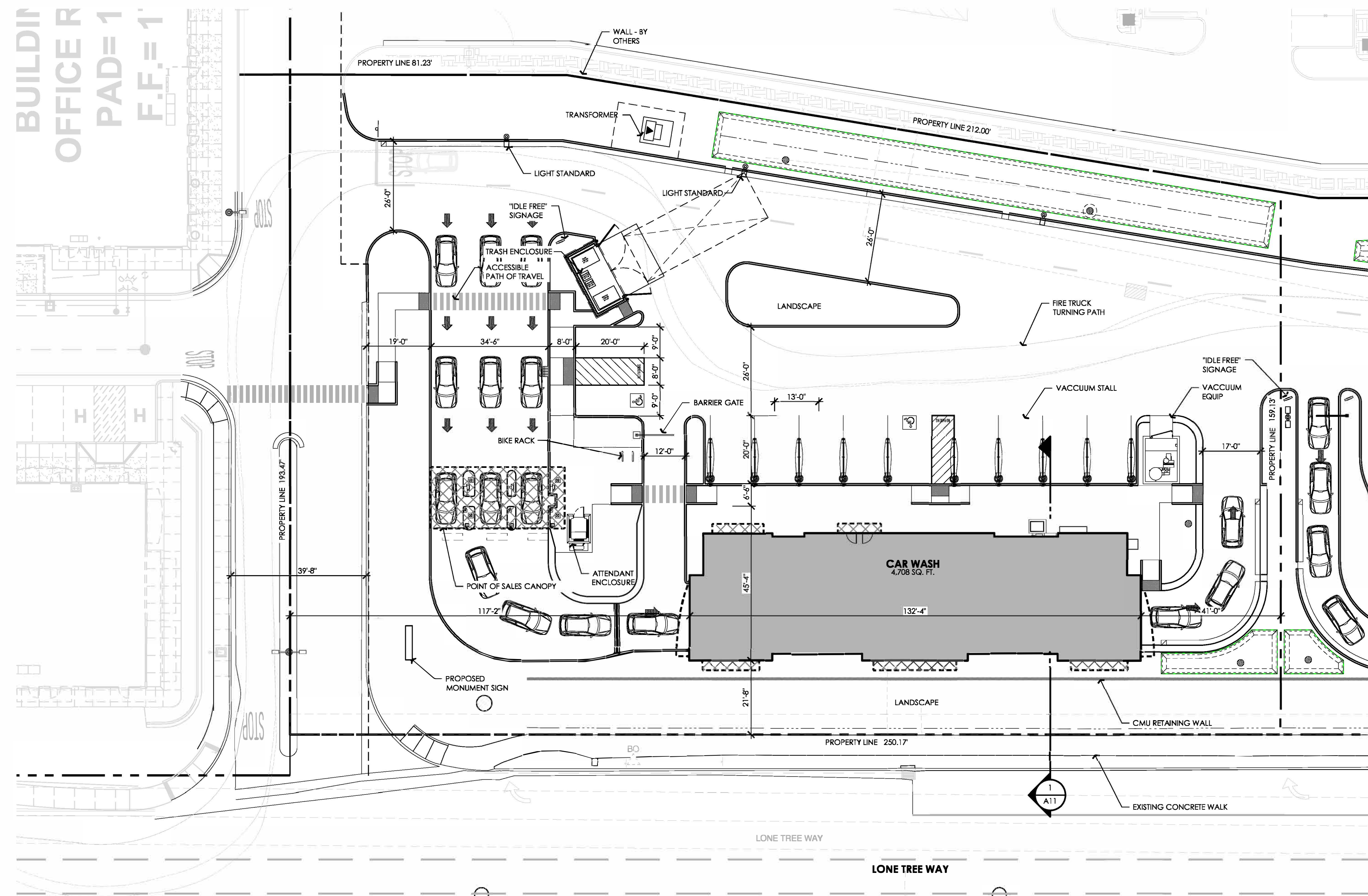
PARKING PROVIDED

STANDARD: 1 STALLS

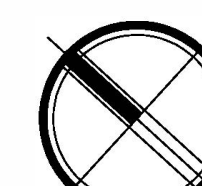
ACCESSIBLE: 1 STALLS

VACCUUM (1 ACCESSIBLE): 9 STALLS

TOTAL: 11 STALLS



1 PARCEL 'E' ENLARGED SITE PLAN
SCALE: 1" = 20'-0"



NORTH

PROPOSED DEVELOPMENT:

LONE TREE RETAIL

4099 LONE TREE WAY
ANTIOCH, CA.

PLANNING ARCHITECTURE



ARCHITECTURE PLUS INC.
4335-B NORTH STAR WAY
MODESTO, CA 95356

C3

A2

ph. 209.577.4661
fx. 209.577.0213

www.apiarc.com



1 PARCEL 'E' ENLARGED SITE PLAN
 SCALE: 1" = 20'-0"



PROPOSED DEVELOPMENT:
LONE TREE RETAIL

4099 LONE TREE WAY
 ANTIOCH, CA.

PLANNING ARCHITECTURE



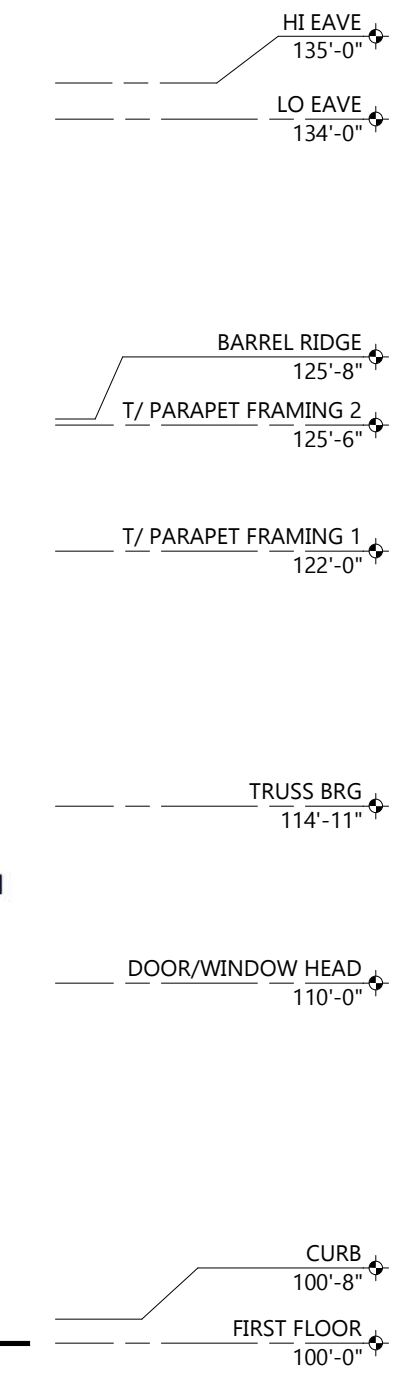
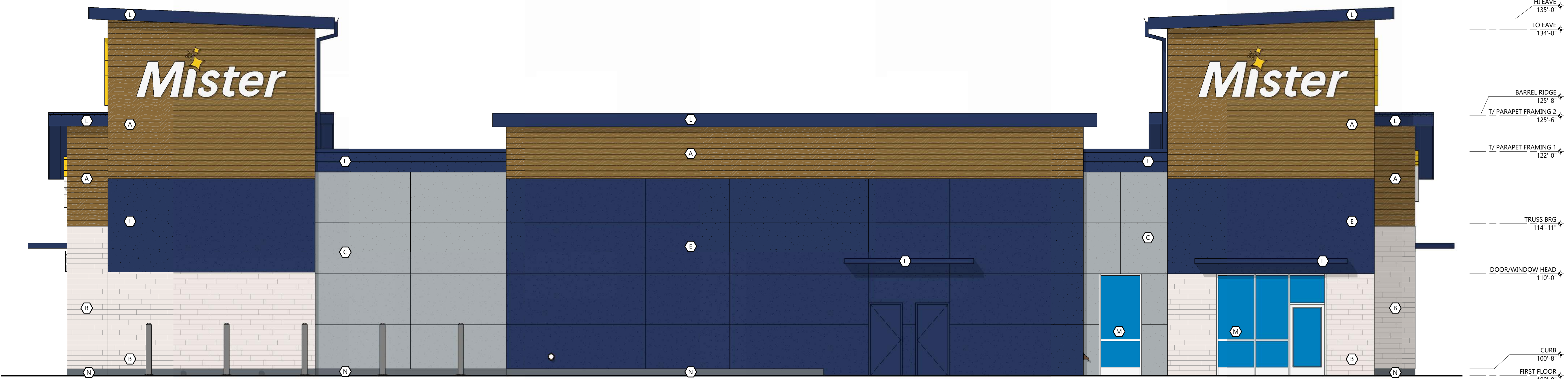
ARCHITECTURE PLUS INC.
 4335-B NORTH STAR WAY
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C4

A3

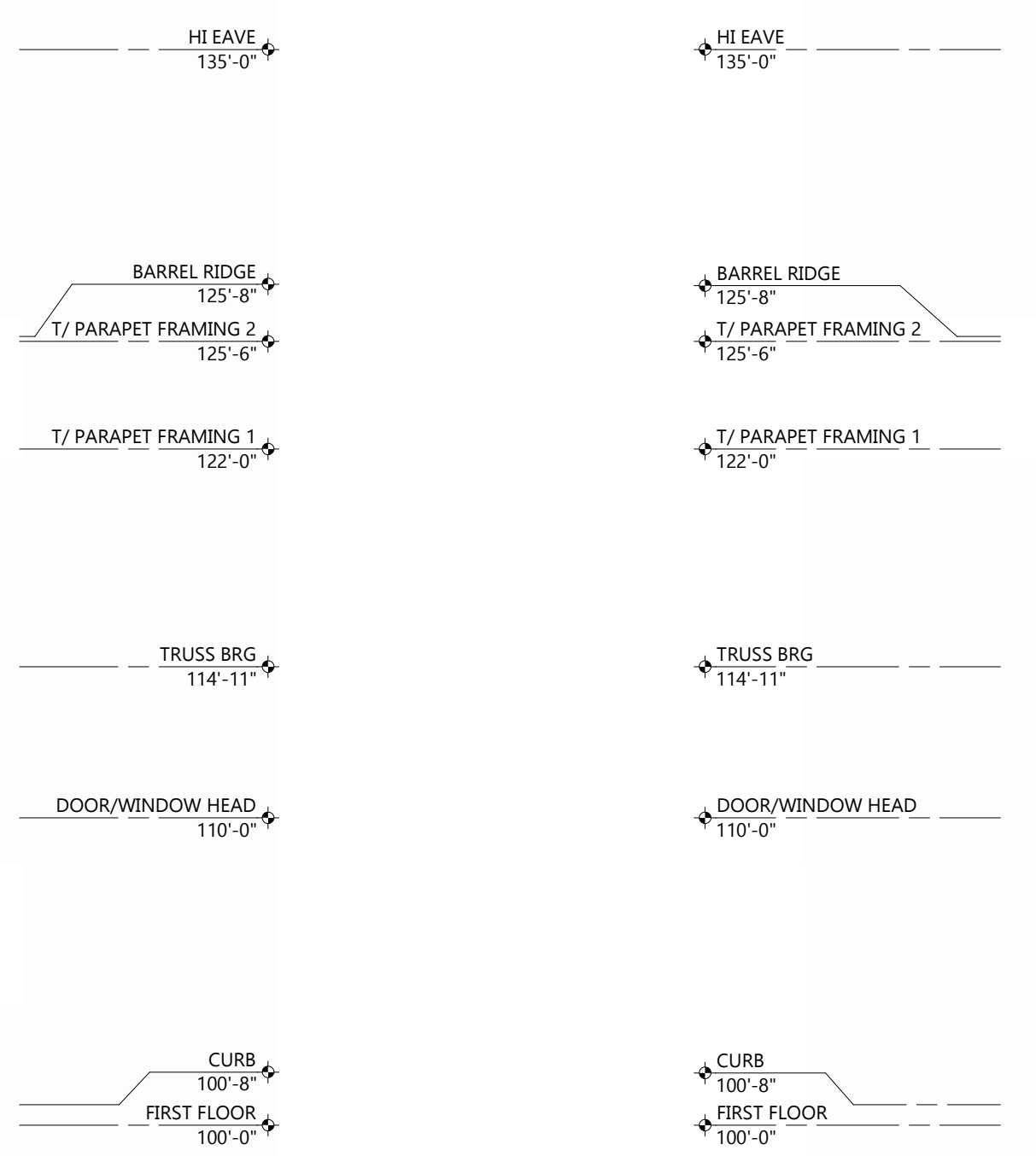


EXTERIOR MATERIAL KEY	
	PREFINISHED ALUMINUM BATTENS MFR: LUMABUILT STYLE: MOSAIC 1x6 BATTENS COLOR: HAZELNUT BROWN
	STONE VENEER MFR: EL DORADO STONE STYLE: VANTAGE 30 (6" x 30" L x -1"D) COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
	EFS TEXTURE: SAND COLOR: PT-6 (MORNING FOG)
	EFS TEXTURE: SAND COLOR: PT-3 (WALL STREET)
	EFS TEXTURE: SAND COLOR: PT-9 (IN THE NAVY)
	SINGLE W/ THE CMU TEXTURE: SMOOTH FACE INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
	SINGLE W/ THE CMU TEXTURE: SPLIT FAC INTEGRAL COLOR TO MATCH PT-3 (WALLSTREET)
	PRECAST STONE SILL COLOR: LIMESTONE
	NOT USED
	PREFINISHED STANDING SEAM METAL ROOF PANEL MFR: CTMRS (OR EQUAL) STYLE: LARGE BATTEN 24 GA COLOR: PT-9 (IN THE NAVY)
	PREFINISHED METAL TRIM AND ACCESSORIES MFR: CTMRS (OR EQUAL) COLOR: PT-9 (IN THE NAVY)
	ALUMINUM STOREFRONT SYSTEM GLAZING: CLEAR
	CONCRETE CURB TEXTURE: HAND RUB COLOR TO MATCH PT-3
	TREX DECK BOARD COLOR TO MATCH PT-3

GENERAL NOTES

- ALL SIGNAGE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ALL ADVERTISING SIGNAGE SUBJECT TO SEPARATE SIGN PERMIT SUBMITTAL AND APPROVAL.

OFFICE ELEVATION
SCALE: 3/16" = 1'-0"



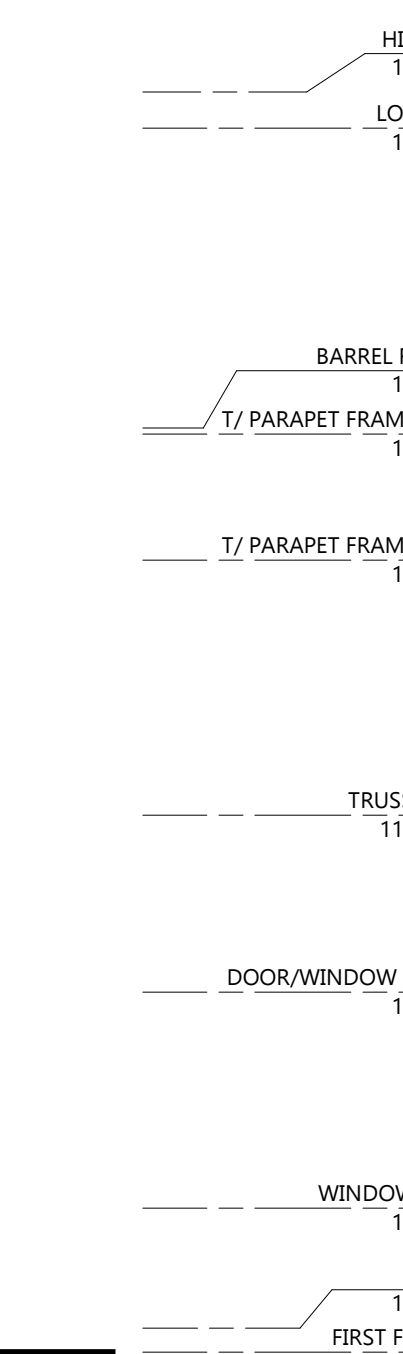
EXIT ELEVATION
SCALE: 3/16" = 1'-0"



ENTRANCE ELEVATION
SCALE: 3/16" = 1'-0"



TUNNEL ELEVATION
SCALE: 3/16" = 1'-0"



PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)
PROFESSIONAL SEAL

PRELIMINARY DATES
SEPT. 6, 2024

NOT FOR CONSTRUCTION

JOB NUMBER
230157800

SHEET NUMBER
A4

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PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
 LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)

PROFESSIONAL SEAL

PRELIMINARY DATES

SEPT. 6, 2024

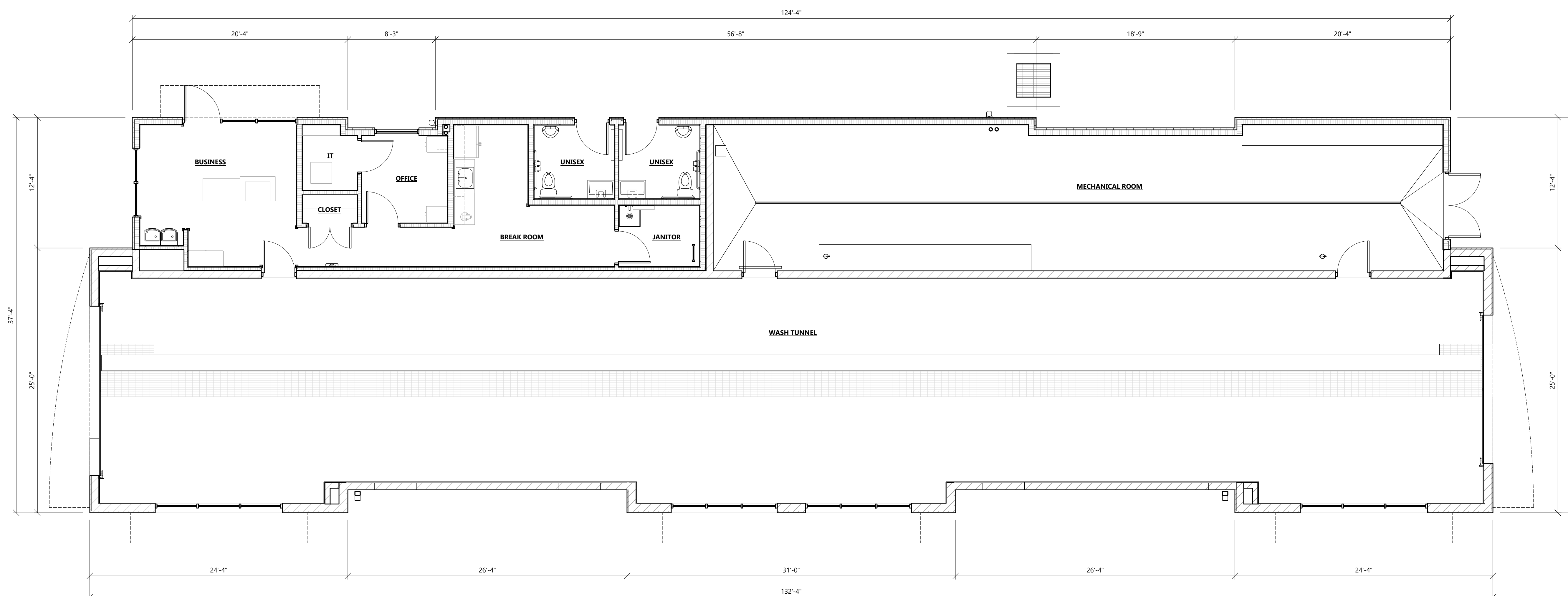
NOT FOR CONSTRUCTION

JOB NUMBER

230157800

SHEET NUMBER

A5



FLOOR PLAN
 SCALE: 3/16" = 1'-0"
 0 5 10

PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)

PROFESSIONAL SEAL

PRELIMINARY DATES

SEPT. 6, 2024

NOT FOR CONSTRUCTION

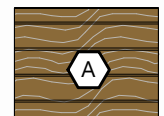
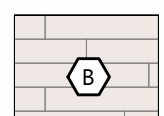



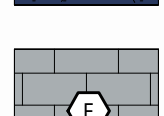

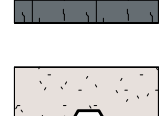
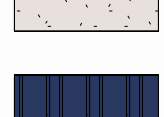





JOB NUMBER

230157800

SHEET NUMBER

A6

EXTERIOR MATERIAL KEY

-  PREFINISHED ALUMINUM BATTENS
MFR: LUMABUILT
STYLE: MOSAIC 146 BATTENS
COLOR: HAZELNUT BROWN
-  STONE VENEER
MFR: EL DORADO STONE
STYLE: VANTAGE 30 (6" H x 30" L x 1" D)
COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
-  EBS
TEXTURE: SAND
COLOR: PT-6 (MORNING FOG)
-  EBS
TEXTURE: SAND
COLOR: PT-3 (WALL STREET)
-  EBS
TEXTURE: SAND
COLOR: PT-9 (IN THE NAVY)
-  SINGLE WYTHE CMU
TEXTURE: SMOOTH FACE
INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
-  SINGLE WYTHE CMU
TEXTURE: SPLIT FACE
INTEGRAL COLOR TO MATCH PT-3 (WALLSTREET)
-  PRECAST STONE SILL
COLOR: LIMESTONE
-  NOT USED
-  PREFINISHED STANDING SEAM METAL ROOF PANEL
MFR: CTMRS (OR EQUAL)
STYLE: LARGE BATTEN 24 GA
COLOR: PT-9 (IN THE NAVY)
-  PREFINISHED METAL TRIM AND ACCESSORIES
MFR: CTMRS (OR EQUAL)
COLOR: PT-9 (IN THE NAVY)
-  ALUMINUM STOREFRONT SYSTEM
GLAZING: CLEAR
FRAME: CLEAR ANODIZED
-  CONCRETE CURB
TEXTURE: HAND RUB
COLOR TO MATCH PT-3
-  TREX DECK BOARD
COLOR TO MATCH PT-3

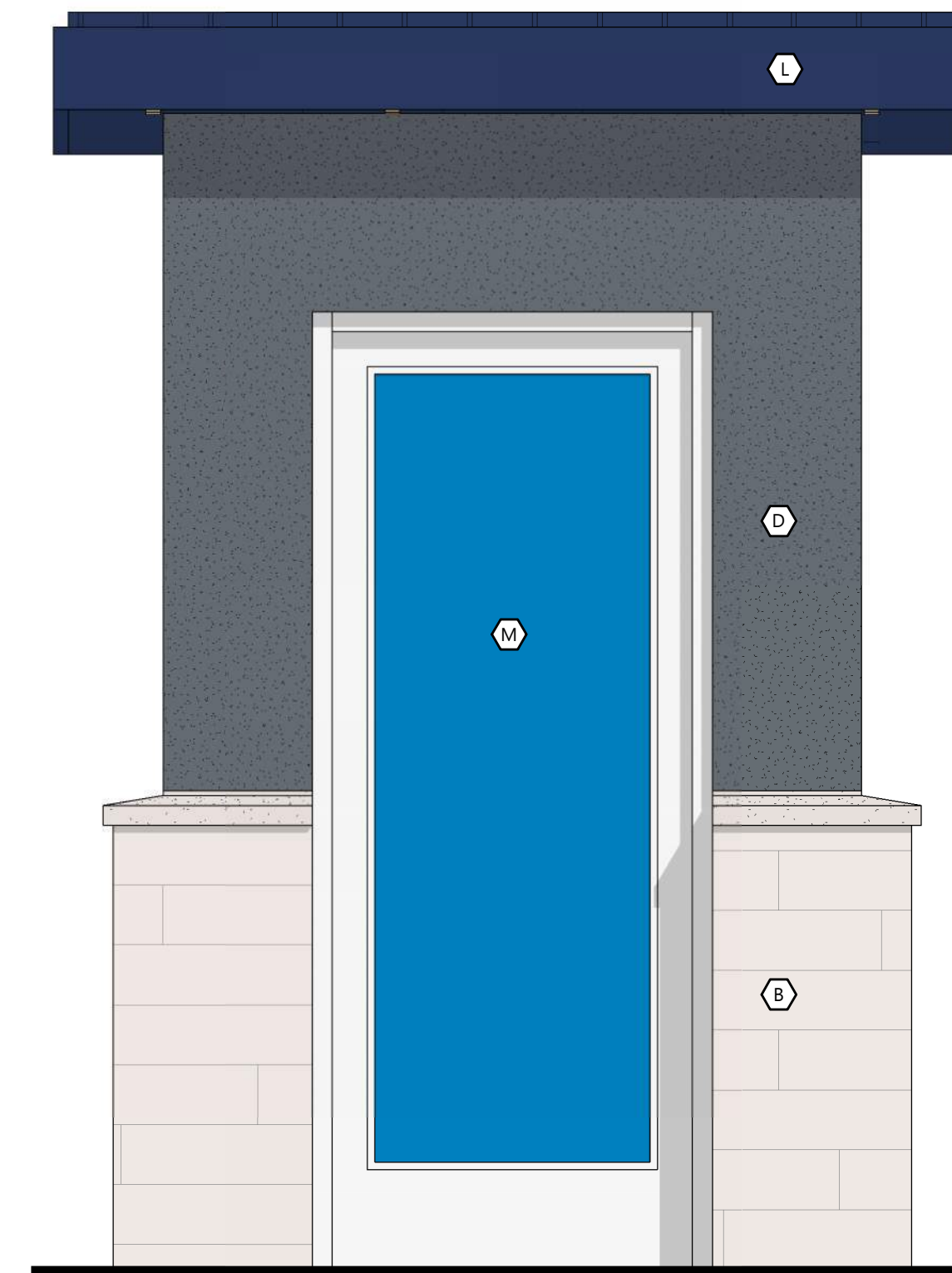
GENERAL NOTES

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LEFT ELEVATION

SCALE: 3/4" = 1'-0"



FRONT ELEVATION

SCALE: 3/4" = 1'-0"



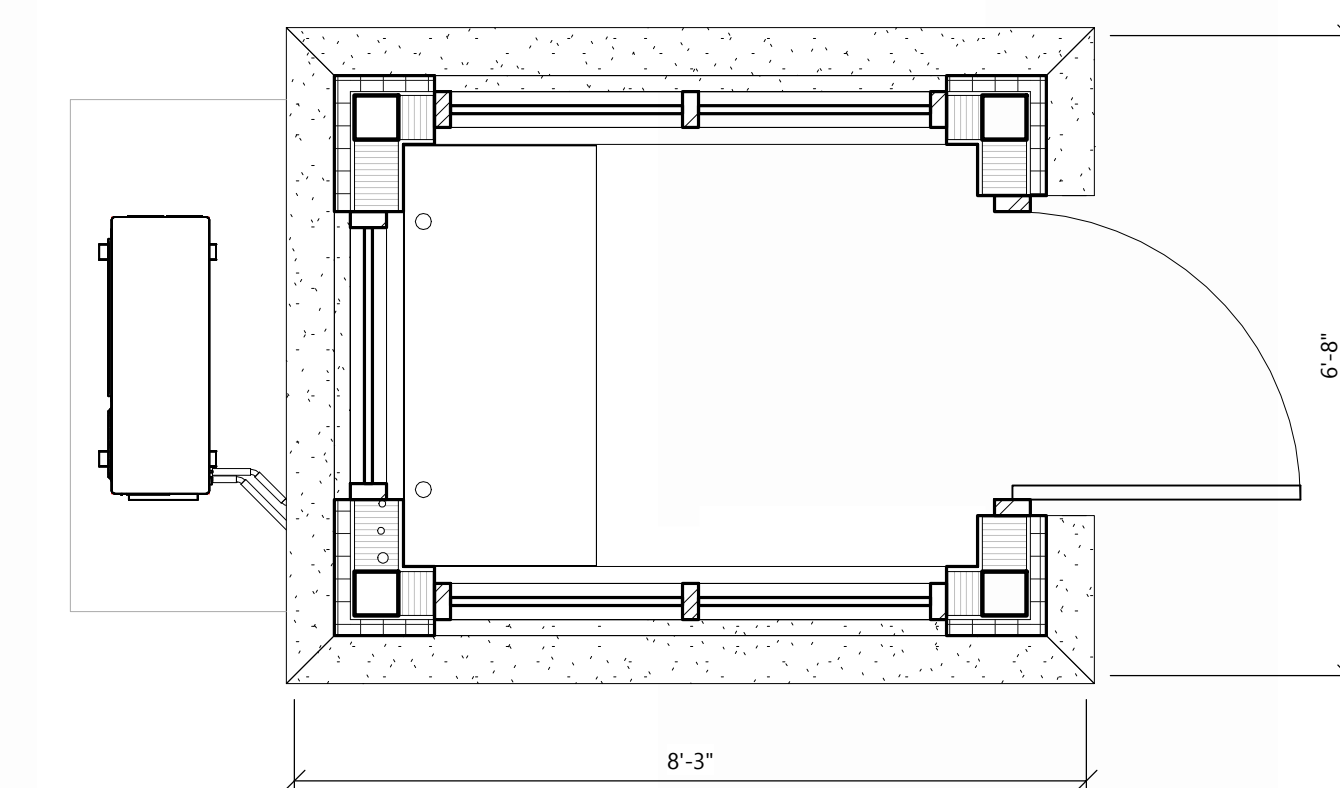
RIGHT ELEVATION

SCALE: 3/4" = 1'-0"



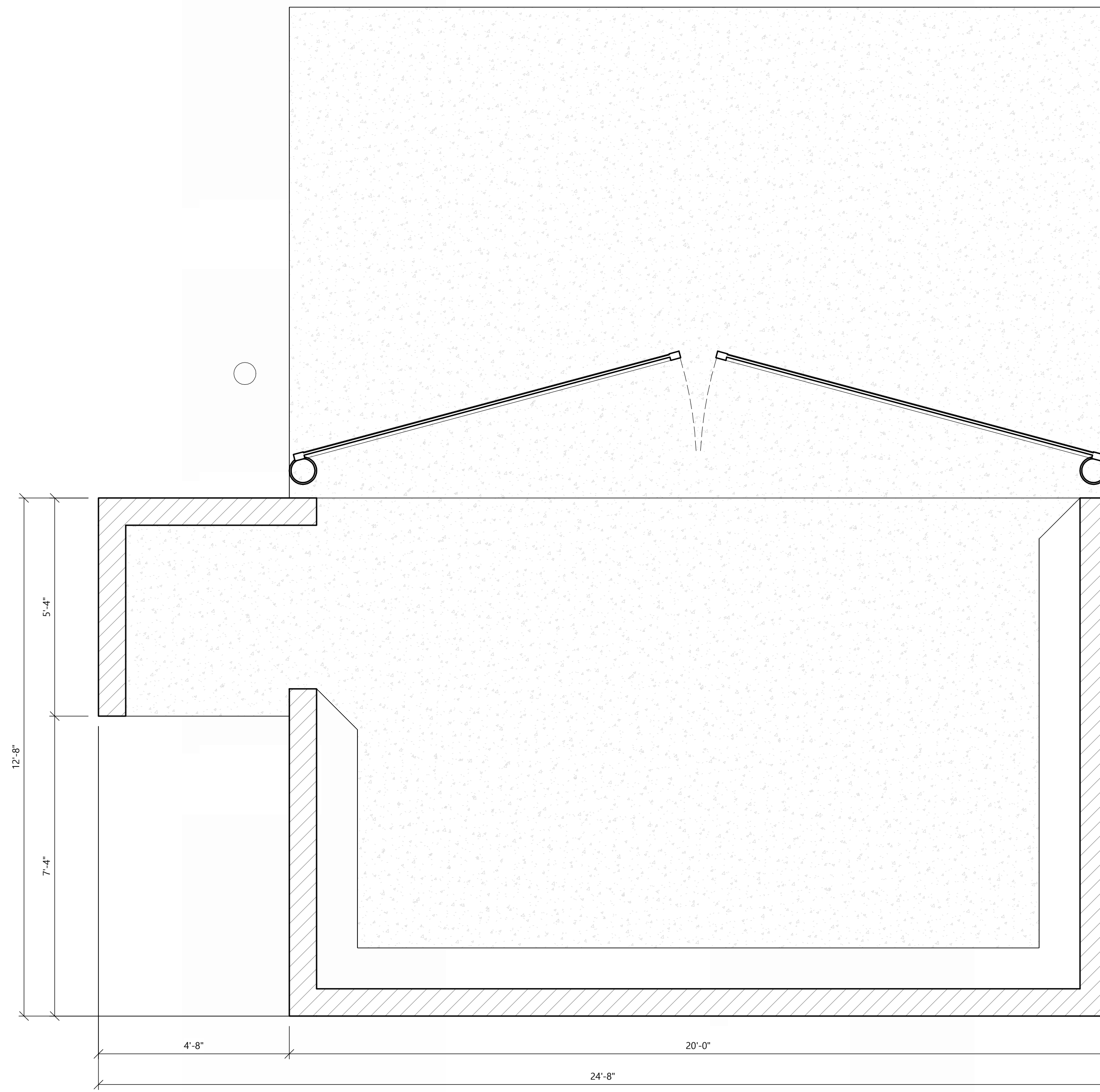
REAR ELEVATION

SCALE: 3/4" = 1'-0"



SHELTER PLAN

SCALE: 1/2" = 1'-0"

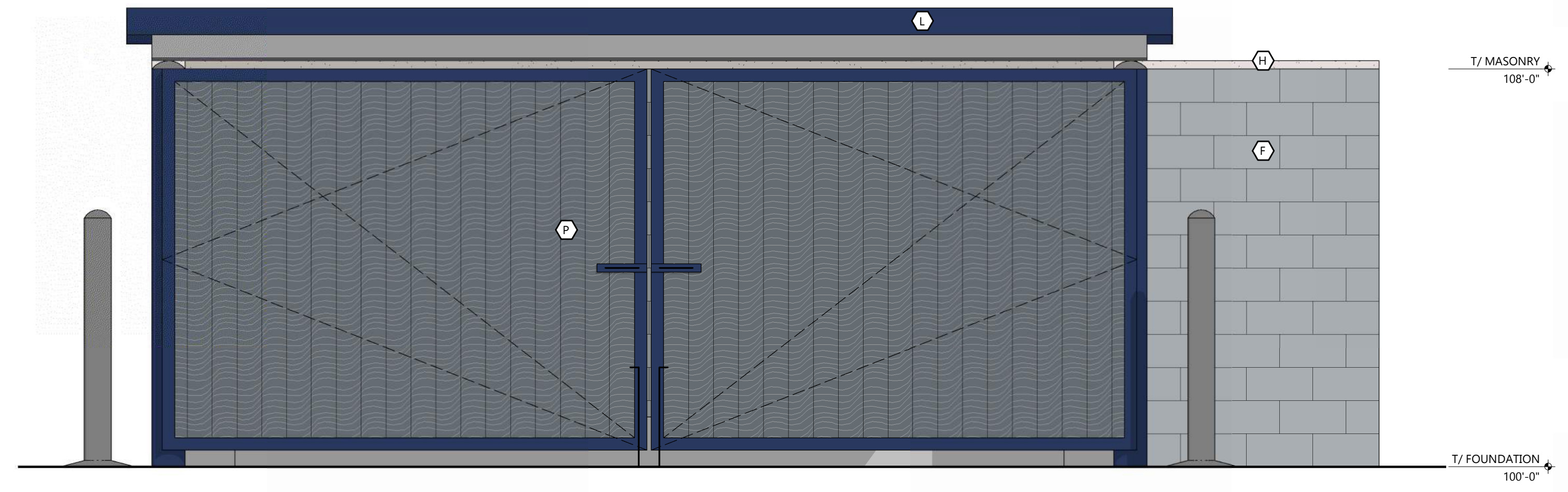


PLAN - DUMPSTER ENCLOSURE
SCALE: 1/2" = 1'-0"

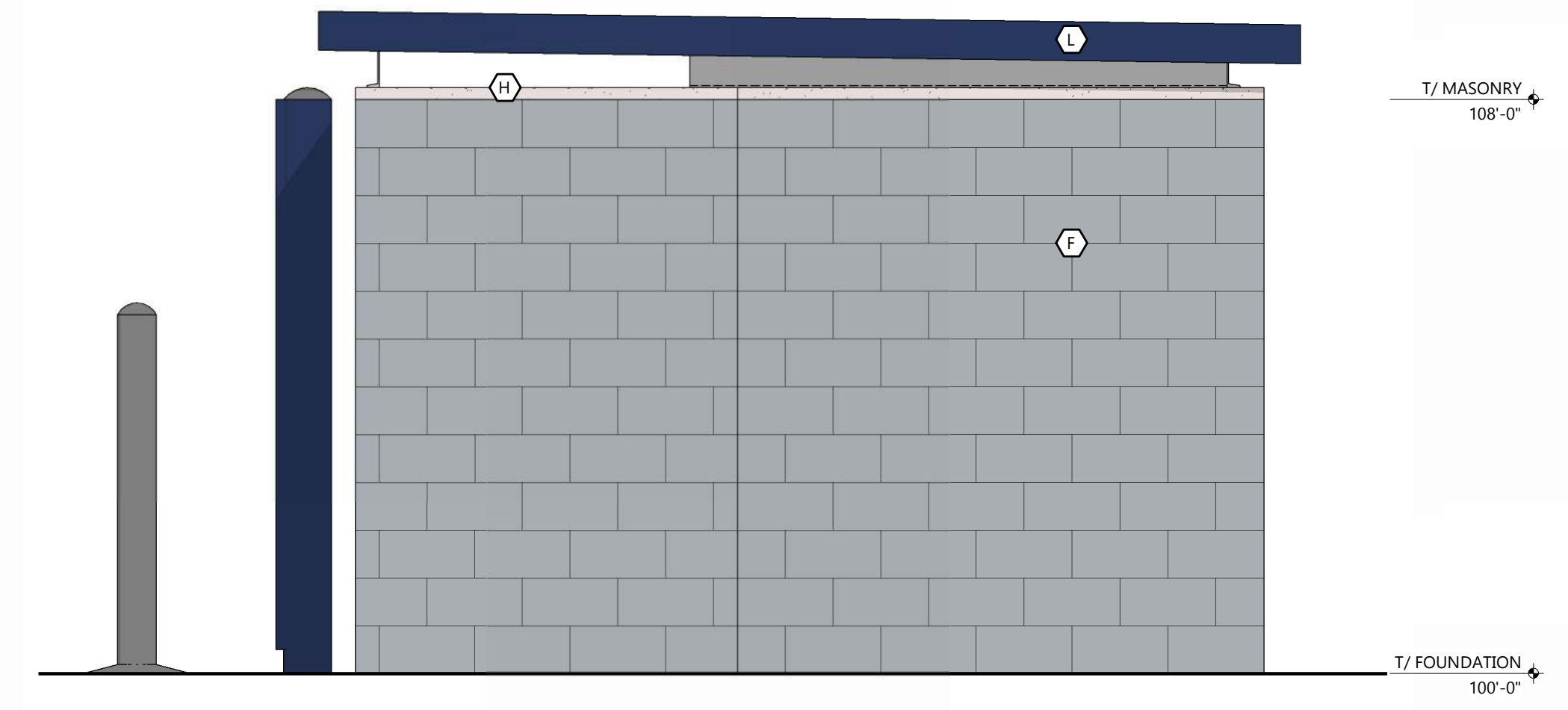
EXTERIOR MATERIAL KEY	
	PREFINISHED ALUMINUM BATTENS MFR: LUMBARLIT STYLE: MOSAIC 1x6 BATTENS COLOR: HAZELNUT BROWN
	STONE VENEER MFR: EL DORADO STONE STYLE: VANTAGE 30 1/2" H x 30" L x 1" D COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
	EIFS TEXTURE: SAND COLOR: PT-6 (MORNING FOG)
	EIFS TEXTURE: SAND COLOR: PT-3 (WALL STREET)
	EIFS TEXTURE: SAND COLOR: PT-9 (IN THE NAVY)
	SINGLE WYTHE CMU TEXTURE: SMOOTH FACE INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
	SINGLE WYTHE CMU TEXTURE: SPLIT FACE INTEGRAL COLOR TO MATCH PT-3 (WALL STREET)
	PRECAST STONE SILL COLOR: LIMESTONE
	NOT USED
	PREFINISHED STANDING SEAM METAL ROOF PANEL MFR: CTMRS (OR EQUAL) STYLE: LARGE BATTEN 24 GA COLOR: PT-9 (IN THE NAVY)
	PREFINISHED METAL TRIM AND ACCESSORIES MFR: CTMRS (OR EQUAL) COLOR: PT-9 (IN THE NAVY)
	ALUMINUM STOREFRONT SYSTEM GLAZING: CLEAR FRAME: CLEAR ANODIZED
	CONCRETE CURB TEXTURE: HAND RUB COLOR TO MATCH PT-3
	TREX DECK BOARD COLOR TO MATCH PT-3

GENERAL NOTES

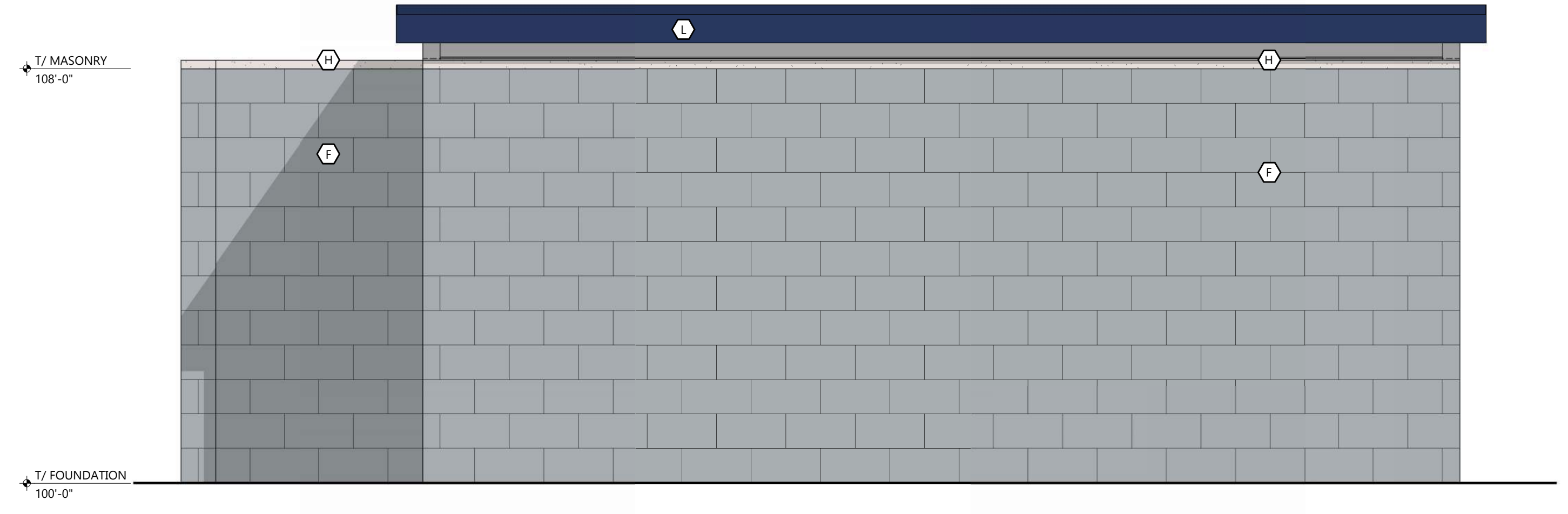
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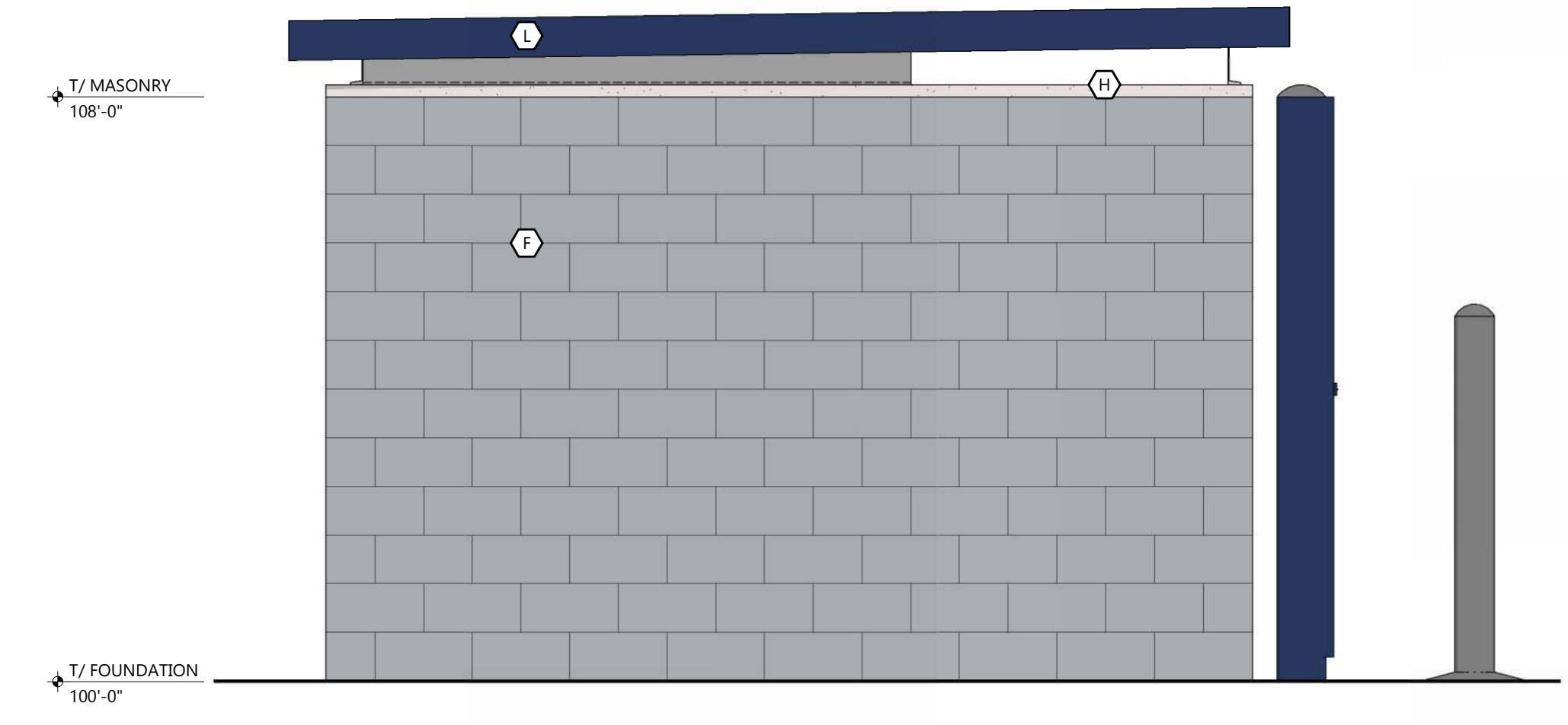
ELEVATION - FRONT
SCALE: 1/2" = 1'-0"



ELEVATION - LEFT
SCALE: 1/2" = 1'-0"



ELEVATION - REAR
SCALE: 1/2" = 1'-0"



ELEVATION - RIGHT
SCALE: 1/2" = 1'-0"

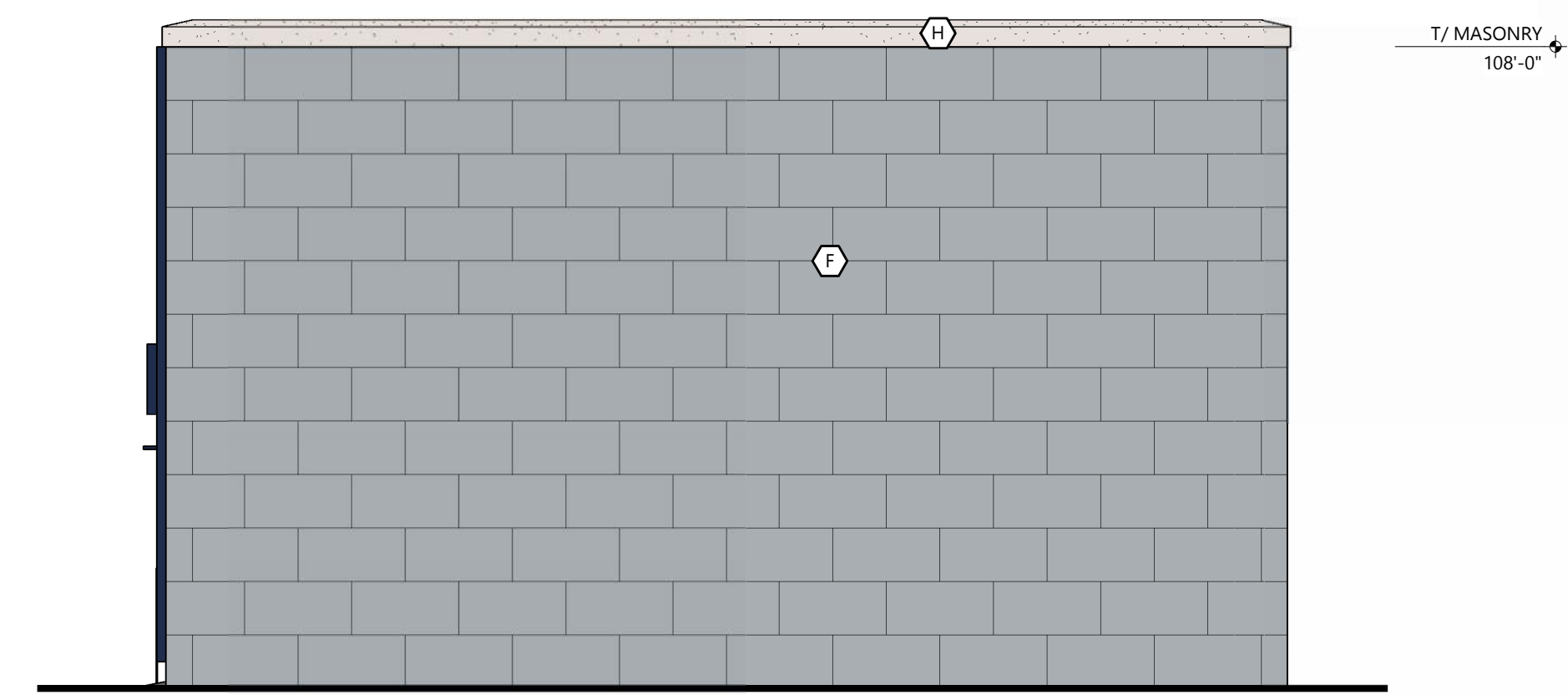
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EXTERIOR MATERIAL KEY

	PREFINISHED ALUMINUM BATTENS MFR: LUMASULT STYLE: MOSAIC 1/4" BATTENS COLOR: HAZELNUT BROWN
	STONE VENEER MFR: EL DORADO STONE STYLE: VANTAGE 30 (6"H x 30"L x 1"D) COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
	EFS TEXTURE: SAND COLOR: PT-6 (MORNING FOG)
	EFS TEXTURE: SAND COLOR: PT-3 (WALL STREET)
	EFS TEXTURE: SAND COLOR: PT-9 (IN THE NAVY)
	SINGLE WYTHE CMU TEXTURE: SMOOTH FACE INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
	SINGLE WYTHE CMU TEXTURE: SPLT FACE INTEGRAL COLOR TO MATCH PT-3 (WALLSTREET)
	PRECAST STONE SILL COLOR: LIMESTONE
	NOT USED
	PREFINISHED STANDING SEAM METAL ROOF PANEL MFR: CTMRS (OR EQUAL) STYLE: LARGE BATTEN 24 GA COLOR: PT-9 (IN THE NAVY)
	PREFINISHED METAL TRIM AND ACCESSORIES MFR: CTMRS (OR EQUAL) COLOR: PT-9 (IN THE NAVY)
	ALUMINUM STOREFRONT SYSTEM GLAZING: CLEAR FRAME: CLEAR ANODIZED
	CONCRETE CURB TEXTURE: HAND RUB COLOR TO MATCH PT-3
	TBEK DECK BOARD COLOR TO MATCH PT-3

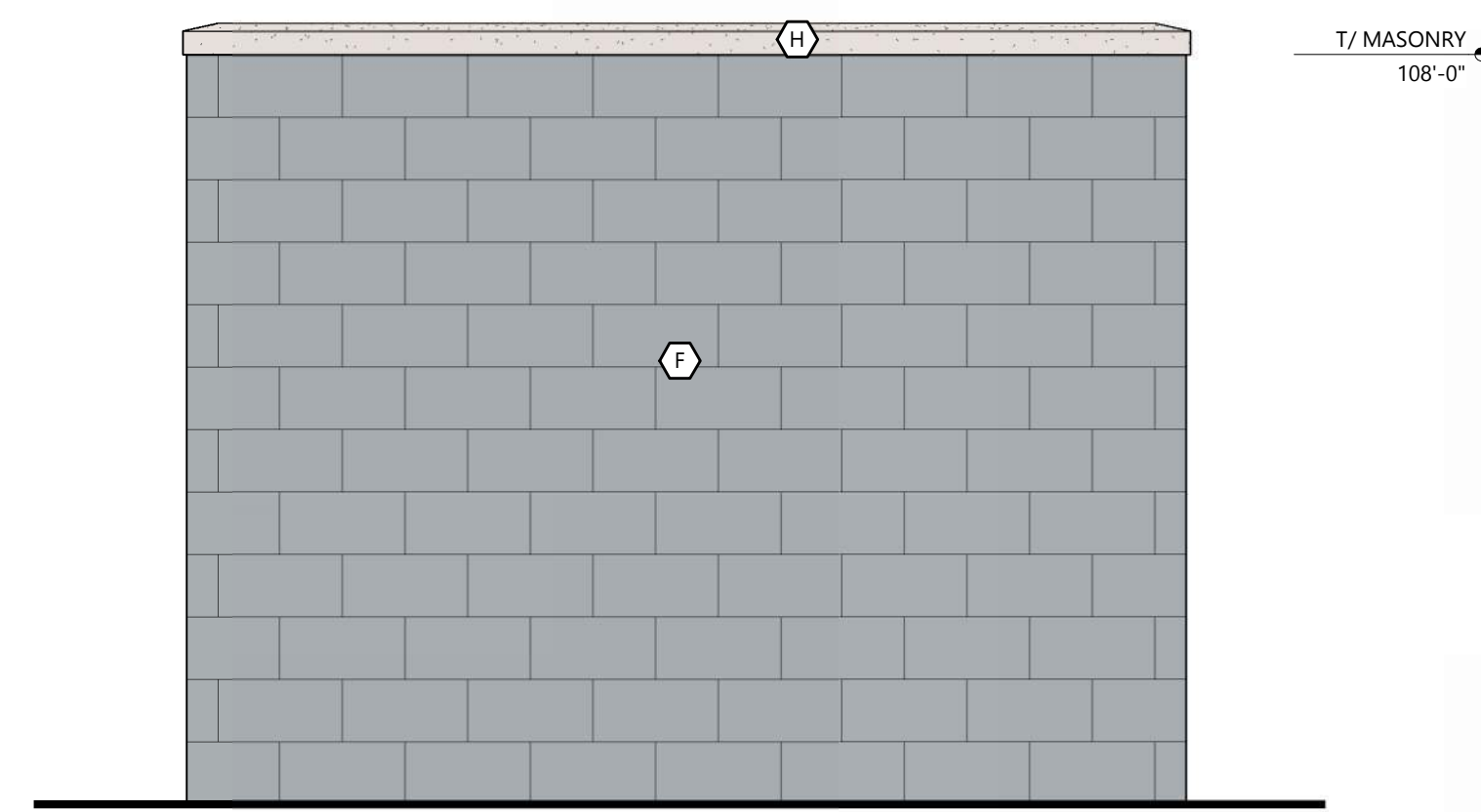
GENERAL NOTES

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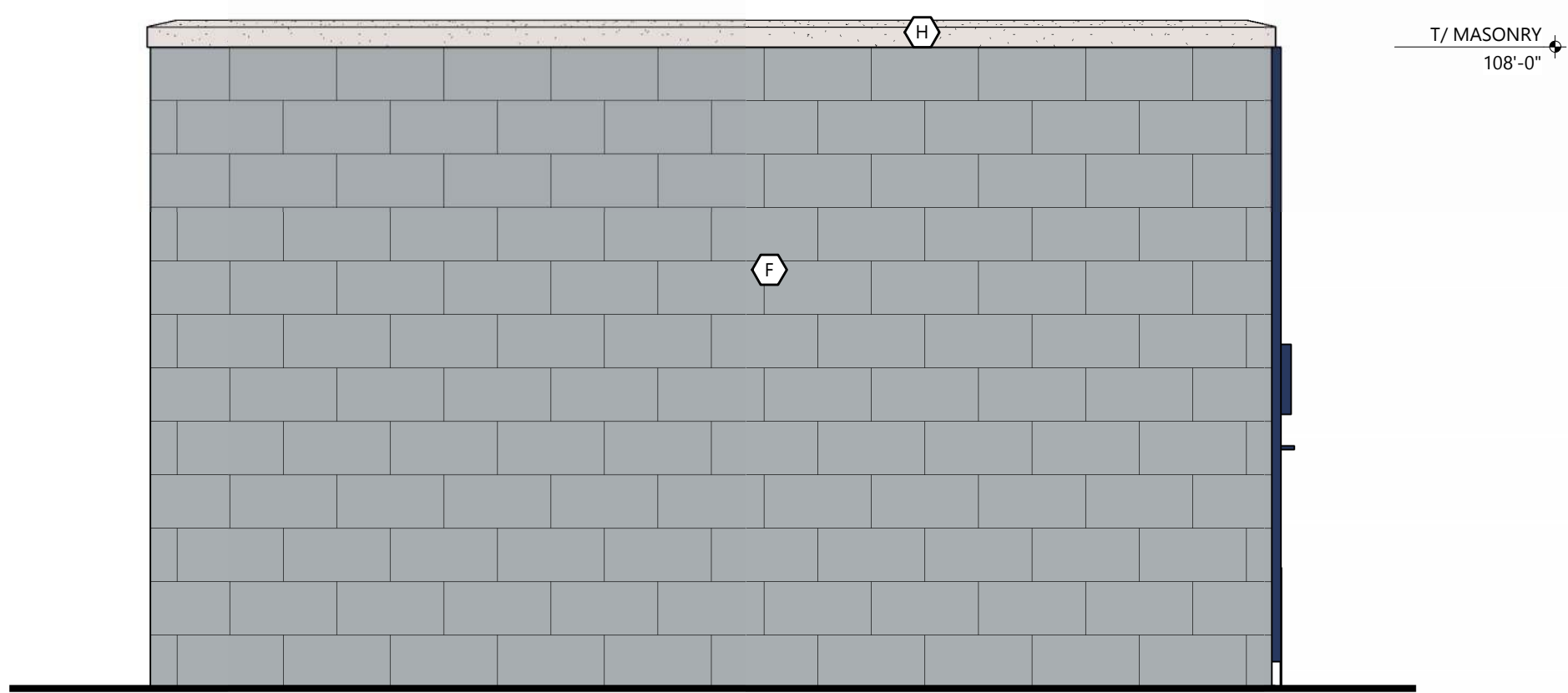
RIGHT ELEVATION

SCALE: 1/2" = 1'-0"



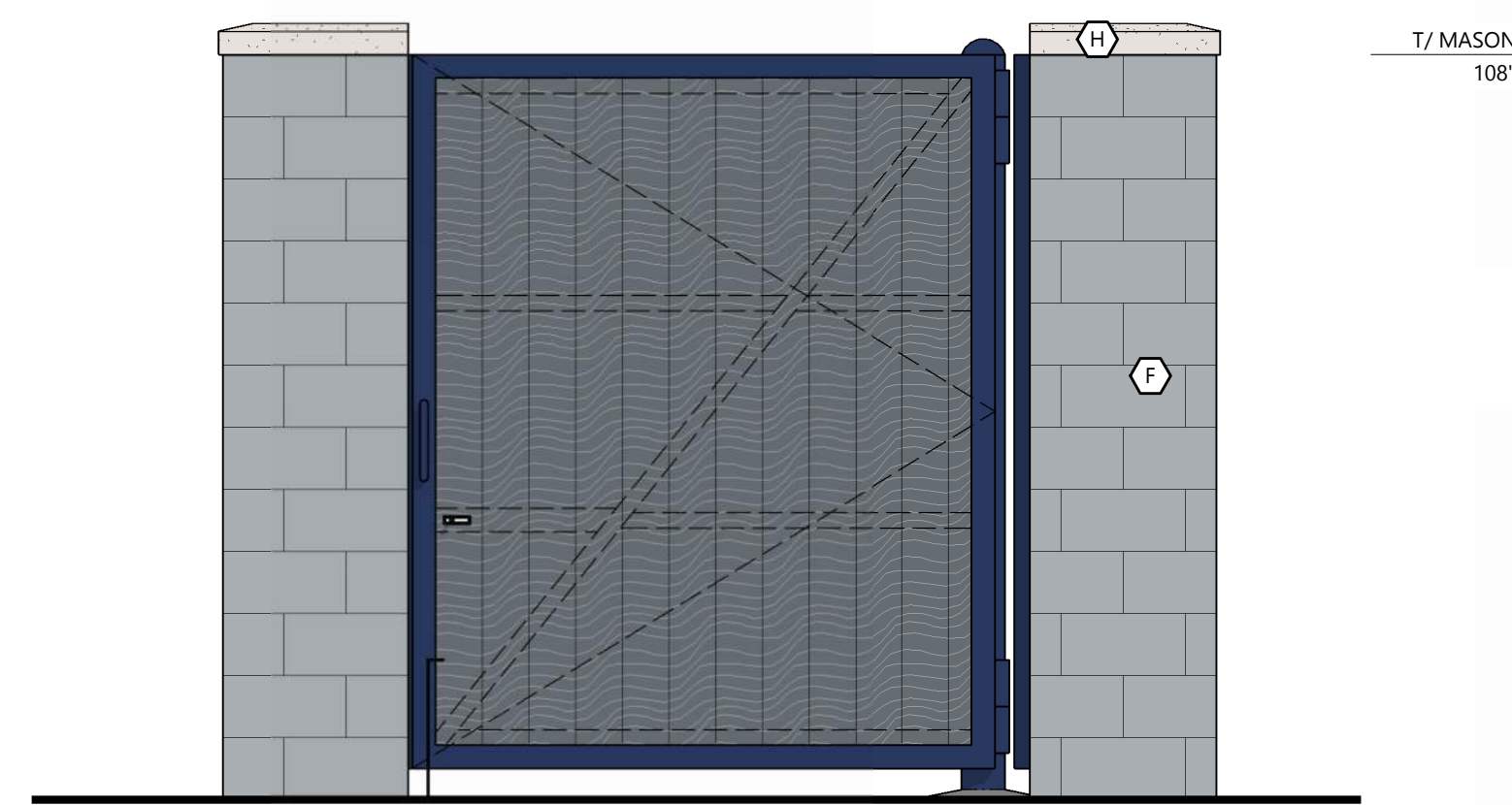
REAR ELEVATION

SCALE: 1/2" = 1'-0"



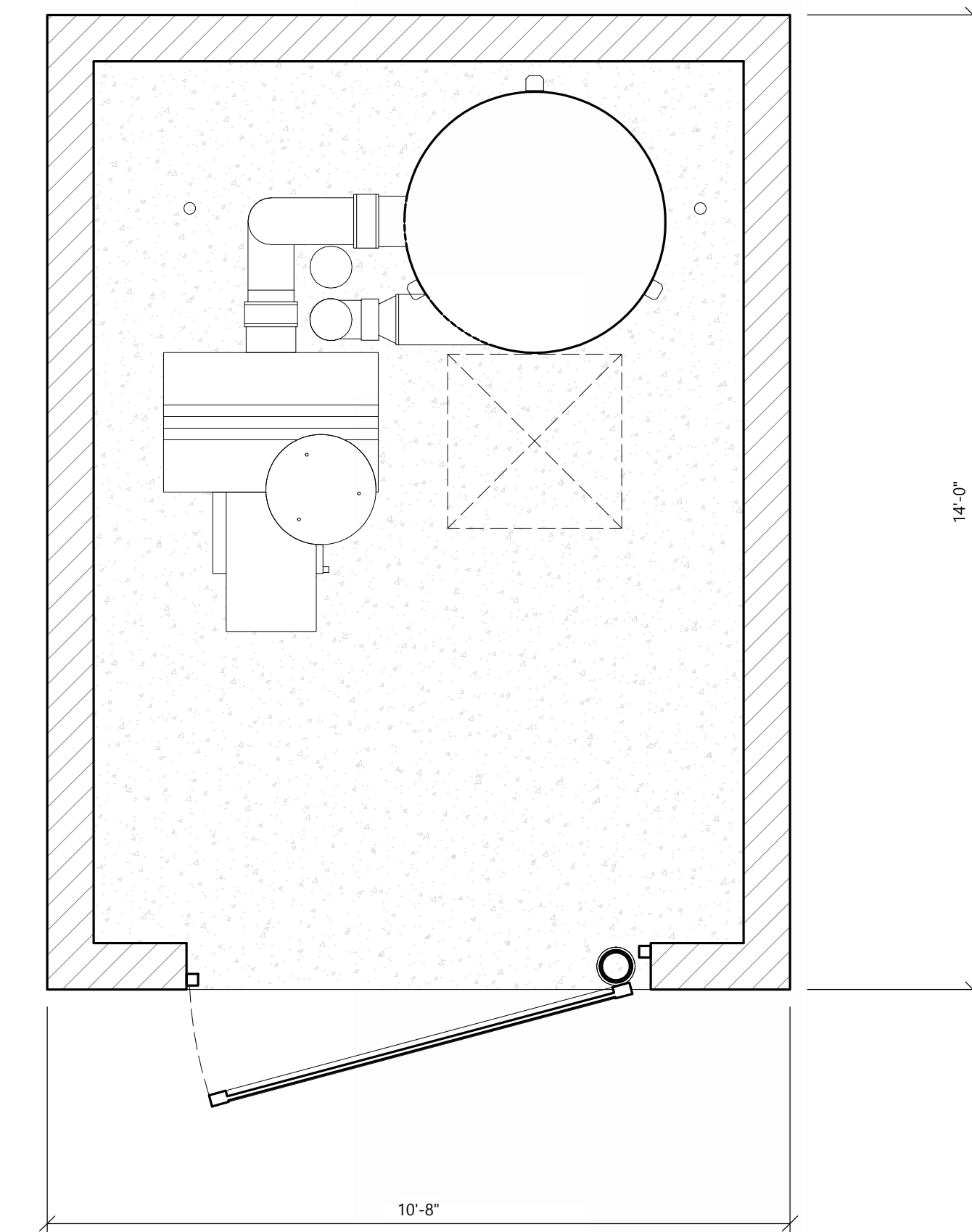
LEFT ELEVATION

SCALE: 1/2" = 1'-0"



FRONT ELEVATION

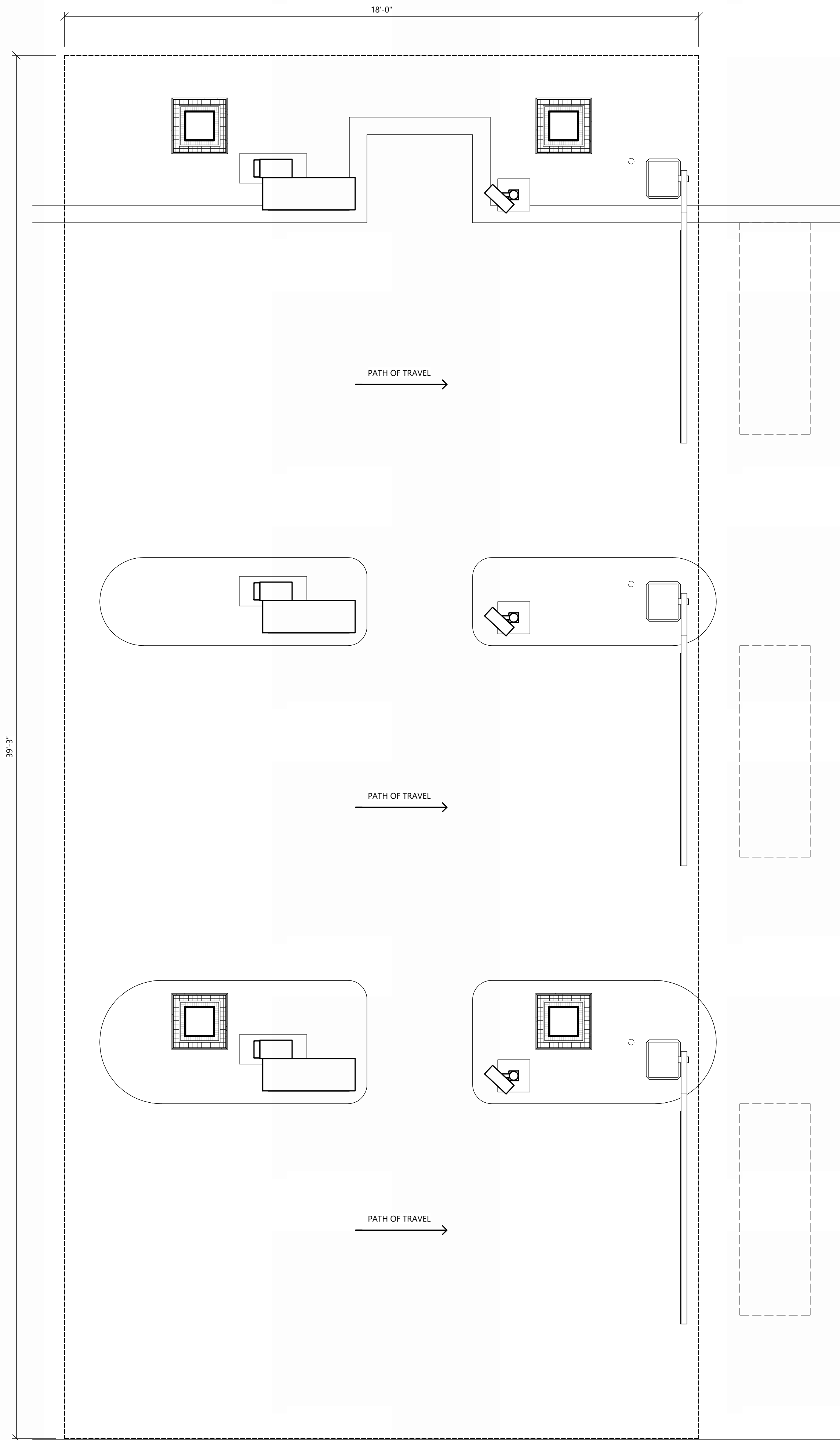
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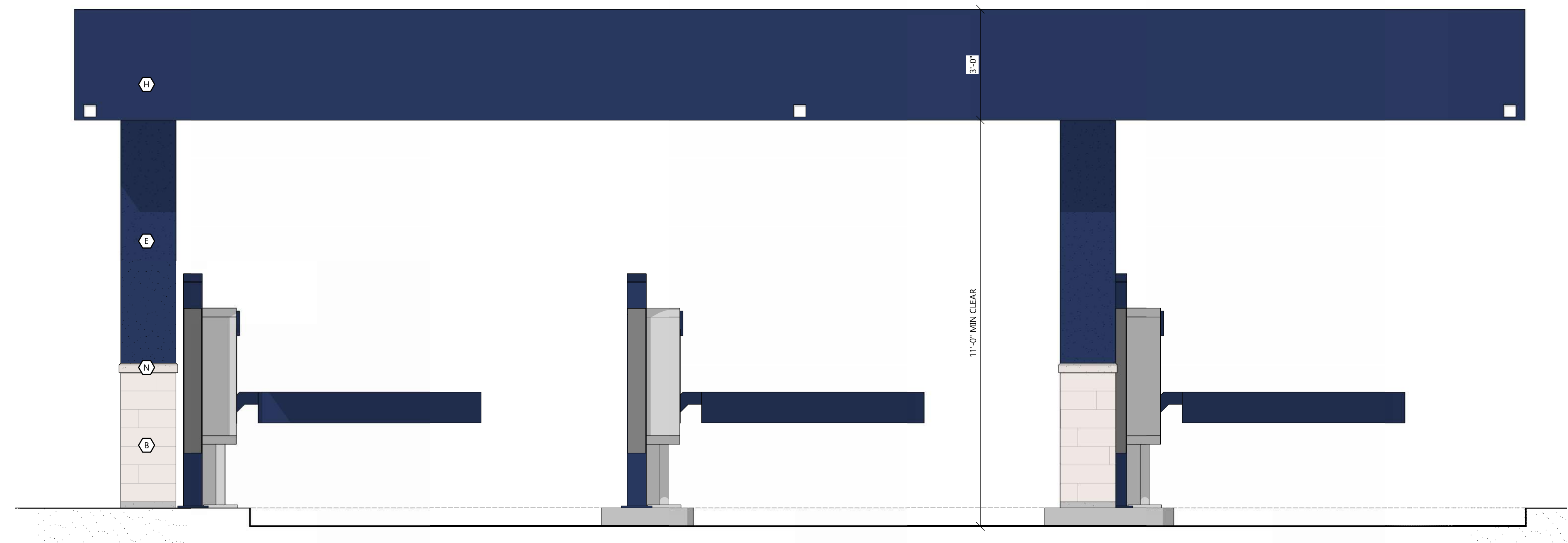
PLAN - VACUUM EQUIPMENT ENCLOSURE

SCALE: 1/2" = 1'-0"

C9

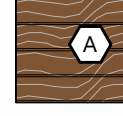
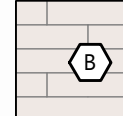
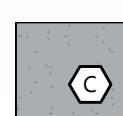

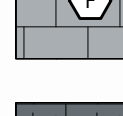

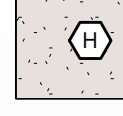




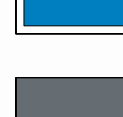


POS CANOPY PLAN
SCALE: 1/2" = 1'-0"



POS CANOPY ELEVATION
SCALE: 1/2" = 1'-0"

EXTERIOR MATERIAL KEY

-  **PREFINISHED ALUMINUM BATTENS**
MFR: LUMABLILT
STYLE: MOSAIC 1x6 BATTENS
COLOR: HAZELNUT BROWN
-  **STONE VENEER**
MFR: EL DORADO STONE
STYLE: VANTAGE 30 (6"H x 30"L x 1"D)
COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
-  **EPS**
TEXTURE: SAND
COLOR: PT-6 (MORNING FOG)
-  **EPS**
TEXTURE: SAND
COLOR: PT-3 (WALL STREET)
-  **EPS**
TEXTURE: SAND
COLOR: PT-9 (IN THE NAVY)
-  **SINGLE WYTHE CMU**
TEXTURE: SMOOTH FACE
INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
-  **SINGLE WYTHE CMU**
TEXTURE: SPLIT FACE
INTEGRAL COLOR TO MATCH PT-3 (WALLSTREET)
-  **PRECAST STONE SILL**
COLOR: LIMESTONE
-  **NOT USED**
-  **PREFINISHED STANDING SEAM METAL ROOF PANEL**
MFR: CTMRS (OR EQUAL)
STYLE: LARGE BATTEN 24 GA
COLOR: PT-9 (IN THE NAVY)
-  **PREFINISHED METAL TRIM AND ACCESSORIES**
MFR: CTMRS (OR EQUAL)
COLOR: PT-9 (IN THE NAVY)
-  **ALUMINUM STOREFRONT SYSTEM**
GLAZING: CLEAR
FRAME: CLEAR ANODIZED
-  **CONCRETE CURB**
TEXTURE: HAND RUB
COLOR TO MATCH PT-3
-  **TREX DECK BOARD**
COLOR TO MATCH PT-3

GENERAL NOTES

* ALL SIGNAGE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ALL ADVERTISING SIGNAGE SUBJECT TO SEPARATE SIGN PERMIT SUBMITTAL AND APPROVAL.

PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)

PROFESSIONAL SEAL

PRELIMINARY DATES

SEPT. 6, 2024

NOT FOR CONSTRUCTION

JOB NUMBER

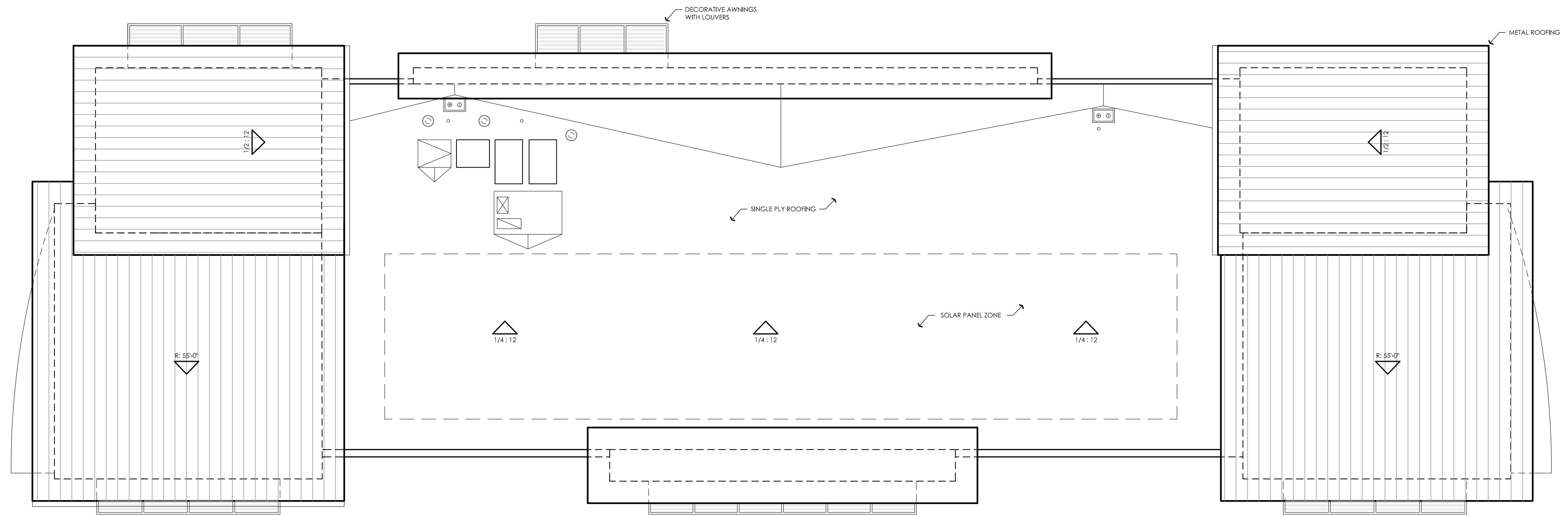
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SHEET NUMBER

A9

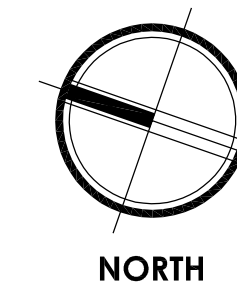
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PARCEL 'E' - ROOF PLAN

SCALE: 3/16" = 1'-0"



PROPOSED
DEVELOPMENT:

**LONE TREE
RETAIL**

4099 LONE TREE WAY
ANTIOCH, CA.

PLANNING
ARCHITECTURE

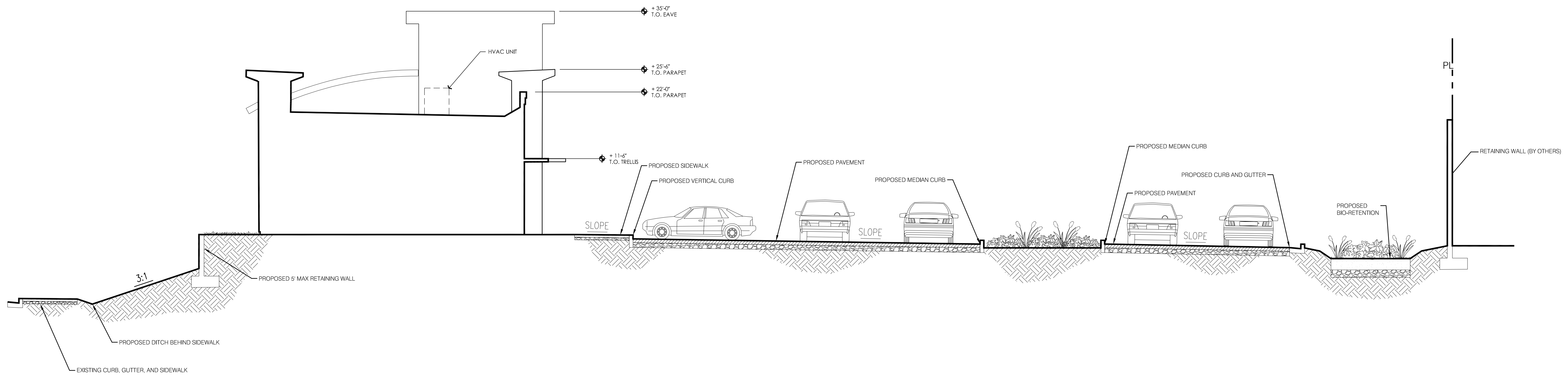


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4335-B NORTH STAR WAY
MODESTO, CA 95356

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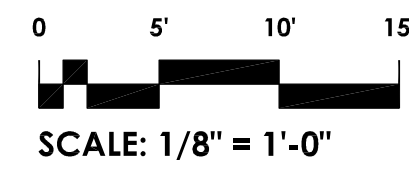
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PROPOSED RESIDENTIAL
DEVELOPMENT
(BY OTHERS)

PARCEL 'E' SECTION

SCALE: 1/8" = 1'-0"



PROPOSED
DEVELOPMENT:
**LONE TREE
RETAIL**

4099 LONE TREE WAY
ANTIOCH, CA.

PLANNING
ARCHITECTURE

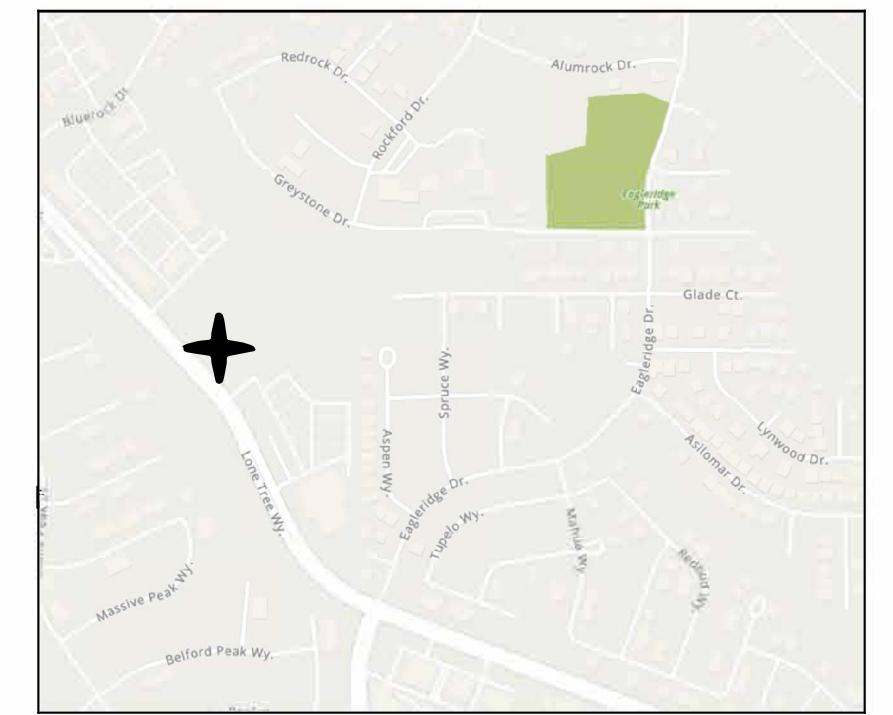
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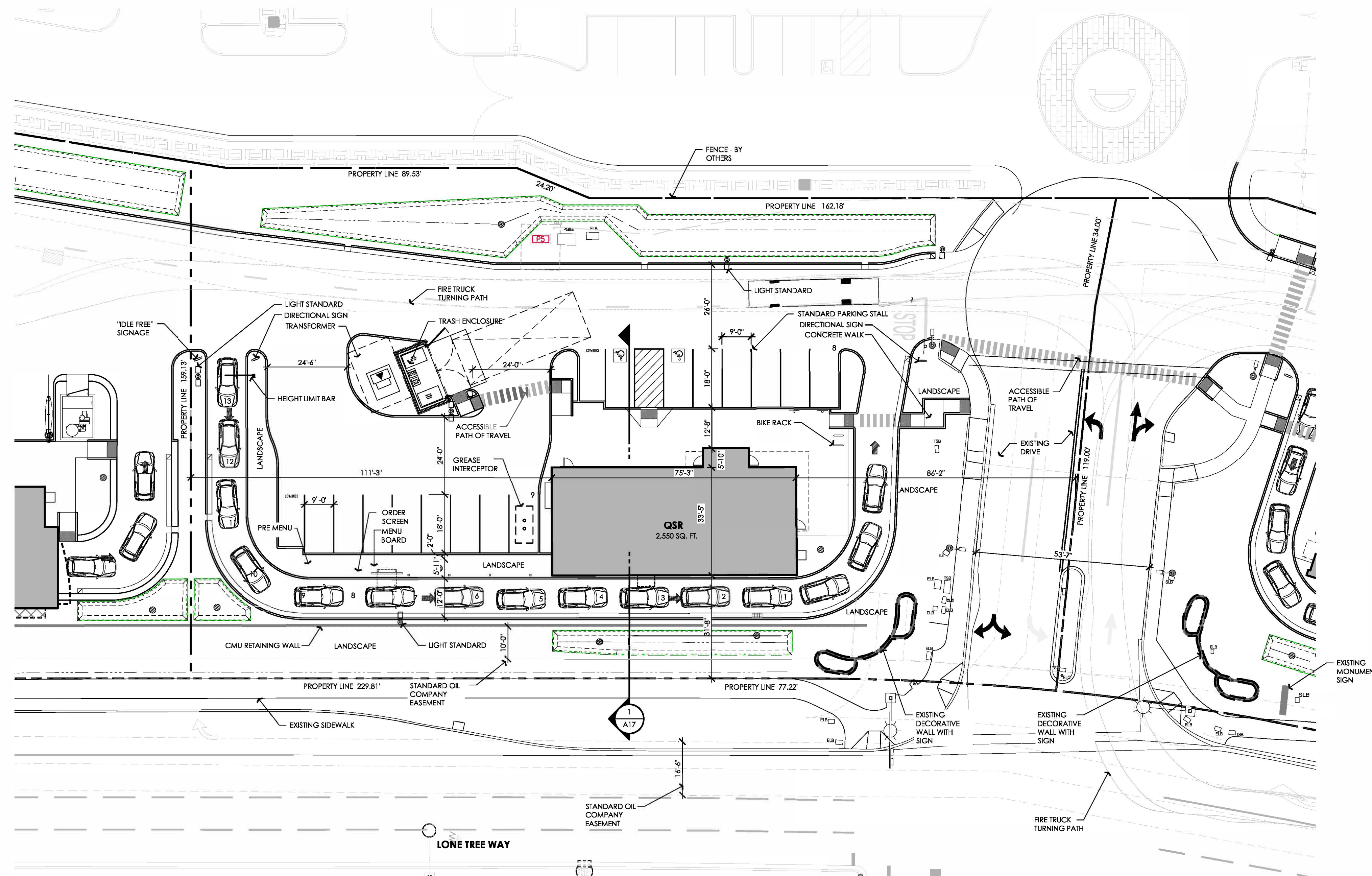


VICINITY MAP
 4099 LONE TREE WAY
 ANTIOCH, CA 94509

PARCEL 'F'

APN: 072-500-006-1

PARCEL AREA:	41,775 S.F. / .96 AC
BUILDING COVERAGE (OF PROJECT AREA):	2,550 SQ. FT. [5.6%]
BUILDING USE:	QUICK SERVICE RESTAURANT / RETAIL
MAXIMUM BUILDING HEIGHT:	35' -0"
PARKING REQUIRED	
QUICK SERVICE RESTAURANT 850 SQ. FT. DINING AREA / 50 SQ. FT. =	17 STALLS
TOTAL PARKING REQUIRED	17 STALLS
PARKING PROVIDED	
STANDARD:	13 STALLS
COMPACT:	2
ACCESSIBLE:	2 STALLS
TOTAL PARKING PROVIDED	17 STALLS



1 PARCEL 'F' ENLARGED SITE PLAN
 SCALE: 1" = 20'-0"



PROPOSED DEVELOPMENT:
LONE TREE RETAIL

4099 LONE TREE WAY
 ANTIOCH, CA.

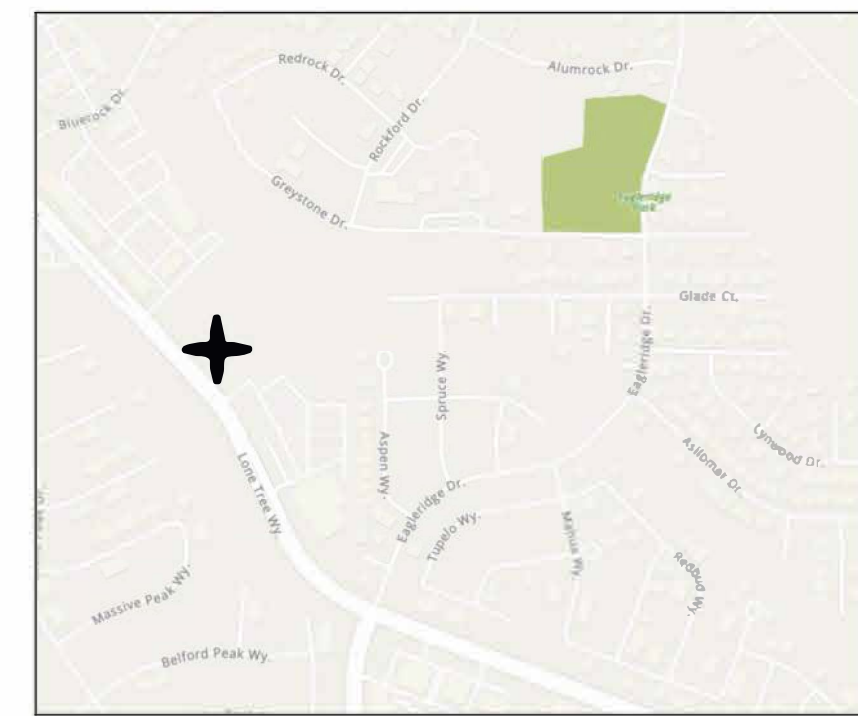
PLANNING ARCHITECTURE



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VICINITY MAP
 4099 LONE TREE WAY
 ANTIOCH, CA 94509

PARCEL 'F'

APN: 072-500-006-1

PARCEL AREA: 41,775 S.F. / .96 AC
 BUILDING COVERAGE (OF PROJECT AREA): 2,550 SQ. FT. (5.6%)
 BUILDING USE: QUICK SERVICE RESTAURANT / RETAIL
 MAXIMUM BUILDING HEIGHT: 35'-0"

PARKING REQUIRED
 QUICK SERVICE RESTAURANT
 850 SQ. FT. DINING AREA / 50 SQ. FT. = 17 STALLS
 TOTAL PARKING REQUIRED 17 STALLS

PARKING PROVIDED
 STANDARD: 13 STALLS
 COMPACT: 2
 ACCESSIBLE: 2 STALLS
 TOTAL PARKING PROVIDED 17 STALLS



1 **PARCEL 'F' ENLARGED SITE PLAN**
 SCALE: 1" = 20'-0"



PROPOSED DEVELOPMENT:
LONE TREE RETAIL

**4099 LONE TREE WAY
 ANTIOCH, CA.**

PLANNING ARCHITECTURE



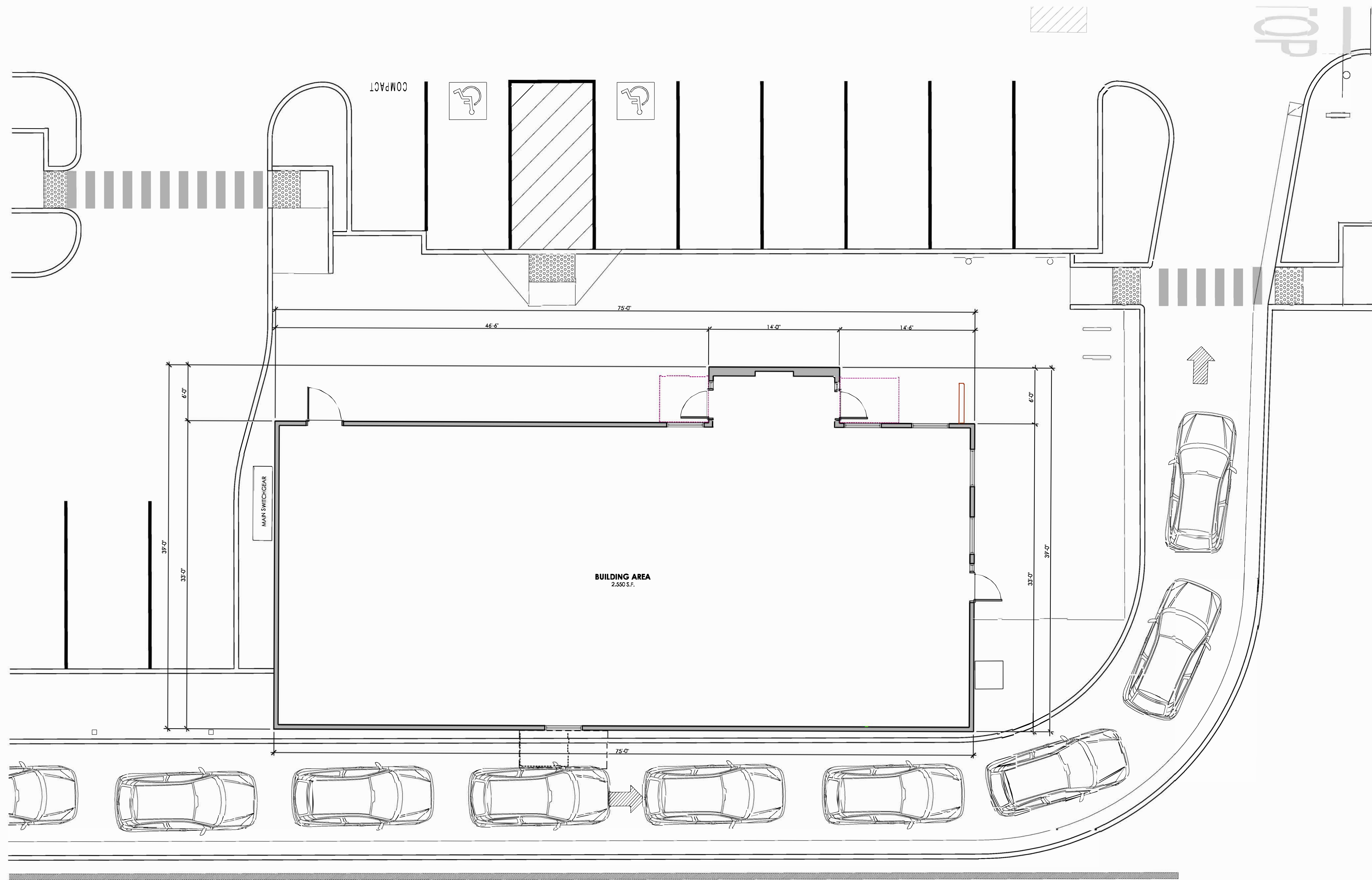
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 4335-B NORTH STAR WAY
 MODESTO, CA 95356

C14

A13

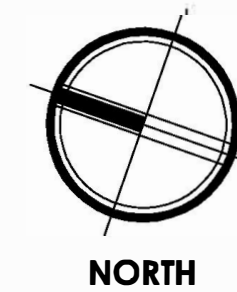
ph. 209.577.4661
 fx. 209.577.0213

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PARCEL 'F' FLOOR PLAN

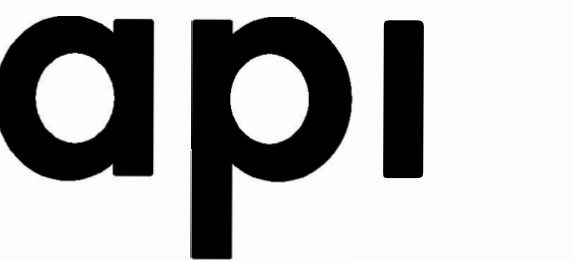
SCALE: 3/16" = 1'-0"



**PROPOSED DEVELOPMENT:
LONE TREE
RETAIL**

**4099 LONE TREE WAY
ANTIOCH, CA.**

PLANNING ARCHITECTURE



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fx. 209.577.0213

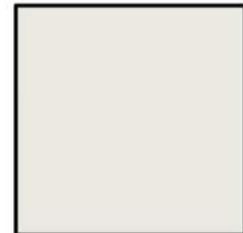



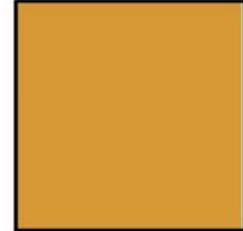
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C15

A14

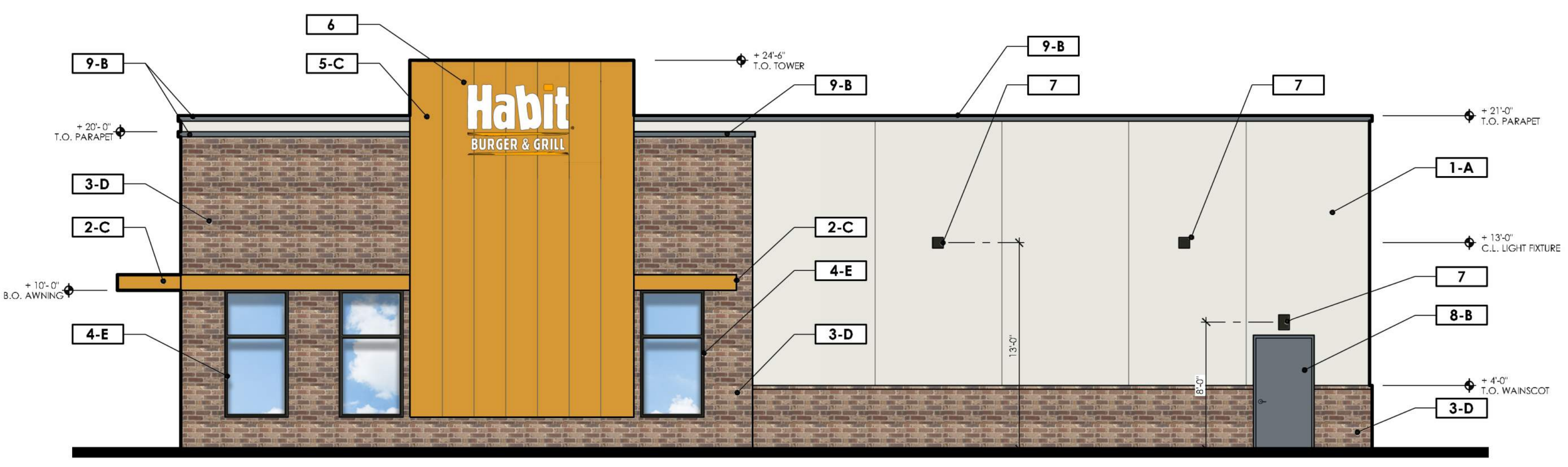
API ARCHITECTURE PLUS INC. 10/15/22 10:52:28 AM 11/17/19 AM 10/15/22

FINISH LEGEND

 A EXTERIOR PAINT DUNN EDWARDS CHALKY #DEC793	 D MANUFACTURER: OLD MILL COLOR: WEB-CAFE MOCHA
 B EXTERIOR PAINT SHERWIN WILLIAMS WALL STREET SW 7665	 E MANUFACTURER: OLDCASTLE PROFILE: FG-3000 COLOR: BLACK
 C ACM PANEL MANUFACTURER: MATTHEWS COLOR: MAIZE YELLOW	

REFERENCE KEY

- 1** EXTERIOR CEMENT PLASTER
- 2** CANOPY
- 3** BRICK VENEER
- 4** STOREFRONT SYSTEM
- 5** VERTICAL ACM METAL PANELING
- 6** PROPOSED SIGNAGE
- 7** WALL MOUNTED LIGHT FIXTURE
- 8** HOLLOW METAL DOOR AND FRAME
- 9** PARAPET CAP
- 10** DOWNSPOUT AND OVERFLOW
- 11** ELECTRICAL SWITCHGEAR



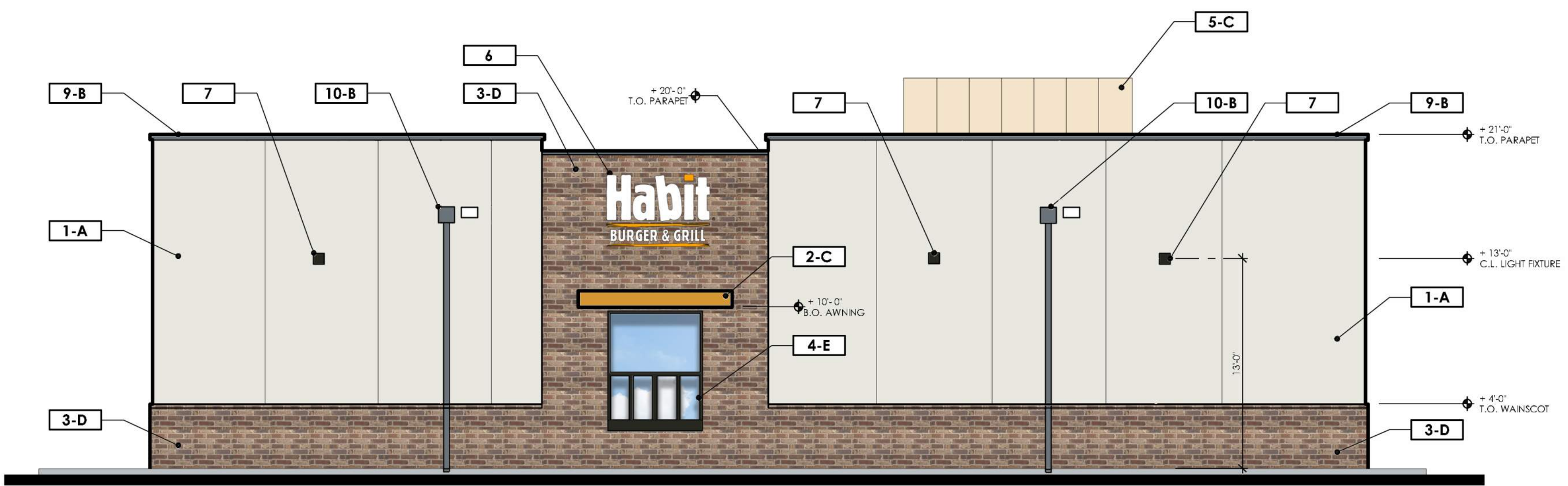
PARCEL 'F' EAST ELEVATION

SCALE: 3/16" = 1'-0"



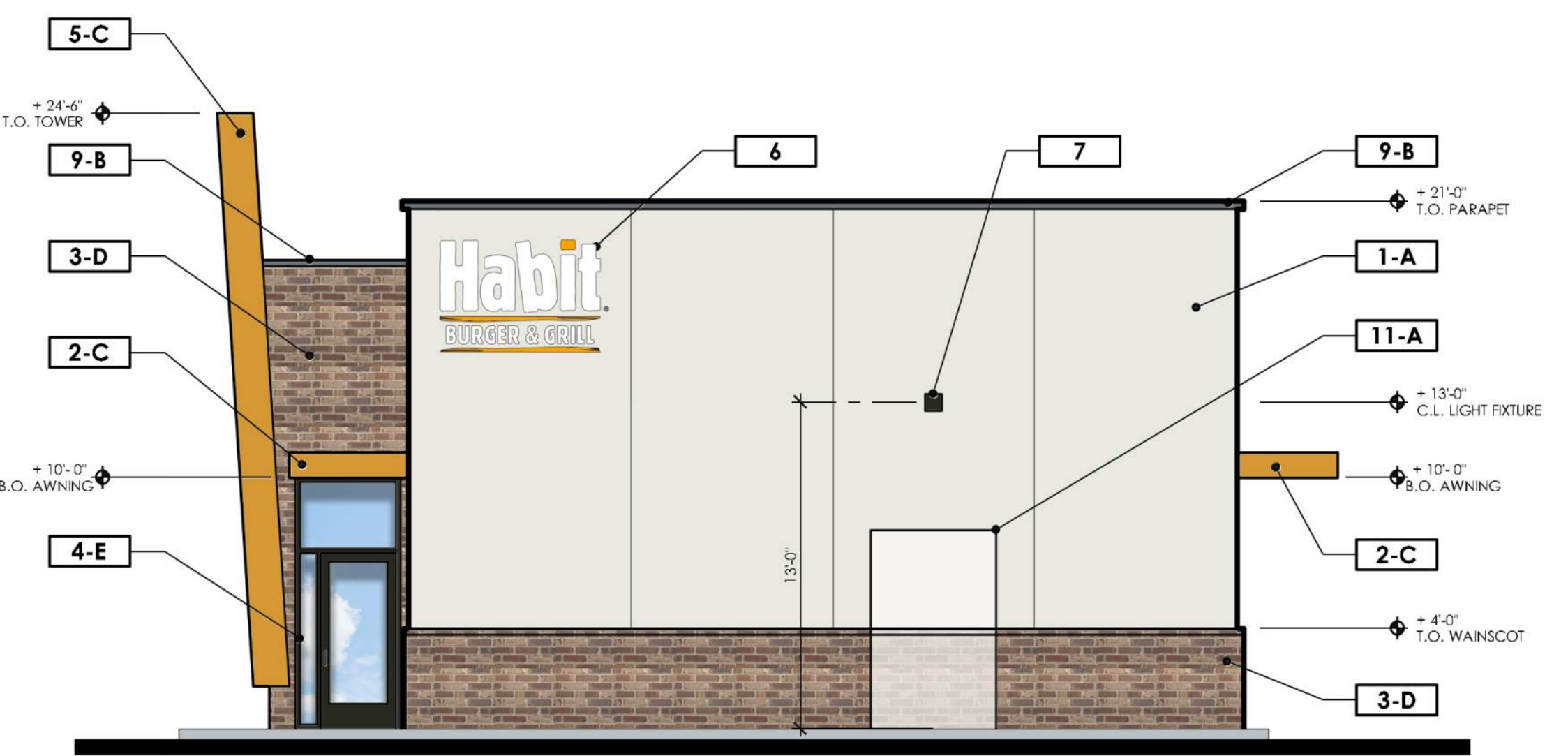
PARCEL 'F' SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



PARCEL 'F' WEST ELEVATION

SCALE: 3/16" = 1'-0"

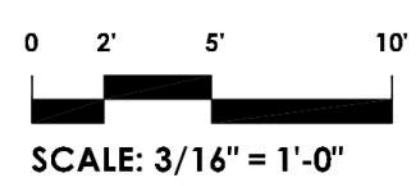


PARCEL 'F' NORTH ELEVATION

SCALE: 3/16" = 1'-0"

GENERAL NOTES

1. COLORS INDICATED ON THIS DRAWING ARE APPROXIMATE AND WILL VARY DEPENDING ON PRINTER/MONITOR SOURCE. REFER TO COLORS AND MATERIALS BOARD FOR TRUE REPRESENTATION OF ALL PROPOSED FINISHES.



PROPOSED DEVELOPMENT:
LONE TREE RETAIL

4099 LONE TREE WAY
 ANTIOCH, CA.

PLANNING
 ARCHITECTURE



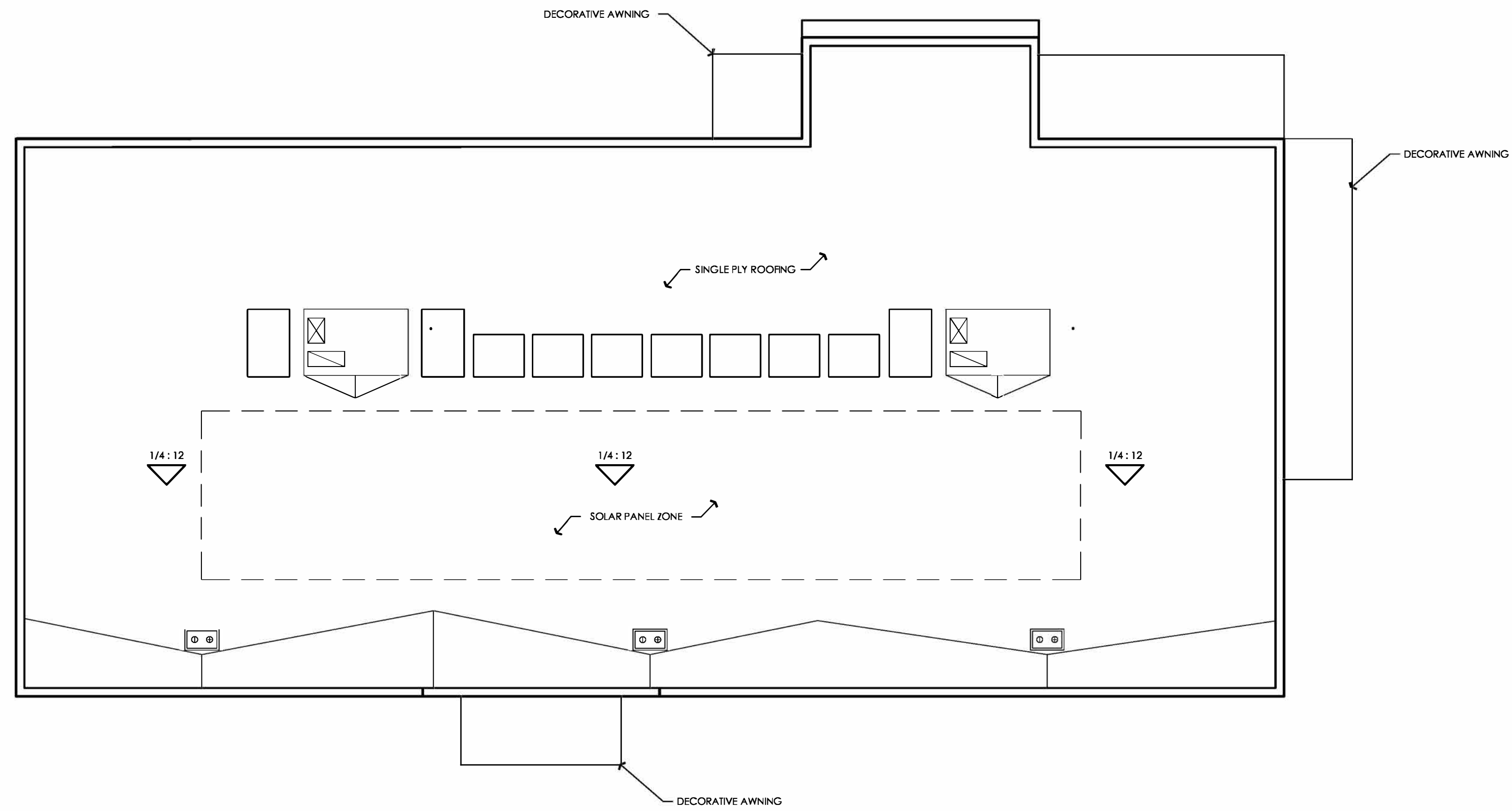
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 4335-B NORTH STAR WAY
 MODESTO, CA 95356

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 fx. 209.577.0213

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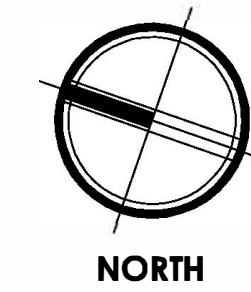
C16

A15



PARCEL 'F' ROOF PLAN

SCALE: 3/16" = 1'-0"



**PROPOSED
DEVELOPMENT:
LONE TREE
RETAIL**

**4099 LONE TREE WAY
ANTIOCH, CA.**

PLANNING
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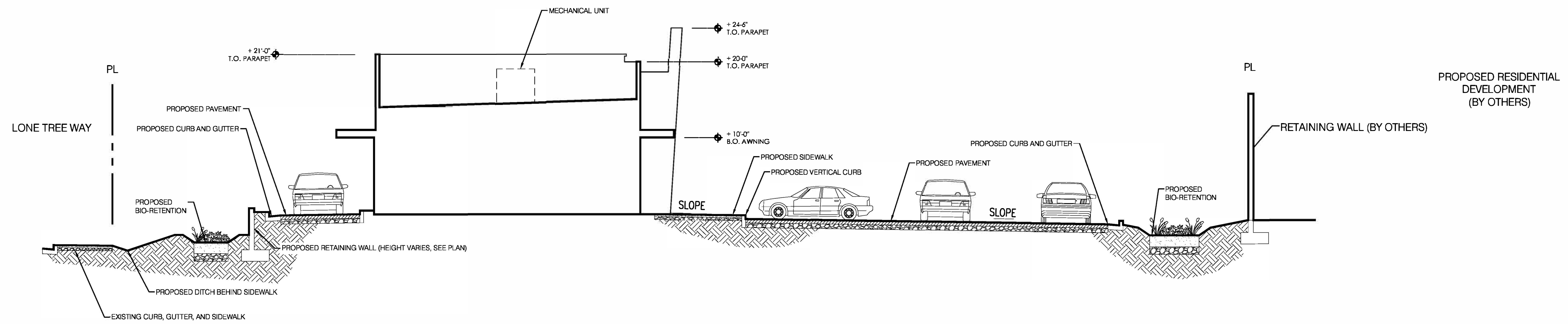
ARCHITECTURE PLUS INC.
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MODESTO, CA 95356

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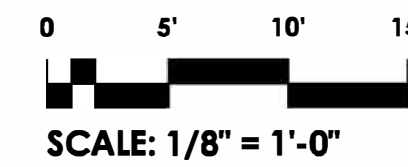
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PARCEL 'F' SECTION

SCALE: 1/8" = 1'-0"



**PROPOSED DEVELOPMENT:
LONE TREE
RETAIL**

**4099 LONE TREE WAY
ANTIOCH, CA.**

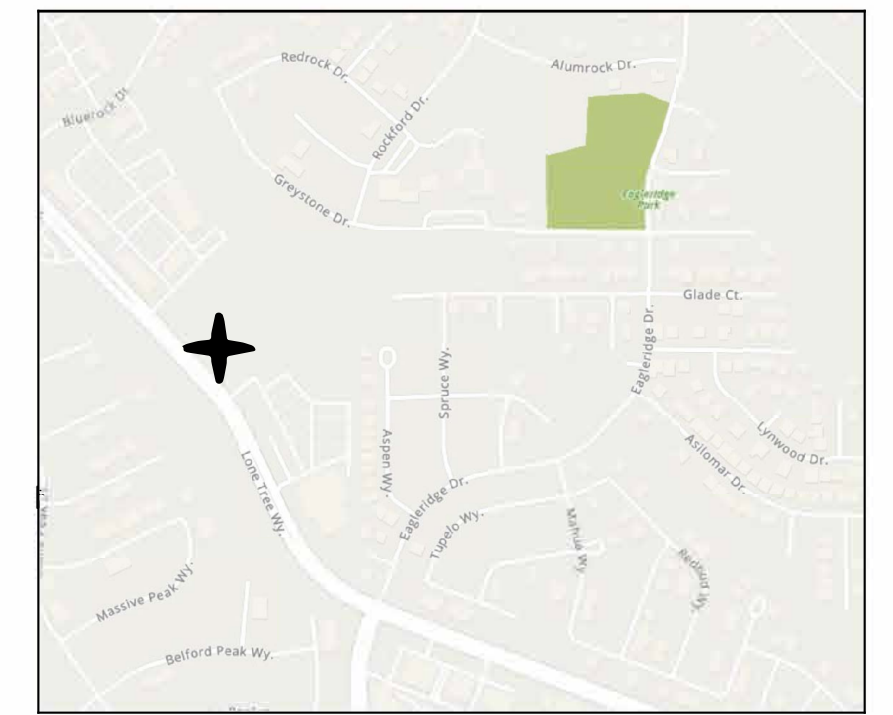
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VICINITY MAP
4099 LONE TREE WAY
ANTIOCH, CA 94509

PARCEL 'G'

APN: 072-500-007-9

PARCEL AREA: 45,738 S.F. / 1.05 AC

BUILDING COVERAGE (OF PROJECT AREA): 3,760 SQ. FT. [8%]

BUILDING USE: QUICK SERVICE RESTAURANT / RETAIL

MAXIMUM BUILDING HEIGHT: 35'-0"

PARKING REQUIRED

QUICK SERVICE RESTAURANT
500 SQ. FT. DINING AREA / 50 SQ. FT. = 10 STALLS

RETAIL 1,460 SQ. FT. / 200 SQ. FT. = 7 STALLS

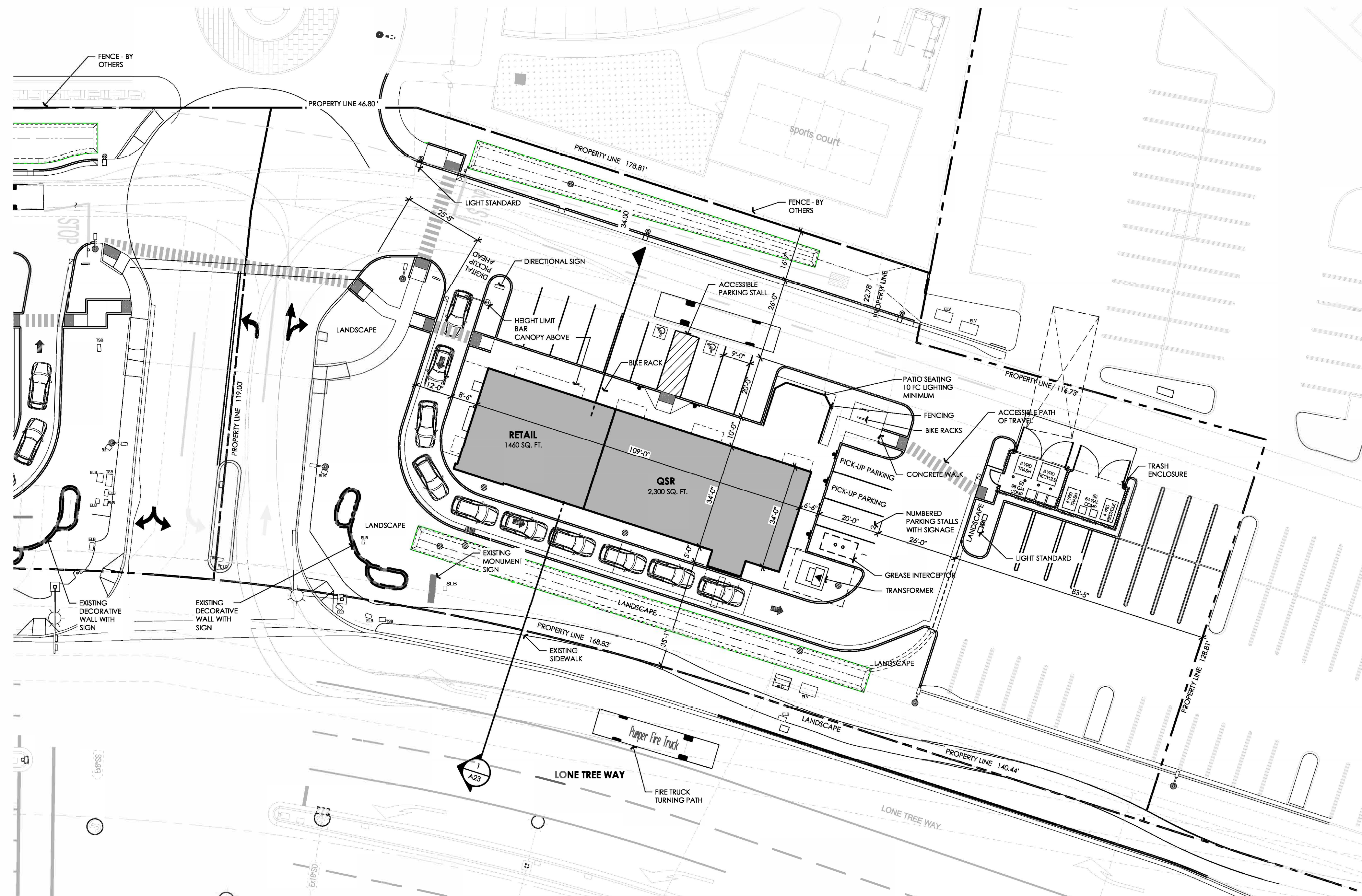
TOTAL PARKING REQUIRED 17 STALLS

PARKING PROVIDED

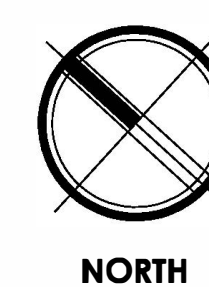
STANDARD: 17 STALLS

ACCESSIBLE: 2 STALLS

TOTAL PARKING PROVIDED 17 STALLS



1 **PARCEL 'G' ENLARGED SITE PLAN**
SCALE: 1" = 20'-0"



PROPOSED DEVELOPMENT:
LONE TREE RETAIL

**4099 LONE TREE WAY
ANTIOCH, CA.**

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1 PARCEL 'G' - RETAIL / QSR - ENLARGED SITE PLAN
SCALE: 1" = 20'-0"



PROPOSED DEVELOPMENT:
LONE TREE RETAIL

4099 LONE TREE WAY
ANTIOCH, CA.

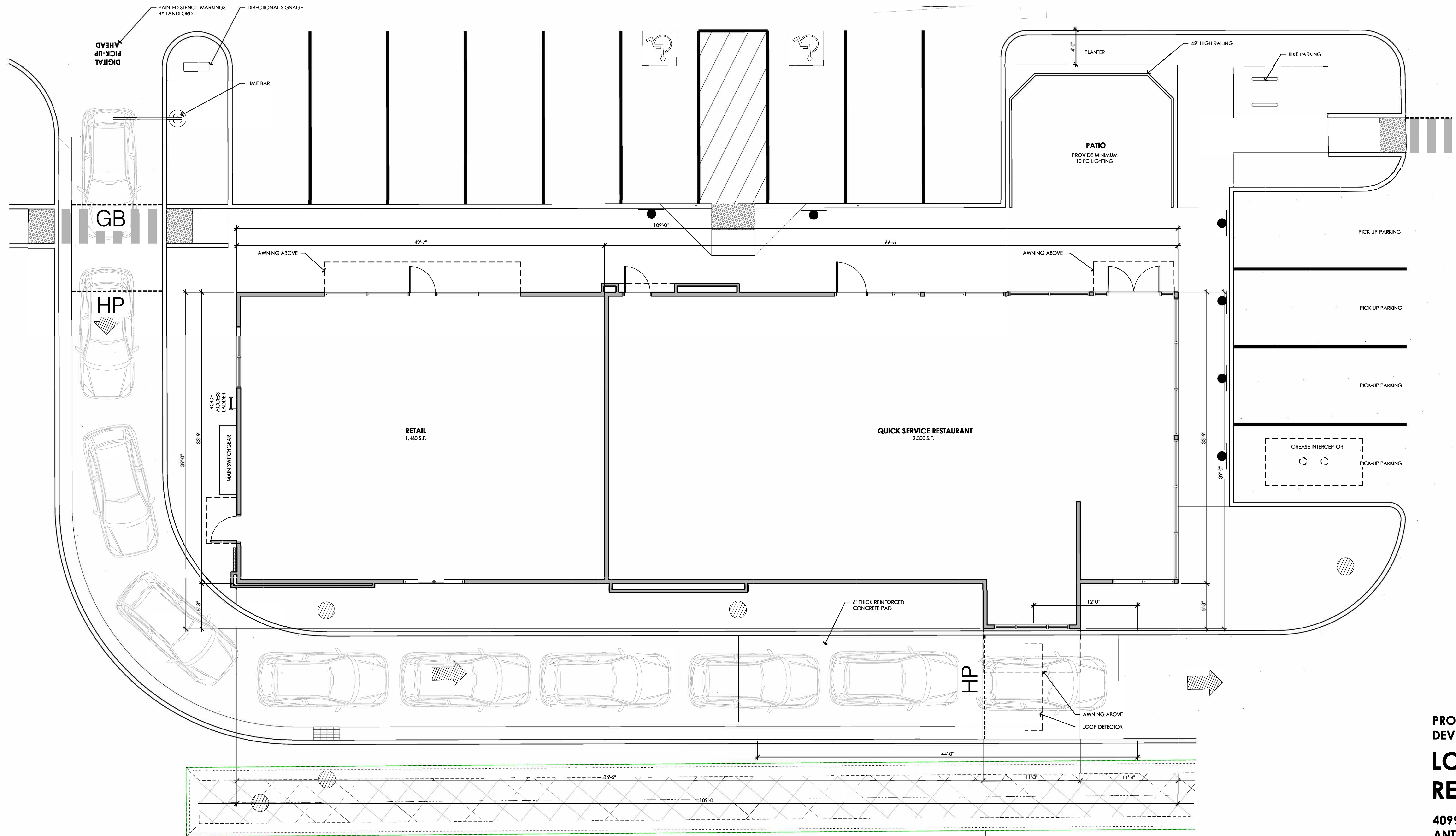
PLANNING ARCHITECTURE



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PARCEL 'G' FLOOR PLAN

SCALE: 3/16" = 1'-0"

FLOOR AREAS:	
QSR	- 2,300 S.F.
RETAIL	- 1,460 S.F.
TOTAL	- 3,760 S.F.



**PROPOSED DEVELOPMENT:
LONE TREE
RETAIL**

**4099 LONE TREE WAY
ANTIOCH, CA.**

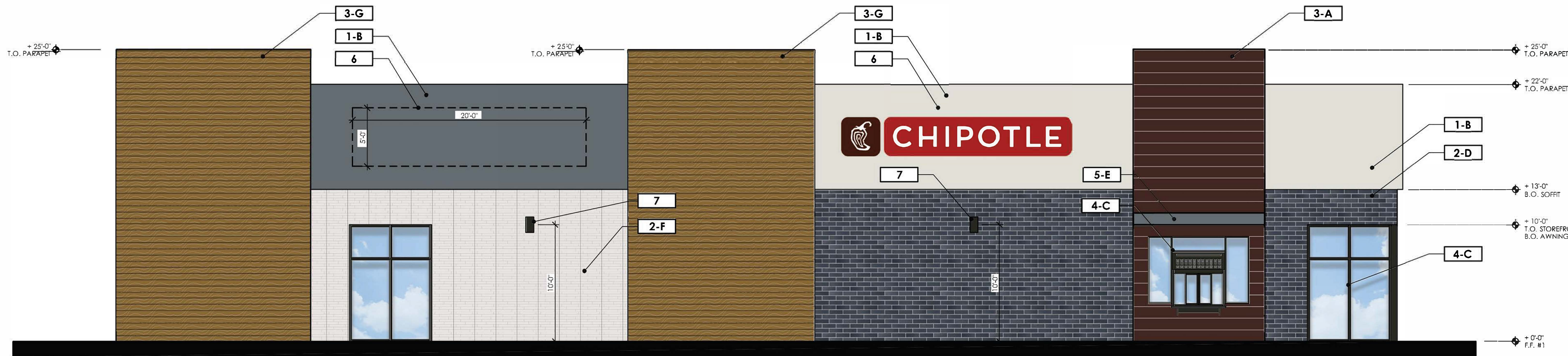
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MODESTO, CA 95356

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PARCEL 'G' WEST ELEVATION

SCALE: 3/16" = 1'-0"



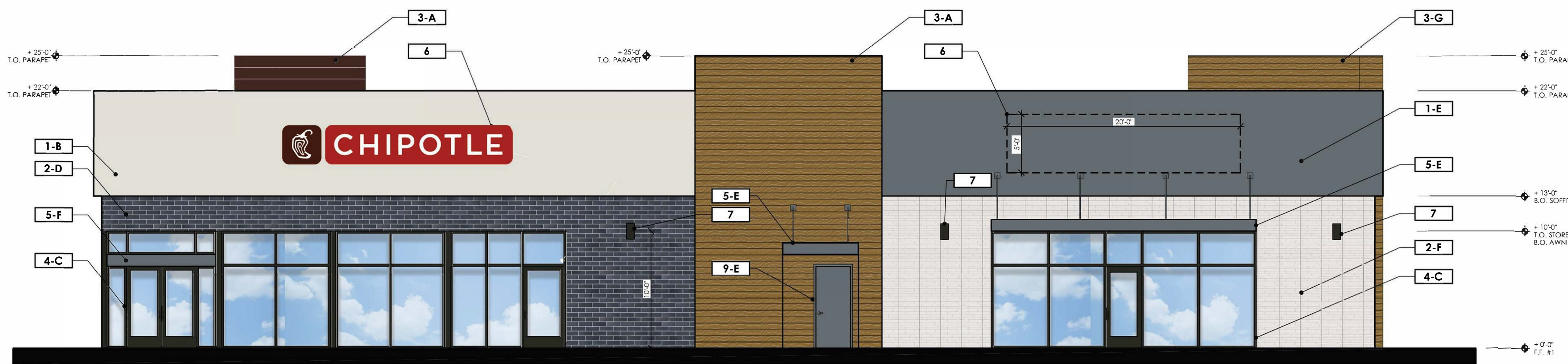
PARCEL 'G' SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



PARCEL 'G' NORTH ELEVATION

SCALE: 3/16" = 1'-0"



PARCEL 'G' EAST ELEVATION

SCALE: 3/16" = 1'-0"

REFERENCE KEY

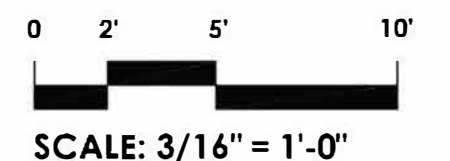
- 1 EXTERIOR CEMENT PLASTER
- 2 BRICK VENEER
- 3 HORIZONTAL FIBER CEMENT BOARD
- 4 ALUMINUM STOREFRONT SYSTEM
- 5 METAL CANOPY / AWNING
- 6 PROPOSED SIGNAGE
- 7 WALL MOUNTED LIGHT FIXTURE
- 8 ROOF ACCESS LADDER
- 9 HOLLOW METAL DOOR AND FRAME
- 10 ELECTRICAL SWITCHGEAR
- 11 ROOF ACCESS LADDER

FINISH LEGEND

	A PAINT: SHERWIN WILLIAMS SW 7665 'POLISHED MAHOGANY'		E PAINT: SHERWIN WILLIAMS SW 7665 'WALL STREET'
	B PAINT: DUNN EDWARDS #DCC793 'CHALK'		F STONE VENEER: EL DORADO STONE STYLE: VANTAGE 30 16" X 30" X-1 COLOR: WHITE ELAM W/ MATCHING MORTAR JOINT
	C MANUFACTURER: OLDCASTLE PROFILE: FG-3000 COLOR: BLACK		G PAINT: SHERWIN WILLIAMS SW 7032 'WARM STONE'
	D THIN BRICK: ENDICOTT COLOR: MANGANESE IRONSPOT		

GENERAL NOTES

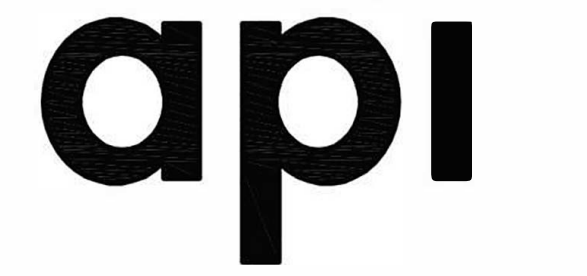
1. COLORS INDICATED ON THIS DRAWING ARE APPROXIMATE AND WILL VARY DEPENDING ON PRINTER/MONITOR SOURCE. REFER TO COLORS AND MATERIALS BOARD FOR TRUE REPRESENTATION OF ALL PROPOSED FINISHES.



PROPOSED DEVELOPMENT:
LONE TREE RETAIL

4099 LONE TREE WAY
ANTIOCH, CA.

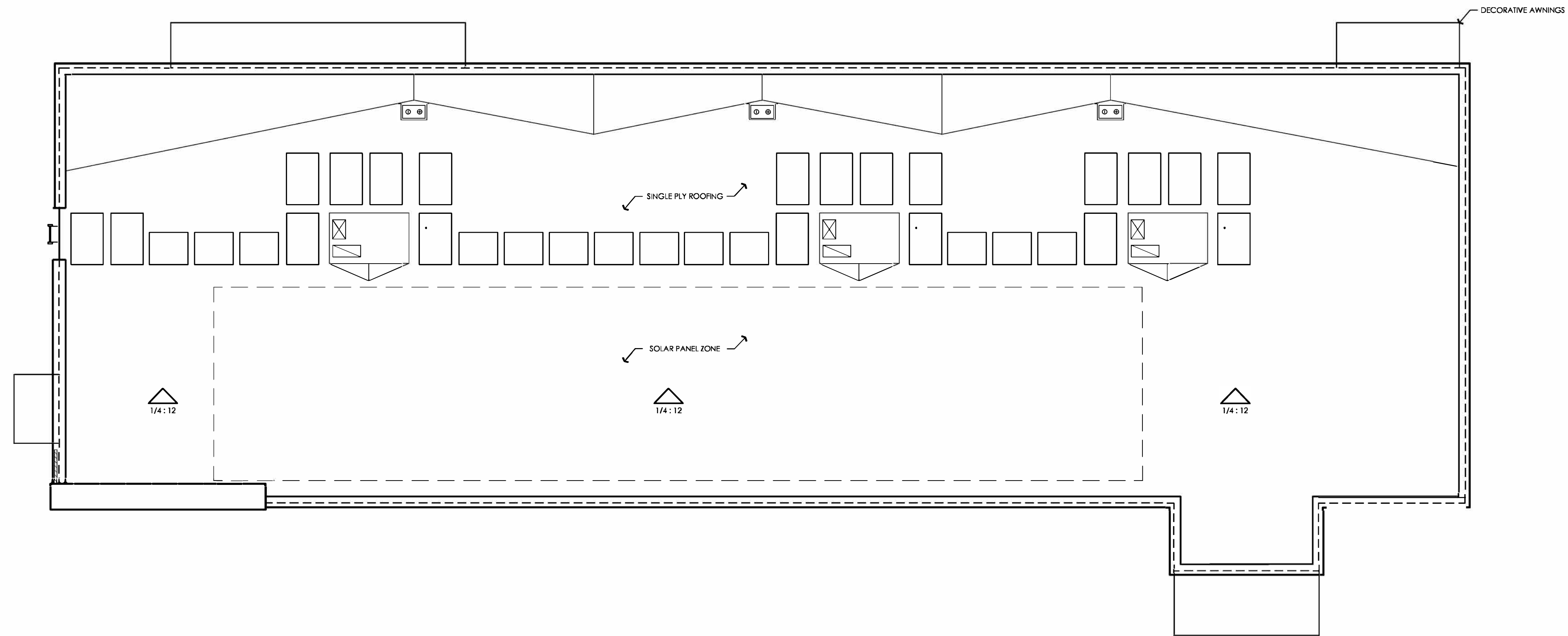
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MODESTO, CA 95356

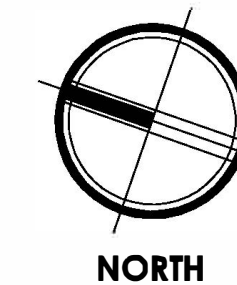
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PARCEL 'G' ROOF PLAN

SCALE: 3/16" = 1'-0"



**PROPOSED
DEVELOPMENT:
LONE TREE
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C23

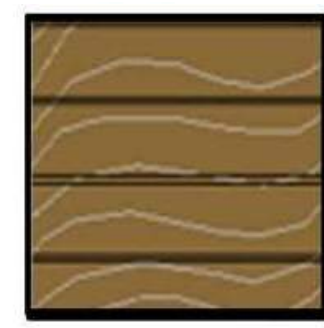
A22

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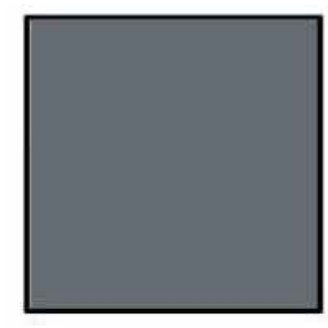
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PARCEL 'E' MATERIALS

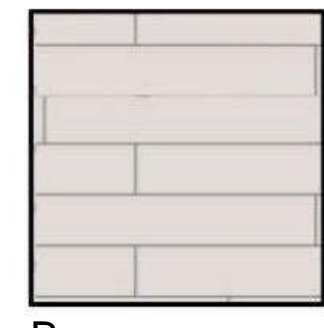
FINISH LEGEND



A
MANUFACTURER: LUMABUILT
MOSAIC 1X6 ALUMINUM BATTEN
'HAZELNUT BROWN'



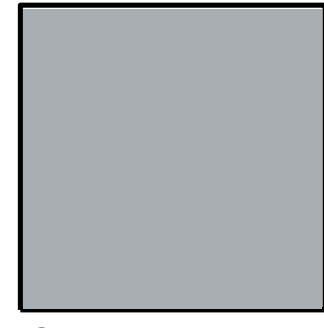
D
PAINT: SHERWIN WILLIAMS
SW 7665
'WALL STREET'



B
STONE VENEER: EL DORADO STONE
STYLE: VANTAGE 30 (6" H X 30" L X - 1)
COLOR: WHITE ELM W/
MATCHING MORTAR JOINT



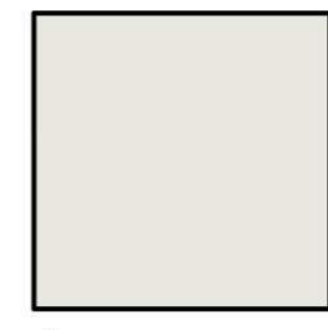
E
EXTERIOR PAINT
SHERWIN WILLIAMS
IN THE NAVY #SW9178



C
EXTERIOR PAINT
SHERWIN WILLIAMS
MORNING FOG #SW6255

PARCEL 'F' MATERIALS

FINISH LEGEND



A
EXTERIOR PAINT
DUNN EDWARDS
CHALKY #DEC793



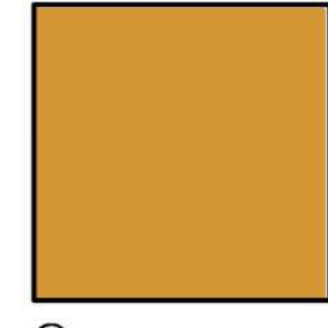
D
MANUFACTURER: OLD MILL
COLOR: WEB-CAFE MOCHA



B
EXTERIOR PAINT
SHERWIN WILLIAMS
WALL STREET SW 7665



E
MANUFACTURER: OLDCASTLE
PROFILE: FG-3000
COLOR: BLACK



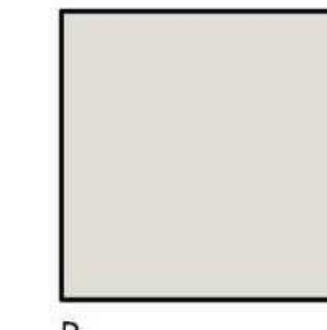
C
ACM PANEL
MANUFACTURER: MATTHEWS
COLOR: MAIZE YELLOW

PARCEL 'G' MATERIALS

FINISH LEGEND



A
PAINT: SHERWIN WILLIAMS
SW 7665
'POLISHED MAHOGANY'



B
PAINT: DUNN EDWARDS
SW #DEC793
'CHALKY'



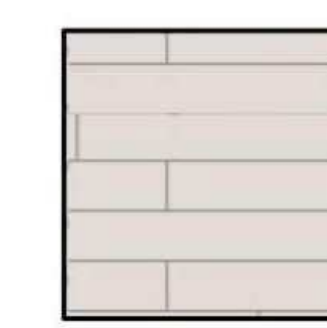
C
MANUFACTURER: OLDCASTLE
PROFILE: FG-3000
COLOR: BLACK



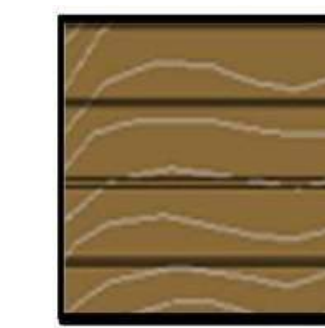
D
THIN BRICK: ENDICOTT
COLOR: MANGANESE IRONSPOT



E
PAINT: SHERWIN WILLIAMS
SW 7665
'WALL STREET'



F
STONE VENEER: EL DORADO STONE
STYLE: VANTAGE 30 (6" H X 30" L X - 1)
COLOR: WHITE ELM W/
MATCHING MORTAR JOINT



G
MANUFACTURER: LUMABUILT
MOSAIC 1X6 ALUMINUM BATTEN
'HAZELNUT BROWN'

LIGHT STANDARDS



WDGE2 LED Architectural Wall Scone Visual Comfort Optic



Catalog Number: _____
Notes: _____
Type: _____

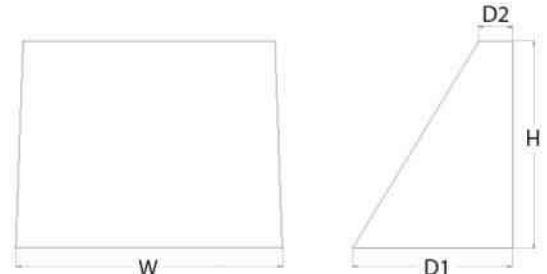
Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectangular design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 delivers up to 6,000 lumens with a soft, non-polluted light source, creating a visually comfortable environment. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

Specifications

Depth (D1):	7"
Depth (D2):	1.5"
Height:	9"
Width:	11.5"
Weight:	13.5 lbs (without options)



WDGE LED Family Overview

Luminaire	Optics	Standard EM, F°C	Cold EM, -20°C	Sensor	P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W	—	—	750	1,200	2,000	—	—	—	—
WDGE2 LED	Visual Comfort	18W	18W	Standalone / nLight	—	1,200	2,000	3,000	4,500	6,000	—
WDGE3 LED	Precision Reflective	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	—	—
WDGE4 LED	Precision Reflective	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	—	—
WDGE4 LED	Precision Reflective	—	—	Standalone / nLight	—	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting	Shipped included	Shipped separately
WDGE2 LED	P1*	P15W	27K 2700K	80CRI	VF	Visual comfort forward throw	MVOLT	SRM Surface mounting bracket
	P2*	P25W	30K 3000K	90CRI	347*	Visual comfort wide	480*	ICW Indirect Canopy/Ceiling
	P3*	P35W	35K 3500K	90CRI	VF	Visual comfort wide	480*	ICW Indirect Canopy/Ceiling
	P4*	P45W	40K 4000K	90CRI	VF	Visual comfort wide	480*	ICW Indirect Canopy/Ceiling
	P5*	P55W	50K* 5000K	90CRI	VF	Visual comfort wide	480*	ICW Indirect Canopy/Ceiling

Options	Standard Sensors/Controls	Networked Sensors/Controls
E4WH Emergency battery backup, Certified in CA Title 20 MAZBES (4W, F°C min)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
E10WH Emergency battery backup, Certified in CA Title 20 MAZBES (10W, 5°C min)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
E20WC Emergency battery backup, Certified in CA Title 20 MAZBES (18W, -20°C min)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
PE Photoeye, Button Type*	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
DS Dual switching (comes with 2 drivers and 2 light engines, see page 5 for details)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
DMS 0-10V dimming (comes with 2 drivers and 2 light engines, see page 5 for details)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
BCE Bottom control entry for back box (P10W). Total of 4 entry points.	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
DSLE Dual Switching (1 Driver, 2 Light Engines)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
CE Coastal Construction	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.



D-Series Size 0 LED Area Luminaire



Catalog Number: _____
Notes: _____
Type: _____

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

Specifications

EPA:	0.44 ft ² (0.41 m ²)
Length:	26.18" (66.96 cm)
Width:	14.06" (35.70 cm)
Height H1:	2.26" (57.15 mm)
Height H2:	7.46" (189.3 mm)
Weight:	23 lbs (10.4 kg)

Ordering Information

EXAMPLE: DSXO LED P6 40K 70CRI T3M MVOLT SPA NL2AIR2 PIRNH DDBXD

Series	LEDs	Color temperature*	Color Rendering Index*	Distribution	Voltage	Mounting	
DSXO LED	Forward optics	P1 (this section 70CRI only)	70CRI	AFR Automotive frost free	TSM Type V medium	MVOLT (120V-277V)*	
		P2	30K 3000K	T15 Type I short	T5W Type V wide	MVOLT (120V-480V)*	
		P3	50K 5000K	T2M Type II medium	T3M Type II medium	MVOLT (277V-480V)*	
		P4	(this section 80CRI only, extended lead times apply)	70CRI	T3M Type III medium	T3M Type III medium	120V**
	Rotated optics	P10*	80CRI	80CRI	T4G Type IV low glare*	BLG4 Type IV backlight control*	208V**
		P11*	80CRI	80CRI	T4G Type IV low glare*	BLG4 Type IV backlight control*	240V**
		P12*	30K 3000K	80CRI	T4G Type IV low glare*	BLG4 Type IV backlight control*	277V**
		P13*	40K 4000K	80CRI	T4G Type IV low glare*	BLG4 Type IV backlight control*	247V**
		P14*	50K 5000K	80CRI	T4G Type IV low glare*	BLG4 Type IV backlight control*	247V**
		P15*	50K 5000K	80CRI	T4G Type IV low glare*	BLG4 Type IV backlight control*	480V**
		P16*	50K 5000K	80CRI	T4G Type IV low glare*	BLG4 Type IV backlight control*	480V**
		P17*	50K 5000K	80CRI	T4G Type IV low glare*	BLG4 Type IV backlight control*	480V**

Control options	Other options	Flush mount
Shipped installed	Shipped installed	Shipped installed
NL2AIR2 PIR nLight® AIR gen 2 enabled with bi-level motion/ambient sensor, 4' air mounting height, ambient sensor enabled at 26.18" min.	HLR Haze-free shield (black finish standard)*	DDSD Dark bronze
BL30 Field adjustable output**	L90 Left rotated optics*	DD30 Black
BL30 Bi-level switched dimming, 30%**	R90 Right rotated optics*	DNXO Natural Aluminum
BL50 Bi-level switched dimming, 50%**	CCE Coastal Construction**	DDWD White
DMG 0-10V dimming (comes with 2 drivers and 2 light engines, see page 5 for details)	BA Bay America's Act Compliant	DDDBD Textured dark bronze
PER NEMA back box receptacle only (backbox not included)	DF Double face (120, 240, 480V)*	DDDBD Textured black
PEIS Five-pin receptacle only (backbox not included)	BDOR Bird spikes (field install required)	DDXDO Textured natural aluminum
		DDWDO Textured white



FEATURES & SPECIFICATIONS

INTENDED USE — A general purpose and energy-efficient surface-mounted or suspended LED luminaire, suitable for wet, damp and/or cold locations. For open-air demanding environments where moisture or dust is a concern and where relatively low fixture mounting heights and wide fixture spacing are common. Not for use or installation in direct outdoor sunlight. Must be installed under canopy or covered ceiling. For direct sunlight installations, please refer to the LED product family. Typical applications include industrial facilities, parking garages, retail malls, multi-purpose rooms, garden centers, and food processing. **Certain airborne contaminants can diminish the integrity of acrylic and/or polycarbonate.** Click here for Acrylic/Polycarbonate Compatibility Table for suitable sites.

CONSTRUCTION — One-piece 5/8" hexagonal housing with integral perimeter channel allowing continuous in-place NEMA 4X gasket. Approved for through wiring. Captive polymer latches are standard. Stainless steel latches (R316) available as an option for food processing or more demanding applications. Power connection is easily accomplished through pre-drilled holes.

OPTICS — Injection molded, acrylic lens (200" thick) provides high impact resistance comparable to 100% CR. A UV-stabilized polycarbonate diffuser is available (200" thick) in clear or frosted for additional impact strength where vandal protection is desired.

ELECTRICAL — Utilizes high-efficiency LEDs mounted to core circuit boards. High-efficiency drivers operate 120-277 (MVOLT) and 347-480 (HVOLT) offered with 0-10 volt dimming, dims to 10%. Standard Luminaire Surge Protection Level: 6kV/3kA Surge Rated per ANSI C82.77-5-2015.

INSTALLATION — A pair of stainless steel surface mount brackets (SMB) are included (unless another mounting option is chosen) allowing for surface, ceiling or suspension mount applications using included ball with aircraft cable or chain. Optional pair of dual pendant mount brackets (DPMB) are available for surface (ceiling) or suspension mount applications using either 3/8" threaded rod or included ball with aircraft cable or chain. Optional pair of angle mounting brackets (AMB) for horizontal wall mount applications.

LISTINGS — CSA Certified to UL and C-UL Standards. Suitable for wet locations. IP65, IP66, IP67 rated. NSF Splash Zone 2 and Non-Food Zone rated. NEMA 4X rated. Sensors maintain P105 and P166 only. See chart on page 5 for Ambient Temperatures.

DESIGN LIGHTS Consortium™ (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

GOVERNMENT PROCUREMENT — BAA — Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as a manufacturer in the United States under DFARS America regulations.

BABA — Built America Buy America. Product with the BAA option qualifies as a product in the United States under the definitions of the Buy American Act, Buy America Act.

WARRANTY — 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

Standard Part Number	Stock Part Number
FEM L48 400LM LPM MD MVOLT C210 40K 80CRI	FEM L48 4L MVOLT
FEM L48 400LM LPM MD MVOLT C210 50K 80CRI	FEM L48 4L MVOLT 5K

Options	Standard Sensors/Controls	Networked Sensors/Controls
E4WH Emergency battery backup, Certified in CA Title 20 MAZBES (4W, F°C min)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
E10WH Emergency battery backup, Certified in CA Title 20 MAZBES (10W, 5°C min)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
E20WC Emergency battery backup, Certified in CA Title 20 MAZBES (18W, -20°C min)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
PE Photoeye, Button Type*	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
DS Dual switching (comes with 2 drivers and 2 light engines, see page 5 for details)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
DMS 0-10V dimming (comes with 2 drivers and 2 light engines, see page 5 for details)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
BCE Bottom control entry for back box (P10W). Total of 4 entry points.	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
DSLE Dual Switching (1 Driver, 2 Light Engines)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.
CE Coastal Construction	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.	NL2AIR2 PIR nLight® Wireless enabled bi-level motion/ambient sensor for 8'-15' mounting heights with photoeye pre-programmed for dusk to dawn operation.

Catalog Number: _____
Notes: _____
Type: _____

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.



Control options	Other options	Flush mount
Shipped installed	Shipped installed	Shipped installed
NL2AIR2 PIR nLight® AIR gen 2 enabled with bi-level motion/ambient sensor, 4' air mounting height, ambient sensor enabled at 26.18" min.	HLR Haze-free shield (black finish standard)*	DDSD Dark bronze
BL30 Field adjustable output**	L90 Left rotated optics*	DD30 Black
BL30 Bi-level switched dimming, 30%**	R90 Right rotated optics*	DNXO Natural Aluminum
BL50 Bi-level switched dimming, 50%**	CCE Coastal Construction**	DDWD White
DMG 0-10V dimming (comes with 2 drivers and 2 light engines, see page 5 for details)	BA Bay America's Act Compliant	DDDBD Textured dark bronze
PER NEMA back box receptacle only (backbox not included)	DF Double face (120, 240, 480V)*	DDDBD Textured black
PEIS Five-pin receptacle only (backbox not included)	BDOR Bird spikes (field install required)	DDXDO Textured natural aluminum
		DDWDO Textured white

PROPOSED DEVELOPMENT:

LONE TREE RETAIL

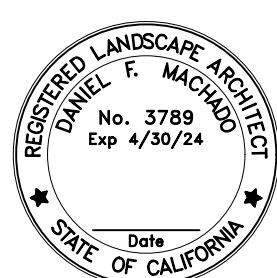
4099 LONE TREE WAY
ANTIOCH, CA.</

Rev	Date	Description

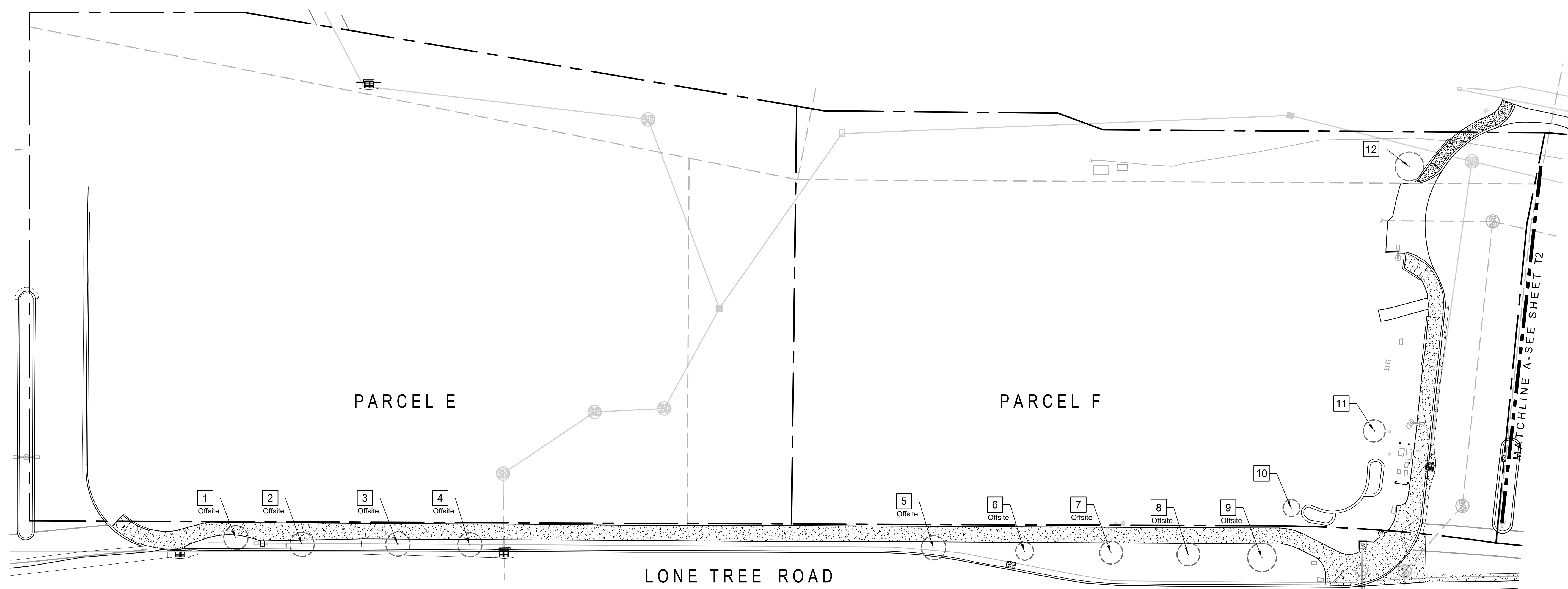


Ps1 Landscape Architecture
 816 Hampshire Court
 Modesto, CA 95350
 T 209.840.2246
 www.ps1la.com

Landscape Architecture
 Arboriculture



24x36 format, confirm size before scaling



Arborist Report

All site trees were inventoried, numbered and tabulated as shown on these plans. Existing trees regardless of their defined status were inventoried including those not on the subject parcels but which may be affected by the proposed development. Trees that are off-site are indicated on the plans.

The City of Antioch classifies trees in several definitions of status including *Restricted Trees, Indigenous Trees, Landmark Trees, Protected Trees Established Trees, Street Trees and Mature Trees.*

During the assessment and Tree Inventory it was found that there are none of the following trees.

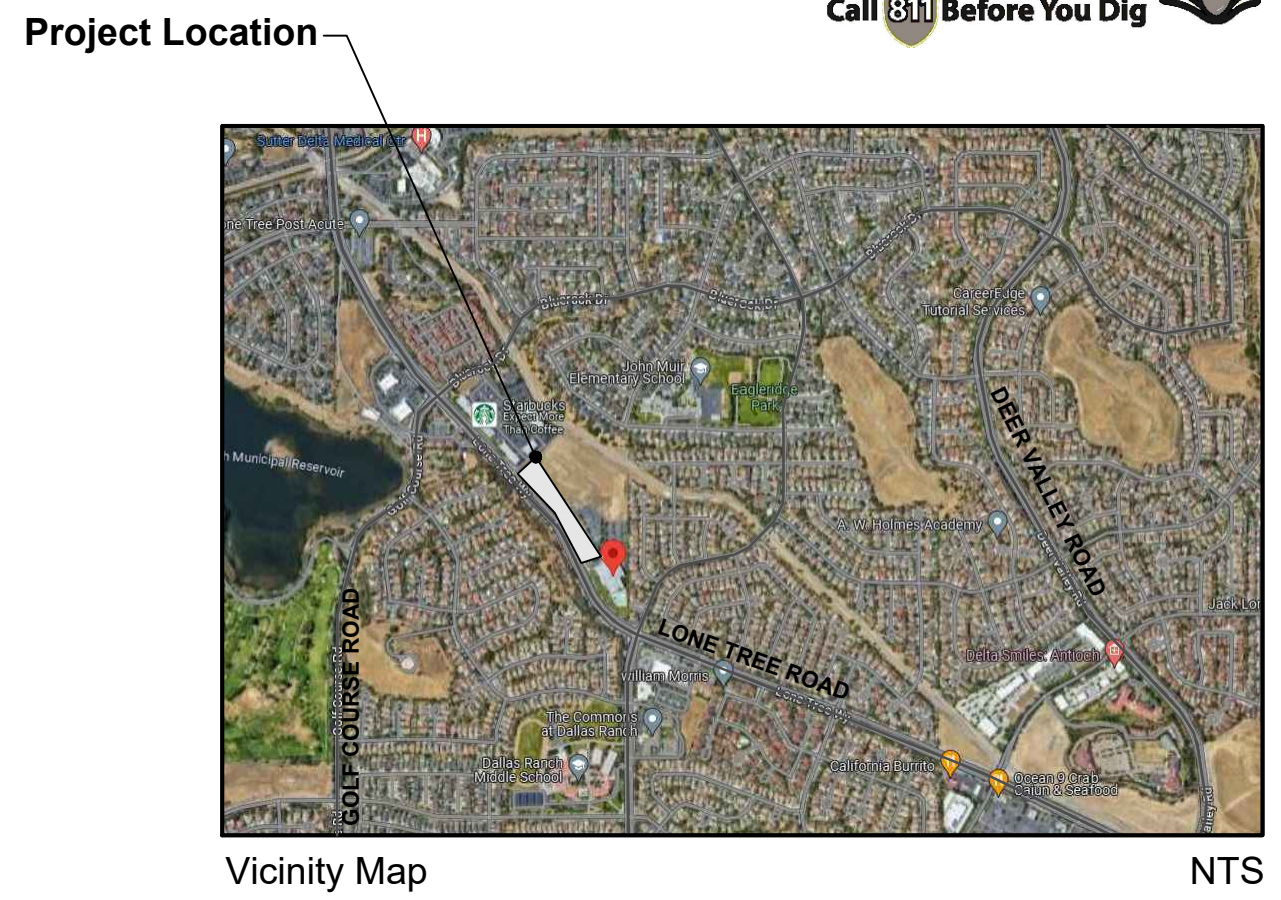
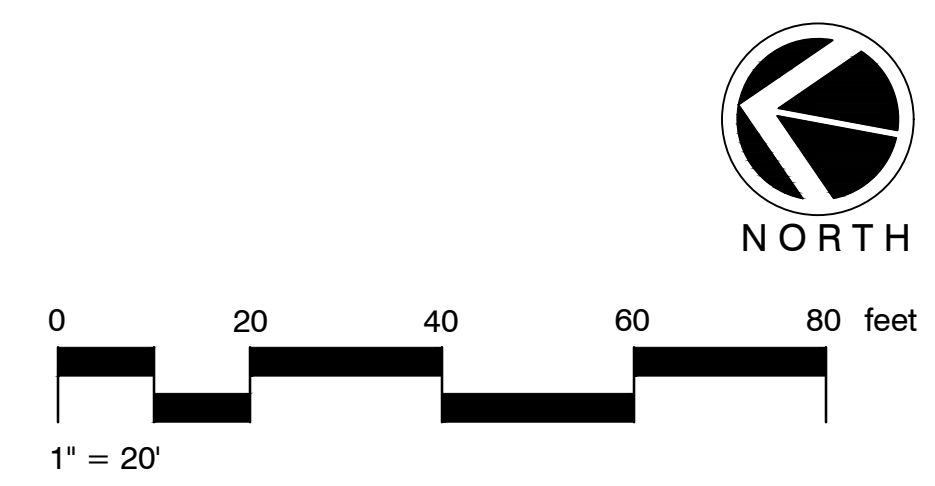
- There are no:
- Restricted Trees
 - Indigenous Trees
 - Landmark Trees
 - Mature Trees

While Street Trees carry a Protected status none are threatened by the proposed development. Street Trees and Established Trees are noted in the Tree Inventory table. Established Trees require a permit to remove under the provisions of the City of Antioch municipal code. Trees with no protections may be removed without permit.

Prepared by Daniel F. Machado, ISA Certified Arborist #3078-A

Tree Inventory

Tree ID	Tree DBH (Inches)	Dripline (Feet)	Botanical Name	Common Name	Tree Health	Tree Status
1	7.8"	14	Pistacia chinensis	Chinese pistache	Good	Street Tree
2	13.2"	20	Pistacia chinensis	Chinese pistache	Good	Street Tree, Established Tree
3	9", 10.7"	24	Pistacia chinensis	Chinese pistache	Good	Street Tree, Established Tree
4	11.1"	25	Pistacia chinensis	Chinese pistache	Good	Street Tree, Established Tree
5	7.9"	16	Pistacia chinensis	Chinese pistache	Good	Street Tree
6	8.4"	18	Pistacia chinensis	Chinese pistache	Good	Street Tree
7	8.6"	24	Pistacia chinensis	Chinese pistache	Good	Street Tree
8	8.2"	25	Pistacia chinensis	Chinese pistache	Good	Street Tree
9	10.0"	30	Pistacia chinensis	Chinese pistache	Good	Street Tree, Established Tree
10	6.8"	6	Arecastrum romanzoffianum	Queen Palm	Good	No Status
11	9.5"	8	Arecastrum romanzoffianum	Queen Palm	Good	No Status
12	9.0"	12	Arecastrum romanzoffianum	Queen Palm	Good	No Status
13	11.0"	12	Arecastrum romanzoffianum	Queen Palm	Good	Established Tree
14	6.0"	6	Arecastrum romanzoffianum	Queen Palm	Good	No Status
15	7.6"	6	Arecastrum romanzoffianum	Queen Palm	Good	No Status
16	7.4"	7	Arecastrum romanzoffianum	Queen Palm	Good	No Status
17	8.0"	12	Pistacia chinensis	Chinese pistache	Good	Street Tree
18	7.5"	12	Pistacia chinensis	Chinese pistache	Good	Street Tree
19	6.3"	18	Quercus palustris	Pin Oak	Good	No Status
20	11.8"	30	Pistacia chinensis	Chinese pistache	Good	Street Tree, Established Tree
21	11"	23	Sequoia sempervirens	Coast Redwood	Good	Established Tree
22	7.3"	15	Sequoia sempervirens	Coast Redwood	Good	No Status
23	2.0"	8	Celtis occidentalis	Hackberry	Good	No Status
24	14.5"	28	Sequoia sempervirens	Coast Redwood	Good	Established Tree
25	18"	25	Sequoia sempervirens	Coast Redwood	Good	Established Tree
26	14.5"	30	Sequoia sempervirens	Coast Redwood	Good	Established Tree
27	6"	19	Celtis occidentalis	Hackberry	Good	No Status
28	6.5"	28	Celtis occidentalis	Hackberry	Good	No Status
29	6.5"	25	Celtis occidentalis	Hackberry	Good	No Status
30	5.5"	8	Koelreuteria bipinnata	Goldenrain Tree	Good	No Status
31	4.5"	9	Koelreuteria bipinnata	Goldenrain Tree	Good	No Status
32	8"	21	Koelreuteria bipinnata	Goldenrain Tree	Good	No Status
33	9.5"	22	Koelreuteria bipinnata	Goldenrain Tree	Good	No Status
34	5.5"	18	Koelreuteria bipinnata	Goldenrain Tree	Good	No Status
35	7.5"	16	Koelreuteria bipinnata	Goldenrain Tree	Good	No Status
36	9"	22	Koelreuteria bipinnata	Goldenrain Tree	Good	No Status
37	9.5"	23	Koelreuteria bipinnata	Goldenrain Tree	Good	No Status



Vicinity Map NTS

LANDSCAPE PLANS
LONE TREE RETAIL
ARBORIST REPORT
 Antioch, CA

Client:
 API, Inc.
 433-B North Star Way
 Modesto, CA 95356
 209.577.4661

TREE INVENTORY

Designed: DFM
 Drawn: DFM
 Checked:
 Scale: 1"=20'
 Date: February 27, 2024
 Job: 374-24

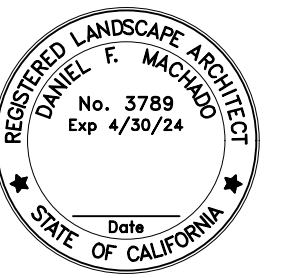
Sheet No.
T1
 of
3 C27

Rev	Date	Description

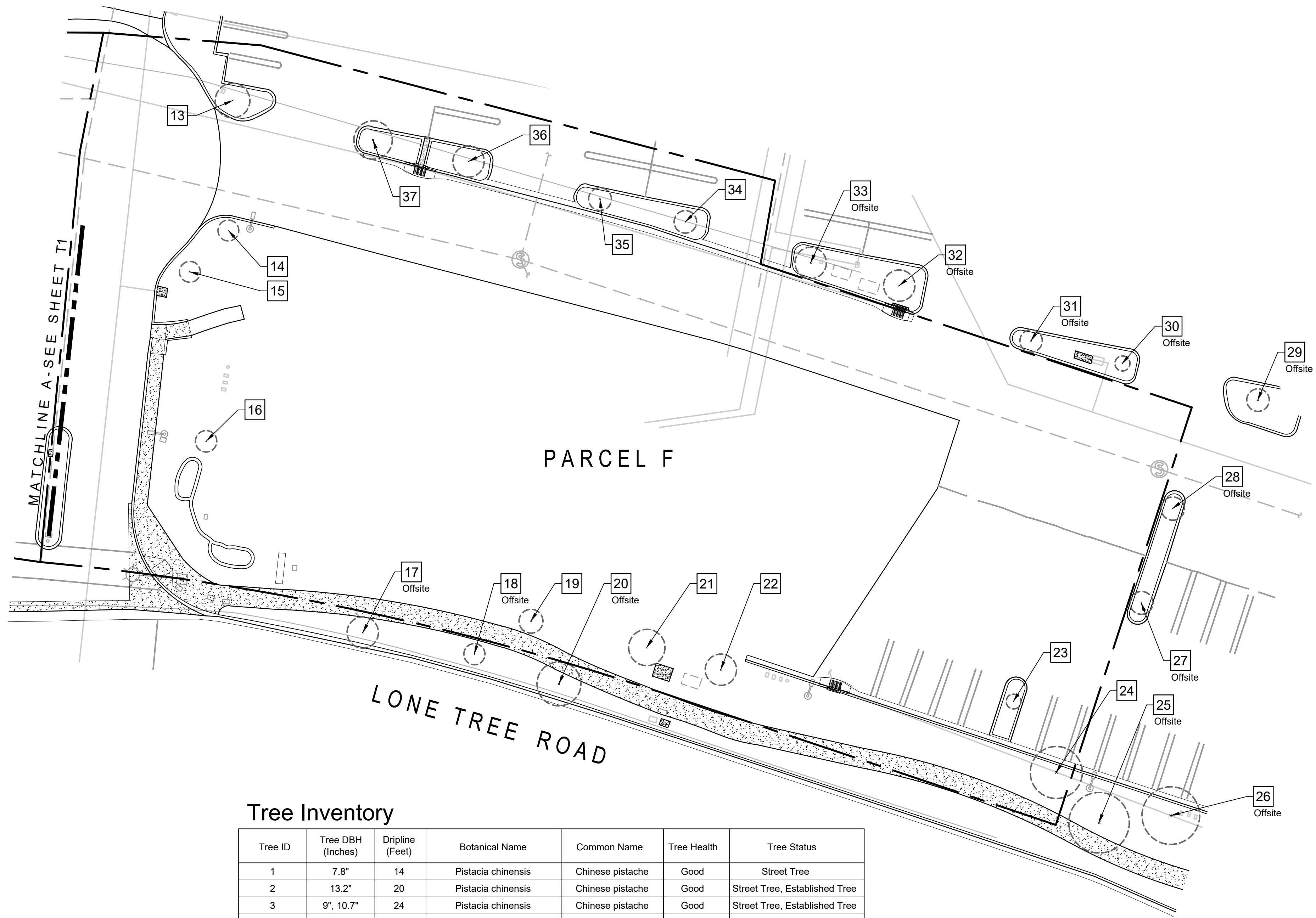
Ps1LA

Ps1 Landscape Architecture
 816 Hampshire Court
 Modesto, CA 95350
 T 209.840.2246
 www.ps1la.com

Landscape Architecture
 Arboriculture



24x36 format, confirm size before scaling



Tree Inventory

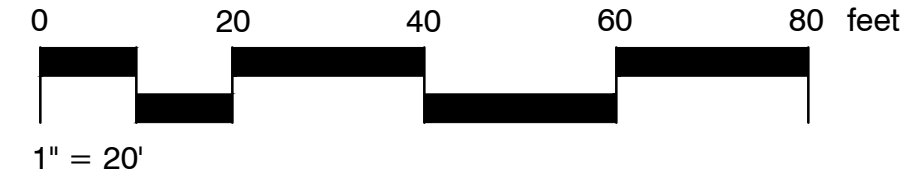
Tree ID	Tree DBH (Inches)	Drip Line (Feet)	Botanical Name	Common Name	Tree Health	Tree Status
1	7.8"	14	<i>Pistacia chinensis</i>	Chinese pistache	Good	Street Tree
2	13.2"	20	<i>Pistacia chinensis</i>	Chinese pistache	Good	Street Tree, Established Tree
3	9", 10.7"	24	<i>Pistacia chinensis</i>	Chinese pistache	Good	Street Tree, Established Tree
4	11.1"	25	<i>Pistacia chinensis</i>	Chinese pistache	Good	Street Tree, Established Tree
5	7.9"	16	<i>Pistacia chinensis</i>	Chinese pistache	Good	Street Tree
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7	8.6"	24	<i>Pistacia chinensis</i>	Chinese pistache	Good	Street Tree
8	8.2"	25	<i>Pistacia chinensis</i>	Chinese pistache	Good	Street Tree
9	10.0"	30	<i>Pistacia chinensis</i>	Chinese pistache	Good	Street Tree, Established Tree
10	6.8"	6	<i>Arecastrum romanzoffianum</i>	Queen Palm	Good	No Status
11	9.5"	8	<i>Arecastrum romanzoffianum</i>	Queen Palm	Good	No Status
12	9.0"	12	<i>Arecastrum romanzoffianum</i>	Queen Palm	Good	No Status
13	11.0"	12	<i>Arecastrum romanzoffianum</i>	Queen Palm	Good	No Status
14	6.0"	6	<i>Arecastrum romanzoffianum</i>	Queen Palm	Good	No Status
15	7.6"	6	<i>Arecastrum romanzoffianum</i>	Queen Palm	Good	No Status
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20	11.8"	30	<i>Pistacia chinensis</i>	Chinese pistache	Good	Street Tree, Established Tree
21	11"	23	<i>Sequoia sempervirens</i>	Coast Redwood	Good	Established
22	7.3"	15	<i>Sequoia sempervirens</i>	Coast Redwood	Good	No Status
23	2.0"	8	<i>Celtis occidentalis</i>	Hackberry	Good	No Status
24	14.5"	28	<i>Sequoia sempervirens</i>	Coast Redwood	Good	Established
25	18"	25	<i>Sequoia sempervirens</i>	Coast Redwood	Good	Established
26	14.5"	30	<i>Sequoia sempervirens</i>	Coast Redwood	Good	Established
27	6"	19	<i>Celtis occidentalis</i>	Hackberry	Good	No Status
28	6.5"	28	<i>Celtis occidentalis</i>	Hackberry	Good	No Status
29	6.5"	25	<i>Celtis occidentalis</i>	Hackberry	Good	No Status
30	5.5"	8	<i>Koelreuteria bipinnata</i>	Goldenrain Tree	Good	No Status
31	4.5"	9	<i>Koelreuteria bipinnata</i>	Goldenrain Tree	Good	No Status
32	8"	21	<i>Koelreuteria bipinnata</i>	Goldenrain Tree	Good	No Status
33	9.5"	22	<i>Koelreuteria bipinnata</i>	Goldenrain Tree	Good	No Status
34	5.5"	18	<i>Koelreuteria bipinnata</i>	Goldenrain Tree	Good	No Status
35	7.5"	16	<i>Koelreuteria bipinnata</i>	Goldenrain Tree	Good	No Status
36	9"	22	<i>Koelreuteria bipinnata</i>	Goldenrain Tree	Good	No Status
37	9.5"	23	<i>Koelreuteria bipinnata</i>	Goldenrain Tree	Good	No Status

LANDSCAPE PLANS
LONE TREE RETAIL
ARBORIST REPORT
 Antioch, CA




Client:
 API, Inc.
 433-B North Star Way
 Modesto, CA 95356
 209.577.4661
 Copyright Ps1 Landscape Architecture 2024

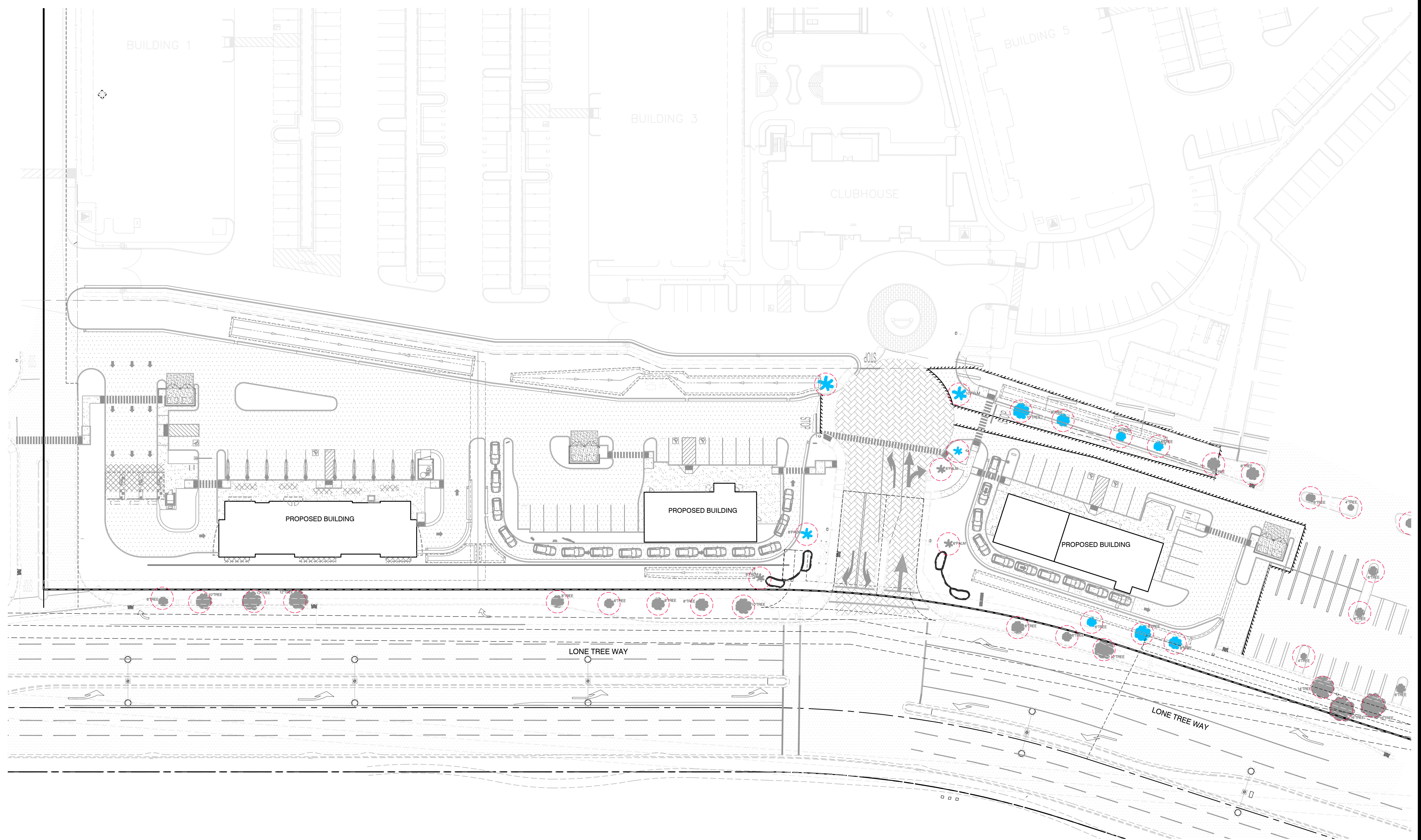
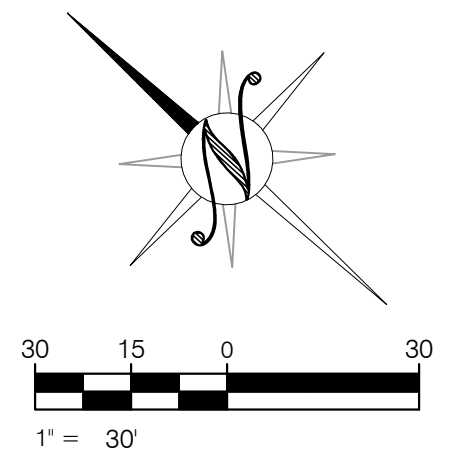
TREE INVENTORY

Designed: DFM
 Drawn: DFM
 Checked:
 Scale: 1"=20'
 Date: February 27, 2024
 Job: 374-24



LEGEND

-  EXISTING TREE TO BE PROTECTED
-  EXISTING TREE TO BE REMOVED
-  TREE FROM LANDSCAPE ARCHITECT SURVEY



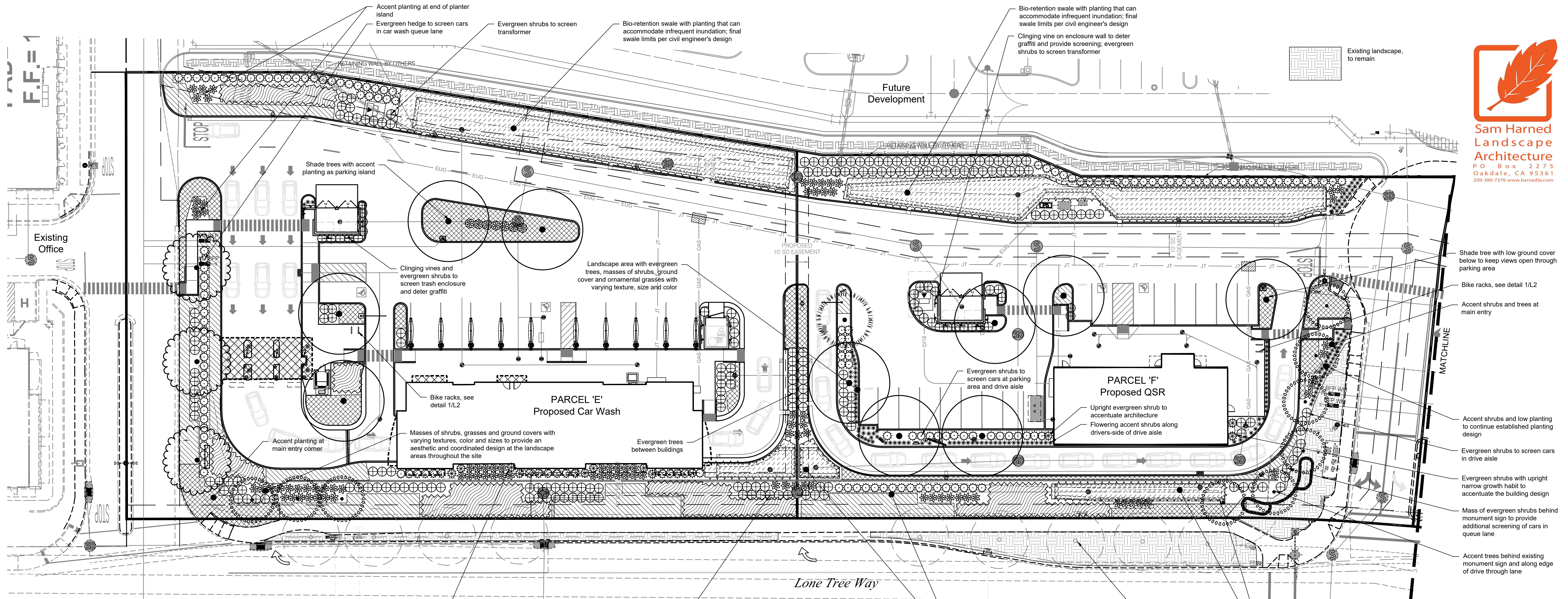
NO.	REVISIONS	DATE	APPROVED

TREE REMOVAL EXHIBIT
CONCEPTUAL PLANNING PLANS FOR
ANTIOCH RETAIL
 CALIFORNIA

Northstar Engineering Group, Inc.
 • CIVIL ENGINEERING • SURVEYING • PLANNING •
 620 12th Street
 Modesto, CA 95354
 (209) 524-3225 Phone (209) 524-3226 Fax

JOB #:	23-3273
DATE:	08/16/2024
SCALE:	AS SHOWN
DRAWN:	CIG/EVL
DESIGN:	CIG/TG
CHKD:	CIG

P:\2023\AntiochRetail\14.04 - 06/17/24\14.04 - 06/17/24.dwg
 DRAWN BY: CIG/EVL
 DATE: 08/16/2024 08:30 AM
 PROJECT: Antioch Retail Tree Removal Exhibit.dwg



WELO COMPLIANCE

This project has been designed to conform with the State's Model Water Efficient Landscape Ordinance (MWELO).

IRRIGATION DESIGN
The irrigation on the site will use drip irrigation, will meet the City's requirements, and will comply with the requirements of WELO. Equipment will include dedicated irrigation meter, smart controller, weather sensor, and efficient irrigation emitters, nozzles, and other equipment.

PLANTING DESIGN
The landscape design uses water-wise plant species suitable for this region and that are low maintenance and durable. Uses trees to shade paved areas, and plants have been grouped into hydro-zones. References used for the landscape design include published information from the local jurisdiction, Sunset Western Garden Book and WUCOLS.

LANDSCAPE AREA CALCULATIONS

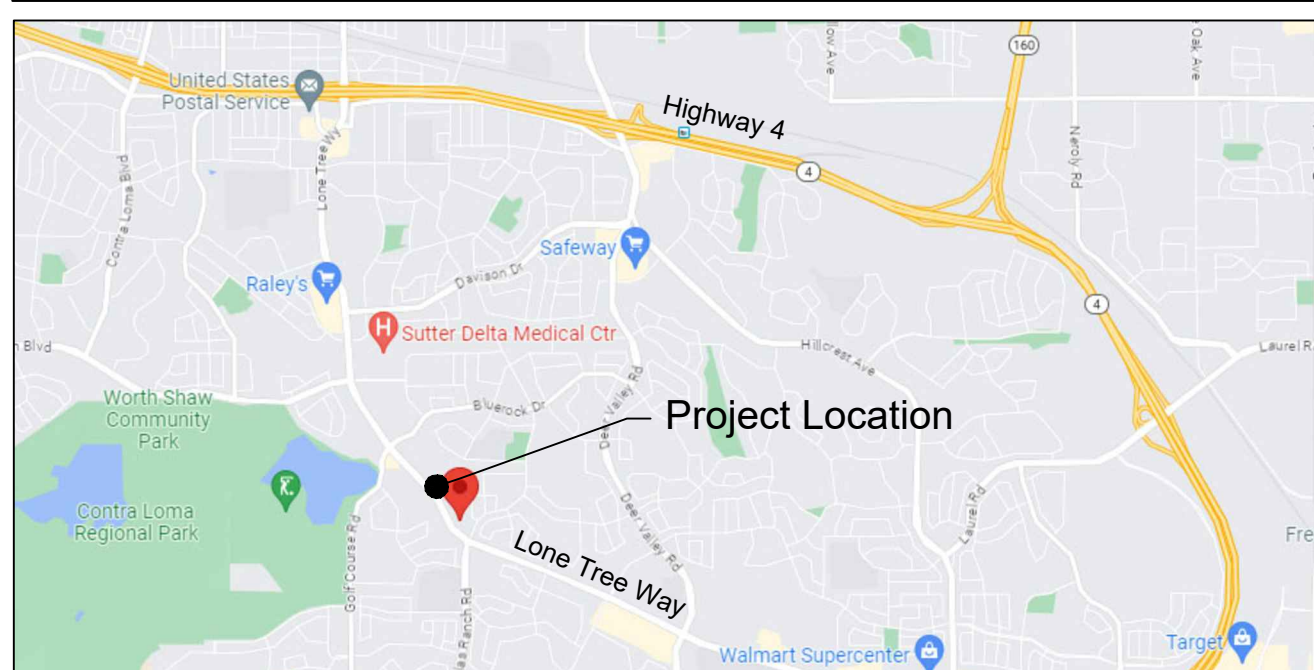
PARCEL 'E'

Total Site Area:	52,583 sf.
Landscape Area:	16,194 sf.
Percentage of Total Site as Landscape:	31 %

PARCEL 'F'

Total Site Area:	41,775 sf.
Landscape Area:	16,685 sf.
New landscape:	12,536 sf.
Existing to remain:	1,149 sf.
Percentage of Total Site as Landscape:	33 %

VICINITY MAP



Upright evergreen shrubs to accentuate architecture, with masses of accent shrubs between

Evergreen shrubs to screen cars in drive aisles

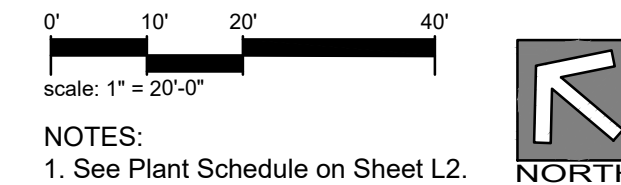
Trees excluded from frontage to avoid root intrusion into storm drain system

Bio-retention swale with planting that can accommodate infrequent inundation; final swale limits per civil engineer's design

Existing tree, to remain, typ.

Accent tree to accentuate project entry and monument signage

Bio-retention swale with planting that can accommodate infrequent inundation; final swale limits per civil engineer's design



WELO WORKSHEET - PARCEL 'E'

Hydro-zone (see desc. below)	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)
Regular Landscape Areas ("RLA") - See Hydrozone Descriptions for Referenced Numbers							
Shrub	0.50	Drip	0.81	0.62	1,974 sf	1,218.52	34,223 gals
Shrub	0.20	Drip	0.81	0.25	8,528 sf	2,105.68	59,140 gals
Bioswale	0.30	Drip	0.81	0.37	5,692 sf	2,108.15	59,209 gals
				Sub-totals	16,194.00	5,432.35	152,573 gals
Special Landscape Areas ("SLA")							
SLA1				1.00	0 sf	0.00	0 gals
				Sub-totals	0 sf	0.00	0 gals
Total Landscape Area (RLA+SLA)						16,194 sf	5,432.35
ETWU Total							152,573 gals
Maximum Allowed Water Allowance (MAWA)							204,671 gals

MAXIMUM ALLOWABLE WATER CALCULATION ("MAWA")

$$MAWA = (ET_o) (0.62) [(ETAF \times LA) + ((1-ETAF) \times SLA)]$$

204,671 gal/yr 45.3 in/yr 0.62 0.45 16,194 sf 0.55 0 sf

ETAF CALCULATIONS

Regular Landscape Area (RLA) ETAF		Max Allowed ETAF	
Total ETAF x RLA	5432.35		
Divided by Total RLA	16,194 sf		
Average ETAF (RLA)	0.34	0.45	If Average ETAF is less than Max. Allowed ETAF the Project complies with WELO

WELO WORKSHEET - PARCEL 'F'

Hydro-zone (see desc. below)	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)
Regular Landscape Areas ("RLA") - See Hydrozone Descriptions for Referenced Numbers							
Shrub	0.50	Drip	0.81	0.62	2,274 sf	1,403.70	39,424 gals
Shrub	0.20	Drip	0.81	0.25	4,204 sf	1,038.02	29,154 gals
Bioswale	0.30	Drip	0.81	0.37	6,058 sf	2,243.70	63,017 gals
				Sub-totals	12,536.00	4,685.43	131,595 gals
Special Landscape Areas ("SLA")							
SLA1				1.00	0 sf	0.00	0 gals
				Sub-totals	0 sf	0.00	0 gals
Total Landscape Area (RLA+SLA)						12,536 sf	4,685.43
ETWU Total							131,595 gals
Maximum Allowed Water Allowance (MAWA)							158,439 gals

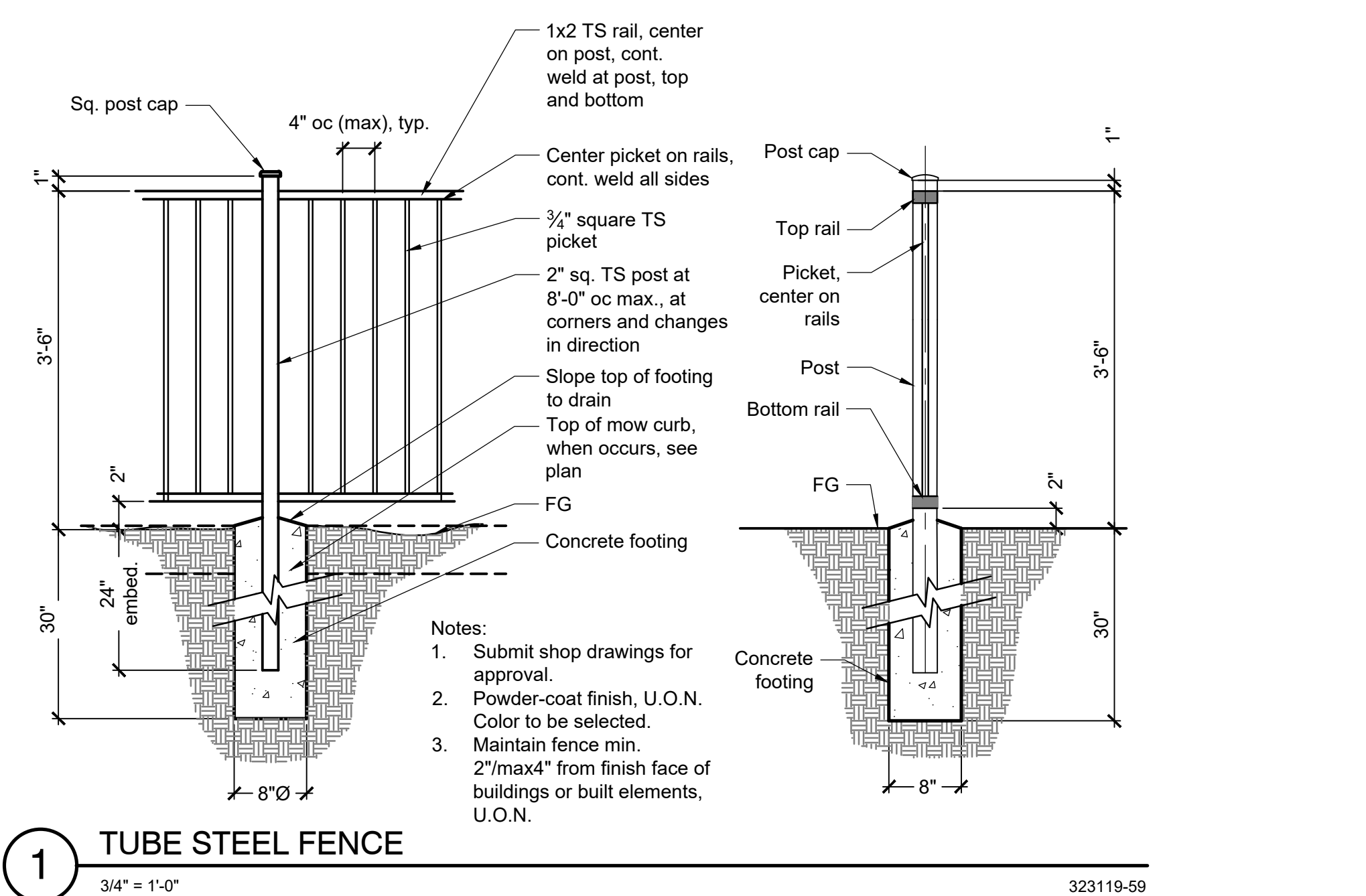
MAXIMUM ALLOWABLE WATER CALCULATION ("MAWA")

$$MAWA = (ET_o) (0.62) [(ETAF \times LA) + ((1-ETAF) \times SLA)]$$

158,439 gal/yr 45.3 in/yr 0.62 0.45 12,536 sf 0.55 0 sf

ETAF CALCULATIONS

Regular Landscape Area (RLA) ETAF		Max Allowed ETAF	
Total ETAF x RLA	4685.43		
Divided by Total RLA	12,536 sf		
Average ETAF (RLA)	0.37	0.45	If Average ETAF is less than Max. Allowed ETAF the Project complies with WELO



1 TUBE STEEL FENCE
3/4" = 1'-0"



PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	WUCOLS
TREES							
(Symbol)		PARKING LOT SHADE TREE		14			
ACE AUT		Acer rubrum 'Autumn Flame'	Autumn Flame Red Maple		15 gal.	30'	Moderate
PIS KEI		Pistacia chinensis 'Keith Davey'	Keith Davey Chinese Pistache		15 gal.	35'	Low
QUE SHU		Quercus shumardii	Shumard Oak		15 gal.	40'	Moderate
ULM ALL		Ulmus parvifolia 'Allee' TM	Allee Lacebark Elm		15 gal.	40'	Moderate
(Symbol)		EVERGREEN/SCREEN TREE		3			
BRA PPL		Brachycthon populneus	Kurrajong		24" box	25'	Low
LAU XSA		Laurus x 'Saratoga'	Saratoga Hybrid Laurel		24" box	20'	Low
(Symbol)		ACCENT TREE		16			
ACE PAL		Acer palmatum	Japanese Maple		15 gal.	18'	Moderate
CER OCC		Cercis occidentalis	Western Redbud		15 gal.	20'	Low
LAG IND		Lagerstroemia indica	Crape Myrtle		15 gal.	20'	Low
PRU YES		Prunus cerasifera 'Krauter Vesuvius'	Krauter Vesuvius Purple-leaf Plum		15 gal.	20'	Moderate
(Symbol)		STREET TREE		3			
GIN AUT		Ginkgo biloba 'Autumn Gold' TM	Autumn Gold Maidenhair Tree		15 gal.	30'	Moderate
PLA ACE		Platanus x acerifolia	London Plane Tree		15 gal.	50'	Moderate
QUE SUB		Quercus suber	Cork Oak		15 gal.	50'	Low
ZEL VIL		Zelkova serrata 'Village Green'	Village Green Sawleaf Zelkova		15 gal.	50'	Moderate
SHRUBS							
(Symbol)		UPRIGHT EVERGREEN		19			
Cup tin		Cupressus sempervirens 'Monshel' TM	Tiny Tower Italian Cypress		15 gal.	2'	Low
Jun sky		Juniperus virginiana 'Skyrocket'	Skyrocket Eastern Redcedar		15 gal.	3'	Low
Thu sma		Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae		15 gal.	4'	Moderate
(Symbol)		EVERGREEN SHRUBS / HEDGE		222			
Lig tex		Ligustrum japonicum 'Texanum'	Texanum Privet		5 gal.	4'	Low
Ole lit		Olea europaea 'Little Ollie' TM	Little Ollie Olive		5 gal.	5'	Very Low
Rha min		Rhaphiolepis umbellata 'Minor'	Yedda Hawthorn		5 gal.	3'	Low
(Symbol)		ACCENT SHRUB		127			
Aga afr		Agapanthus africanus	African Lily		5 gal.	2'	Moderate
Hes par		Hesperaloe parviflora	Red Yucca		5 gal.	4'	Low
Per atr		Perovskia atriplicifolia	Russian Sage		5 gal.	6'	Low
Pho ten		Phormium tenax spp.	New Zealand Flax, med/sm varieties		5 gal.	3'	Low
Ros wht		Rosa x 'Noaschnee' TM	Flower Carpet White Groundcover Rose		5 gal.	3'	Moderate
Sal leu		Salvia leucantha	Mexican Bush Sage		5 gal.	4'	Low
(Symbol)		INFILL SHRUB		272			
Cal vim		Callistemon viminalis 'Little John'	Little John Weeping Bottlebrush		5 gal.	4'	Low
Cis pur		Cistus x purpureus	Orchid Rockrose		5 gal.	6'	Low
Die ind		Diets iridioides	Fortnight Lily		5 gal.	3'	Low
Nan glf		Nandina domestica 'Gulf Stream' TM	Gulf Stream Heavenly Bamboo		5 gal.	3'	Low
Pit whl		Pittosporum tobira 'Wheeler's Dwarf'	Wheeler's Dwarf Pittosporum		5 gal.	4'	Moderate
Rha ind		Rhaphiolepis indica	Indian Hawthorn		5 gal.	4'	Moderate
(Symbol)		SMALL ACCENT SHRUBS		246			
Aga ppn		Agapanthus africanus 'Peter Pan'	Peter Pan African Lily		1 gal.	2'	Moderate
Aga ran		Agapanthus africanus 'Rancho White'	Rancho White African Lily		1 gal.	2'	Moderate
Dia lrv		Dianella revoluta 'DR5000' TM	Little Rev Flax Lily		1 gal.	2'	Low
Dia var		Dianella revoluta 'Variegated'	Variegated Flax Lily		1 gal.	3'	Low
Lir lir		Liriope muscari 'Majestic'	Majestic Lilyturf		1 gal.	2'	Moderate
Lir sun		Liriope muscari 'Silvery Sunproof'	Silvery Sunproof Lilyturf		1 gal.	2'	Moderate
Sai che		Salvia microphylla	Graham Sage		1 gal.	4'	Low
Zau cal		Zauschneria californica	California Fuchsia		1 gal.	3'	Low
VINE							
(Symbol)				21			
Fic pum		Ficus pumila	Creeping Fig		5 gal.	8'	Moderate
Par tri		Parthenocissus tricuspidata	Boston Ivy		5 gal.	8'	Moderate

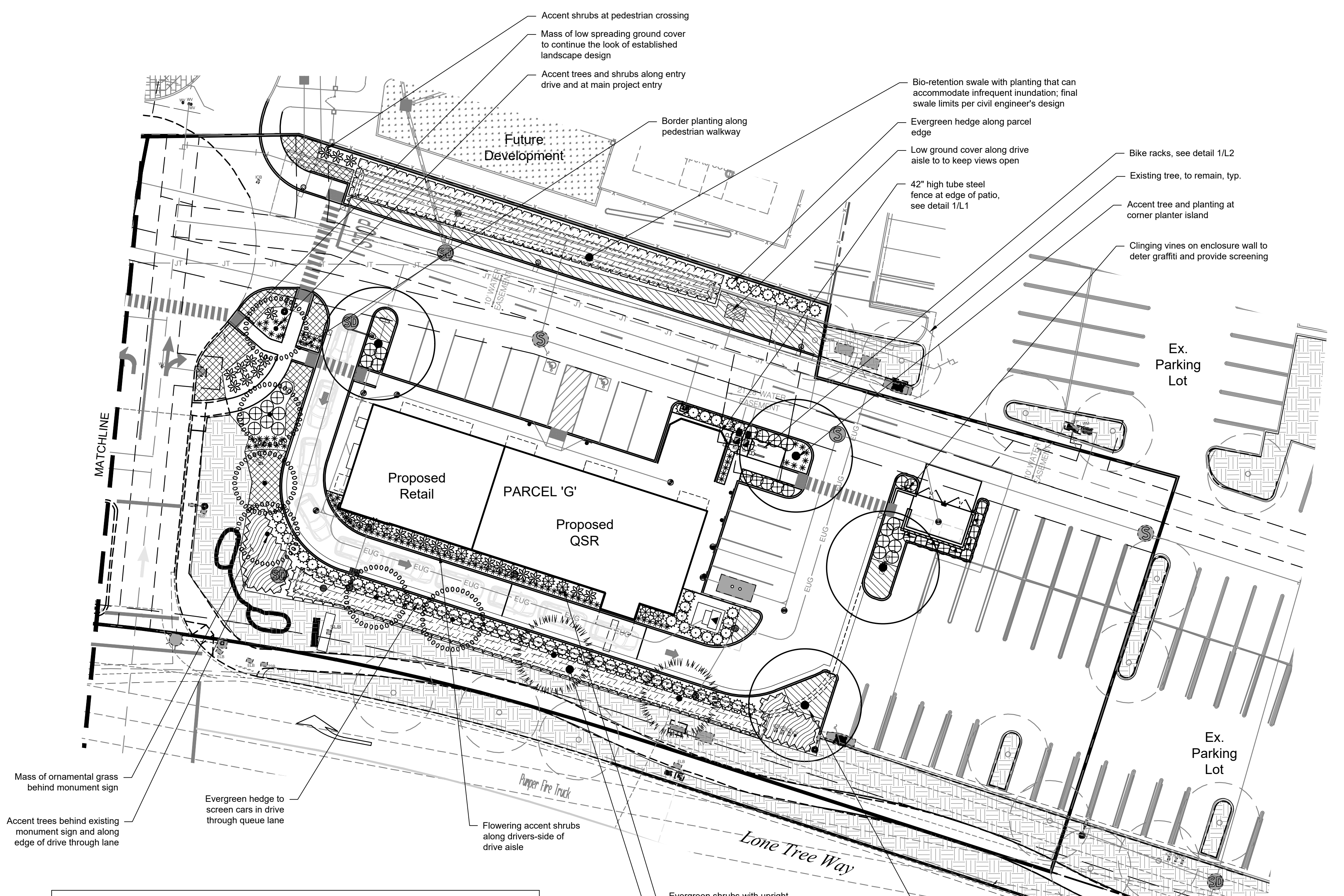
SHRUB AREAS

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	WUCOLS
ORNAMENTAL GRASS							
				2,979 sf			
Cho tec		Chondropetalum tectorum	Cape Rush	47	5 gal.	3'	Low
Bou gra		Bouteloua gracilis	Blue Grama Grass	206	1 gal.	2'	Low
Cal kar		Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass	35	5 gal.	3'	Low
Car tum		Carex tumulicola	Foothill Sedge	117	1 gal.	2'	Low
Muh cap		Muhlenbergia capillaris	Pink Muhly Grass	17	5 gal.	5'	Low
Muh dub		Muhlenbergia dubia	Pine Muhly	47	1 gal.	3'	Low
Muh rig		Muhlenbergia rigens	Deer Grass	17	5 gal.	5'	Low

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	WUCOLS
BIO-FILTRATION PLANTING							
				8,637 sf			
Cho tec		Chondropetalum tectorum	Cape Rush	250	5 gal.	3'	Low
Car tum		Carex tumulicola	Foothill Sedge	561	1 gal.	2'	Low
Jun car		Juncus patens 'Carman's Grey'	Spreading Rush	358	1 gal.	3'	Low
Muh rig		Muhlenbergia rigens	Deer Grass	91	5 gal.	5'	Low

GROUND COVERS

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	WUCOLS
LOW GROUND COVER							
				4,708 sf			
Arc ecp		Arctostaphylos x 'Emerald Carpet'	Emerald Carpet Manzanita	87	1 gal.	36"	Moderate
Bac twi		Baccharis pilularis 'Twin Peaks#2'	Twin Peaks #2 Coyote Brush	31	1 gal.	60"	Low
Com vst		Coprosma petriei 'Verde Vista'	Verde Vista Mirror Plant	64	1 gal.	42"	Low
Cot low		Cotoneaster dammeri 'Lowfast'	Lowfast Bearberry Cotoneaster	31	1 gal.	60"	Low
Jun blu		Juniperus horizontalis 'Blue Chip'	Blue Chip Juniper	91	1 gal.	36"	Low
Myo pro		Myoporum parvifolium 'Prostratum'	Prostrate Trailing Myoporum	31	1 gal.	60"	Low
ACCENT GROUND COVER							
				4,294 sf			
Hem spp		Hemerocallis spp.	Daylily species	123	1 gal.	30"	Moderate
Lom bre		Lomandra longifolia 'Breeze' TM	Breeze Mat Rush	123	1 gal.	36"	Low
Tra jas		Trachelospermum jasminoides	Chinese Star Jasmine	123	1 gal.	36"	Moderate
Ver hyb		Verbena x hybrida	Verbena	177	1 gal.	30"	Low



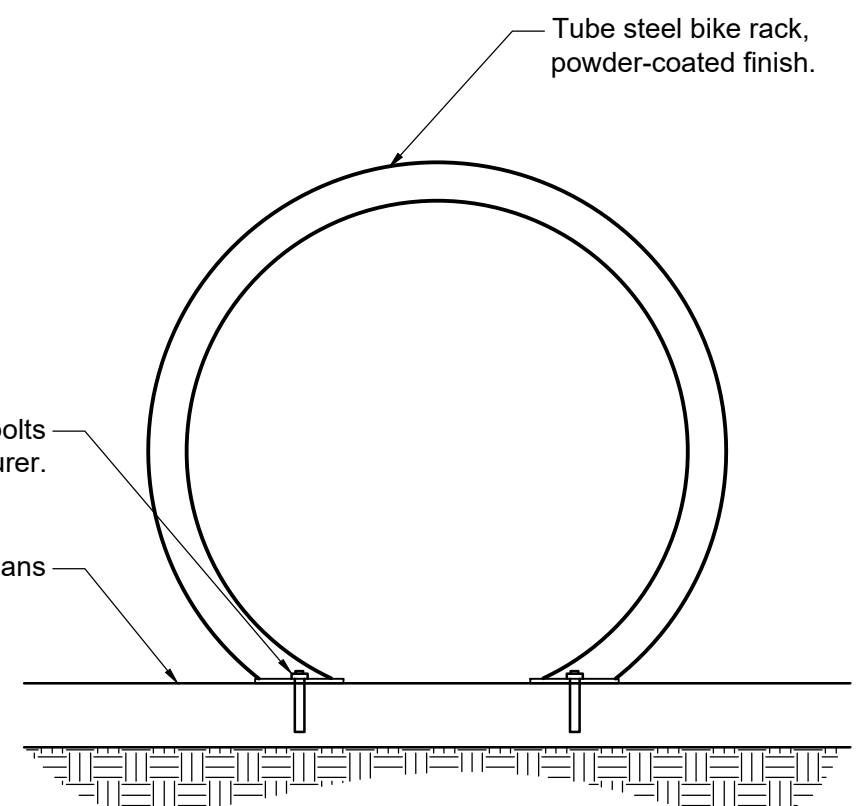
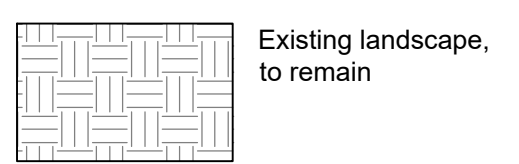
WELO WORKSHEET - PARCEL 'G'									
APPENDIX B WORKSHEET	Reference Evapotranspiration	45.3 in/yr	ETAF _{ref}		Maximum Allowed ETAF	0.45			
	Hydro-zone (see disc. below)	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)	
	Regular Landscape Areas ("RLA") - See Hydrozone Descriptions for Referenced Numbers								
	Shrub	0.50	Drip	0.81	0.62	1,737 sf	1,072.22	30,114 gals	
	Shrub	0.20	Drip	0.81	0.25	4,261 sf	1,052.10	29,549 gals	
	Bioswale	0.30	Drip	0.81	0.37	2,015 sf	746.30	20,960 gals	
						Sub-totals	8,013.00	2,870.62	80,624 gals
	Special Landscape Areas ("SLA")								
	SLA1				1.00	0 sf	0.00	0 gals	
						Sub-totals	0 sf	0.00	0 gals
Total Landscape Area (RLA+SLA)						8,013 sf	2,870.62		
ETWU Total							80,624 gals		
Maximum Allowed Water Allowance (MAWA)							101,274 gals		
MAWA	MAXIMUM ALLOWABLE WATER CALCULATION ("MAWA")								
	MAWA	=	(ET _o)	(0.62)	[(ETAF x LA) + ((1-ETAF) x SLA)]				
	101,274 gal/yr		45.3 in/yr	0.62	0.45	8,013 sf	0.55	0 sf	
ETAF	ETAF CALCULATIONS								
	Regular Landscape Area (RLA)				Max Allowed ETAF				
	Total ETAF x RLA			2870.62					
	Divided by Total RLA			8,013 sf					
Average ETAF (RLA)			0.36	0.45			If Average ETAF is less than Max. Allowed ETAF the Project complies with WELO		

LANDSCAPE AREA CALCULATIONS

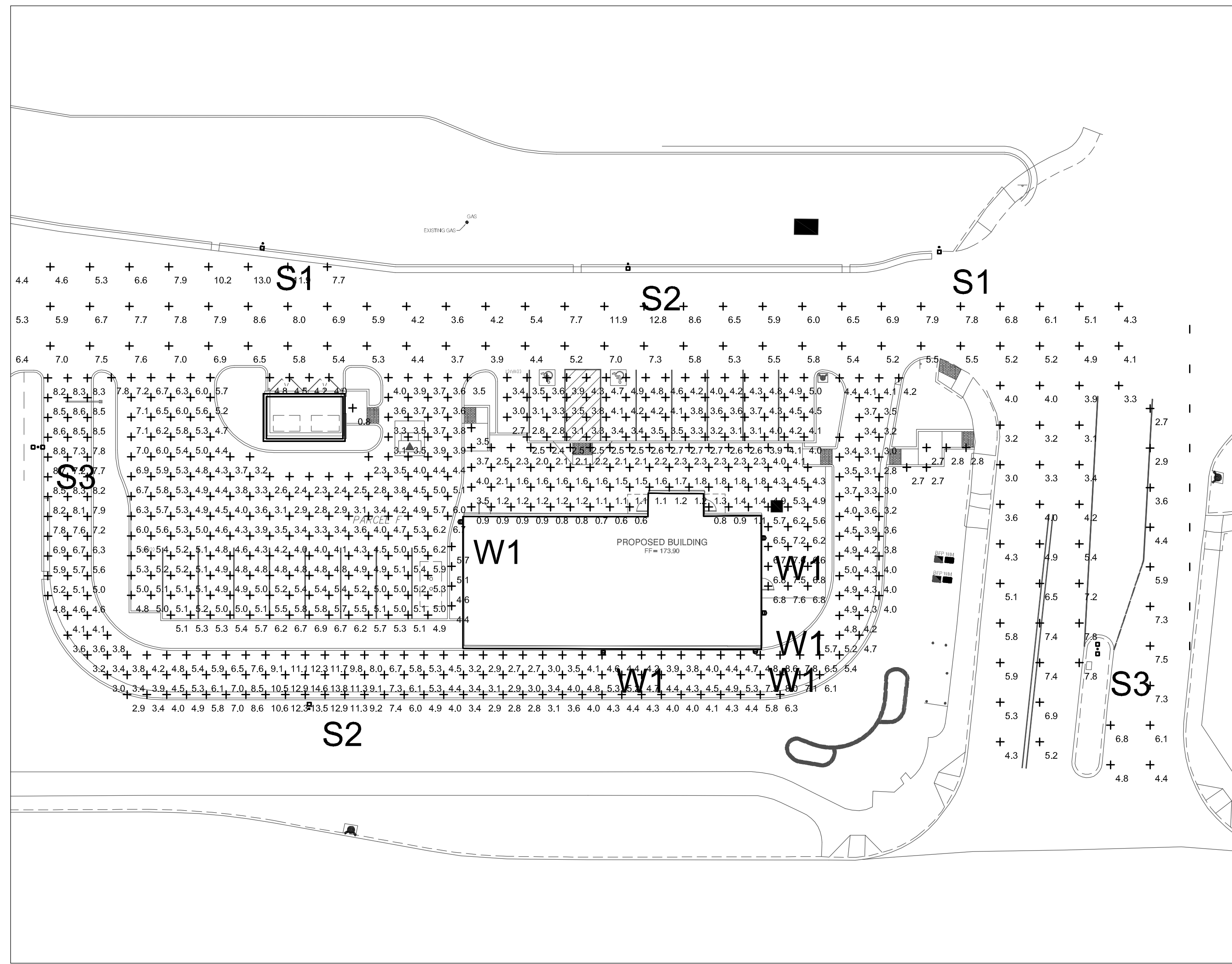
PARCEL 'G'		
Total Site Area:	45,823 sf.	
Landscape Area:	11,734 sf.	
New landscape:	8,013 sf.	
Existing to remain (on-site):	3,721 sf.	
Percentage of Total Site as Landscape:	26 %	

ROOT BARRIER

Provide 24" deep linear root barrier at all trees located within 5'-0" of hardscape. Provide 12 lf of barrier at each required location, center on tree root ball. Root barrier shall be installed in linear fashion along the edge of hardscape; circular placement around the root ball will not be accepted and will be replaced at contractor's expense. Install per manufacturer's recommendations.



Preliminary Landscape Plan - Sheet L2



PHOTOMETRIC STUDY
SCALE: 1"=20'-0"

Luminaire Locations	
Label	MH
S5	20.00
S3	20.00

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
PARCEL A SIDEWALKS	+	3.7 fc	10.2 fc	0.8 fc	12.8:1	4.6:1
PARCEL E & F DRIVE / PARKING	+	6.0 fc	13.0 fc	2.9 fc	4.5:1	2.1:1
PARCEL F DRIVE / PARKING	+	4.4 fc	7.7 fc	2.3 fc	3.3:1	1.9:1
PARCEL F DRIVE-THRU	+	5.5 fc	13.9 fc	2.2 fc	6.3:1	2.5:1
PARCEL F SIDEWALKS	+	2.7 fc	8.1 fc	1.1 fc	7.4:1	2.5:1
PARCEL G DRIVE / PARKING	+	6.2 fc	12.6 fc	2.5 fc	5.0:1	2.5:1
PARCEL G QSR DRIVE-THRU	+	3.9 fc	6.1 fc	1.8 fc	3.4:1	2.2:1
PARCEL G SIDEWALKS	+	3.0 fc	7.2 fc	0.6 fc	12.0:1	5.0:1
PARCEL A DRIVE / PARKING	+	6.4 fc	15.2 fc	1.4 fc	10.9:1	4.6:1

LONE TREE RETAIL
PARCEL 1

E2

PROPOSED DEVELOPMENT:

LONE TREE RETAIL

4099 LONE TREE WAY
ANTIOCH, CA.

PLANNING ARCHITECTURE



ARCHITECTURE PLUS INC.
4335-B NORTH STAR WAY
MODESTO, CA 95356

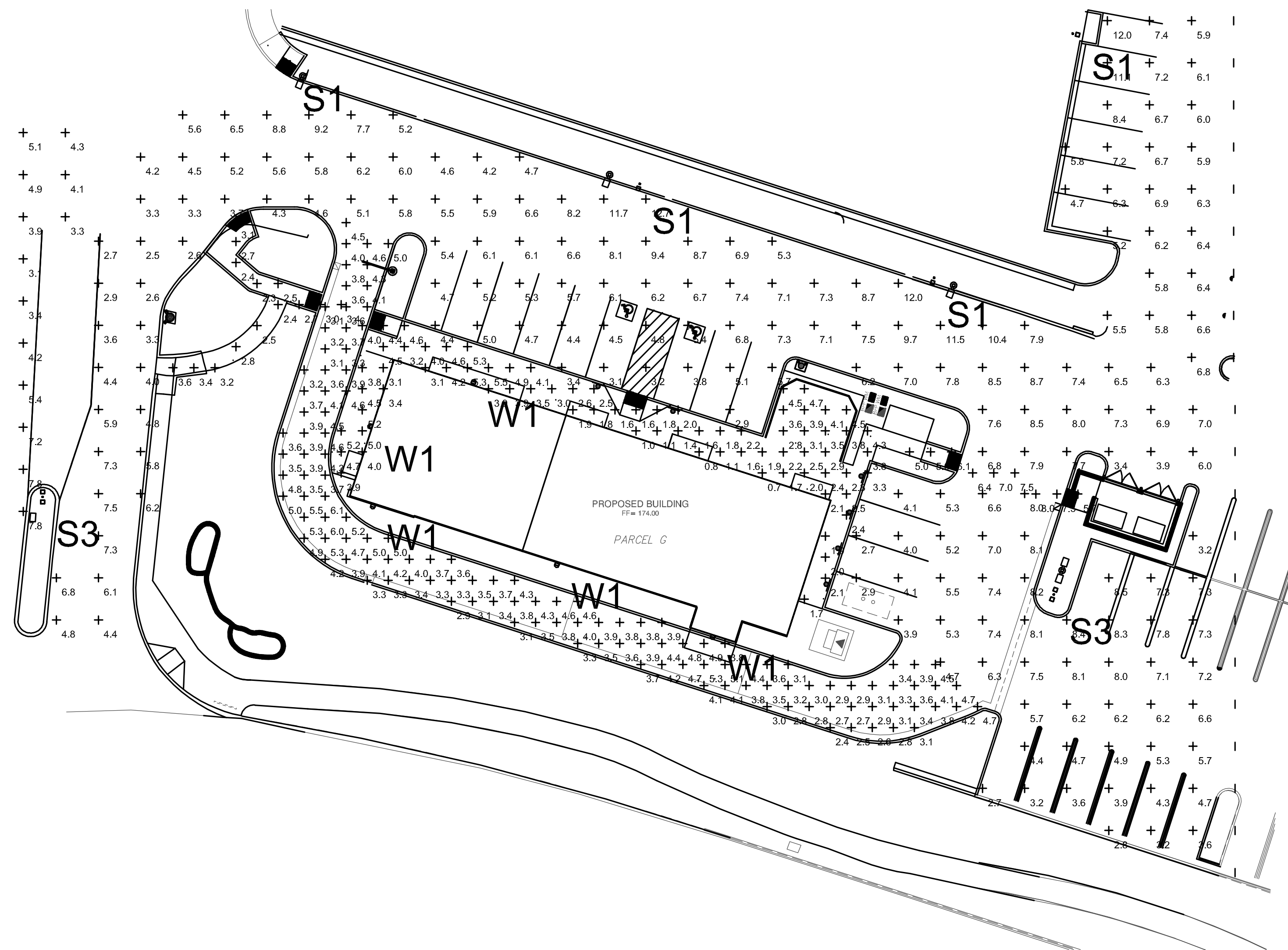
HCS Engineering inc.
50 years
4312 Feather River Dr #F, Stockton, CA 95219
209-408-8270 | www.hcs-eng.com

ph. 209.577.4661
fx. 209.577.0213

www.apiarc.com

Schedule										
Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
□	S1		10	Lithonia Lighting	RSX2 LED P6 40K R3	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R3 Distribution	1	30266	0.9	246.63
□	S2		5	Lithonia Lighting	RSX2 LED P6 40K R4	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R4 Distribution	1	30662	0.9	246.63
□	S3		15	Lithonia Lighting	RSX2 LED P6 40K R5	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R5 Distribution	1	31073	0.9	493.26
□	S4		0	Lithonia Lighting	RSX2 LED P6 40K R4	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R4 Distribution	1	30662	0.9	493.26
□	S5		1	Lithonia Lighting	RSX2 LED P6 40K R5	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R5 Distribution	1	31073	0.9	246.63
□	W1		10	Lithonia Lighting	ARC2 LED P5 40K	ARC2 LED WITH P5 - PERFORMANCE PACKAGE, 4000K	1	6615	0.9	51.2609

C33



NORTH
PHOTOMETRIC STUDY
 SCALE: 1"=20'-0"

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps Per Lamp	Lumens Per Lamp	Light Loss Factor	Wattage
	S1		10	Lithonia Lighting	RSX2 LED P6 40K R3	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R3 Distribution	1	30266	0.9	246.63
	S2		5	Lithonia Lighting	RSX2 LED P6 40K R4	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R4 Distribution	1	30662	0.9	246.63
	S3		15	Lithonia Lighting	RSX2 LED P6 40K R5	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R5 Distribution	1	31073	0.9	493.26
	S4		0	Lithonia Lighting	RSX2 LED P6 40K R4	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R4 Distribution	1	30662	0.9	493.26
	S5		1	Lithonia Lighting	RSX2 LED P6 40K R5	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R5 Distribution	1	31073	0.9	246.63
	W1		10	Lithonia Lighting	ARC2 LED P5 40K	ARC2 LED WITH P5 - PERFORMANCE PACKAGE, 4000K	1	6615	0.9	51.2609

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
PARCEL A SIDEWALKS	+	3.7 fc	10.2 fc	0.8 fc	12.8:1	4.6:1
PARCEL E & F DRIVE / PARKING	+	6.0 fc	13.0 fc	2.9 fc	4.5:1	2.1:1
PARCEL F DRIVE / PARKING	+	4.4 fc	7.7 fc	2.3 fc	3.3:1	1.9:1
PARCEL F DRIVE-THRU	+	5.5 fc	13.9 fc	2.2 fc	6.3:1	2.5:1
PARCEL F SIDEWALKS	+	2.7 fc	8.1 fc	1.1 fc	7.4:1	2.5:1
PARCEL G DRIVE / PARKING	+	6.2 fc	12.6 fc	2.5 fc	5.0:1	2.5:1
PARCEL G QSR DRIVE-THRU	+	3.9 fc	6.1 fc	1.8 fc	3.4:1	2.2:1
PARCEL G SIDEWALKS	+	3.0 fc	7.2 fc	0.6 fc	12.0:1	5.0:1
PARCEL A DRIVE / PARKING	+	6.4 fc	15.2 fc	1.4 fc	10.9:1	4.6:1

Luminaire Locations	
Label	MH
S5	20.00
S3	20.00

**LONE TREE RETAIL
 PARCEL 2**

E3
PROPOSED DEVELOPMENT:
LONE TREE RETAIL
 4099 LONE TREE WAY
 ANTIOCH, CA.



ARCHITECTURE PLUS INC.
 4335-B NORTH STAR WAY
 MODESTO, CA 95356
 HCS Engineering inc.
 50 years
 4512 Feather River Dr #F, Stockton, CA 95219
 209-478-8270 | www.hcs-eng.com
 ph. 209.577.4661
 fx. 209.577.0213
 www.apiarc.com



Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
□	S1		10	Lithonia Lighting	RSX2 LED P6 40K R3	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R3 Distribution	1	30266	0.9	246.63
□	S2		5	Lithonia Lighting	RSX2 LED P6 40K R4	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R4 Distribution	1	30662	0.9	246.63
□	S3		15	Lithonia Lighting	RSX2 LED P6 40K R5	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R5 Distribution	1	31073	0.9	493.26
□	S4		0	Lithonia Lighting	RSX2 LED P6 40K R4	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R4 Distribution	1	30662	0.9	493.26
□	S5		1	Lithonia Lighting	RSX2 LED P6 40K R5	RSX Area Fixture Size 2 P6 Lumen Package 4000K CCT Type R5 Distribution	1	31073	0.9	246.63
□	W1		10	Lithonia Lighting	ARC2 LED P5 40K	ARC2 LED WITH P5 - PERFORMANCE PACKAGE, 4000K	1	6615	0.9	512609

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
PARCEL A SIDEWALKS	+	3.7 fc	10.2 fc	0.8 fc	12.8:1	4.6:1
PARCEL E & F DRIVE / PARKING	+	6.0 fc	13.0 fc	2.9 fc	4.5:1	2.1:1
PARCEL F DRIVE / PARKING	+	4.4 fc	7.7 fc	2.3 fc	3.3:1	1.9:1
PARCEL F DRIVE-THRU	+	5.5 fc	13.9 fc	2.2 fc	6.3:1	2.5:1
PARCEL F SIDEWALKS	+	2.7 fc	8.1 fc	1.1 fc	7.4:1	2.5:1
PARCEL G DRIVE / PARKING	+	6.2 fc	12.6 fc	2.5 fc	5.0:1	2.5:1
PARCEL G QSR DRIVE-THRU	+	3.9 fc	6.1 fc	1.8 fc	3.4:1	2.2:1
PARCEL G SIDEWALKS	+	3.0 fc	7.2 fc	0.6 fc	12.0:1	5.0:1
PARCEL A DRIVE / PARKING	+	6.4 fc	15.2 fc	1.4 fc	10.9:1	4.6:1

Luminaire Locations	
Label	MH
S5	20.00
S3	20.00

LONE TREE RETAIL
PARCEL 3

E4

PROPOSED DEVELOPMENT:

LONE TREE RETAIL

4099 LONE TREE WAY
ANTIOCH, CA.

PLANNING ARCHITECTURE

api

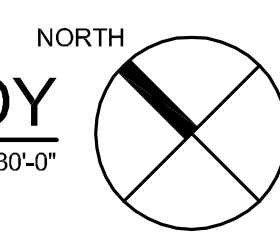
ARCHITECTURE PLUS INC.
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fx. 209.577.0213

www.apiarc.com

PHOTOMETRIC STUDY
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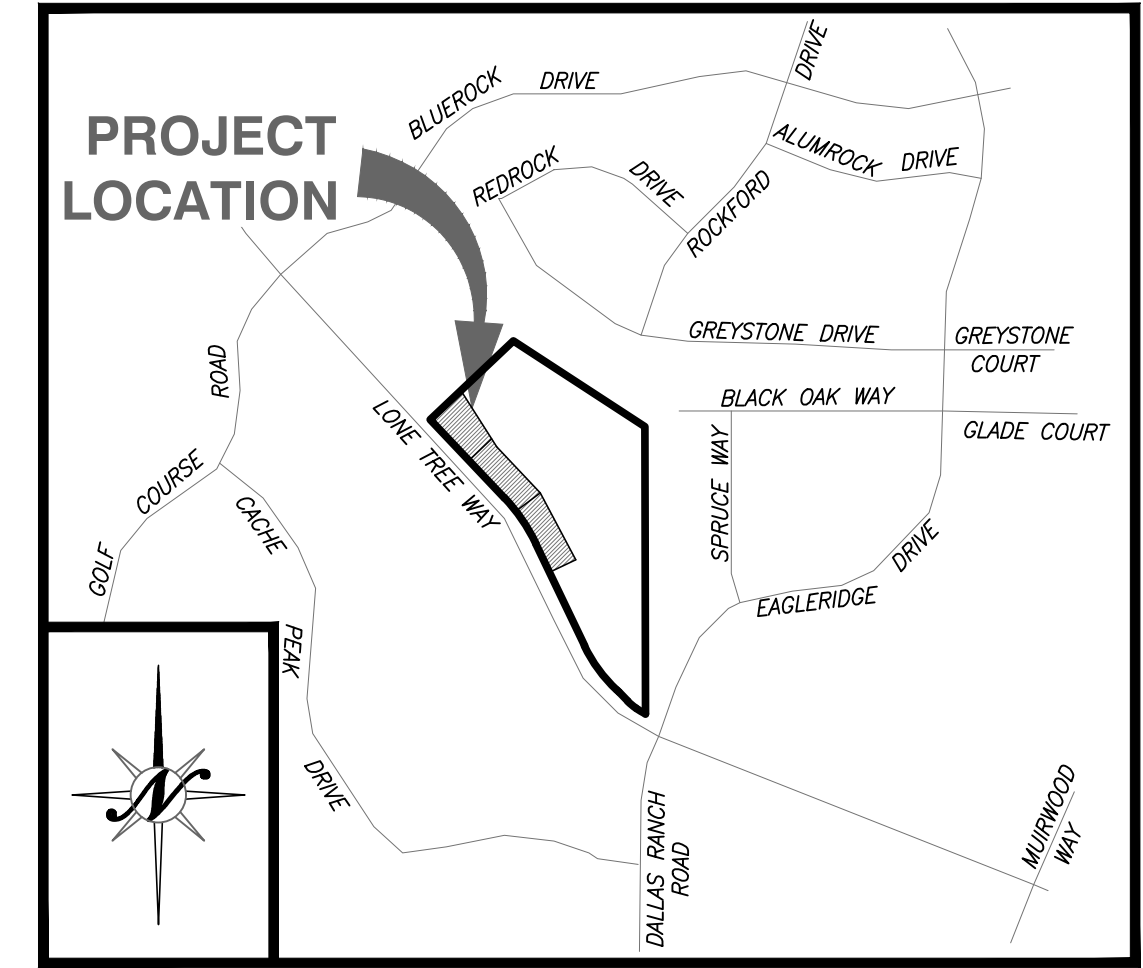
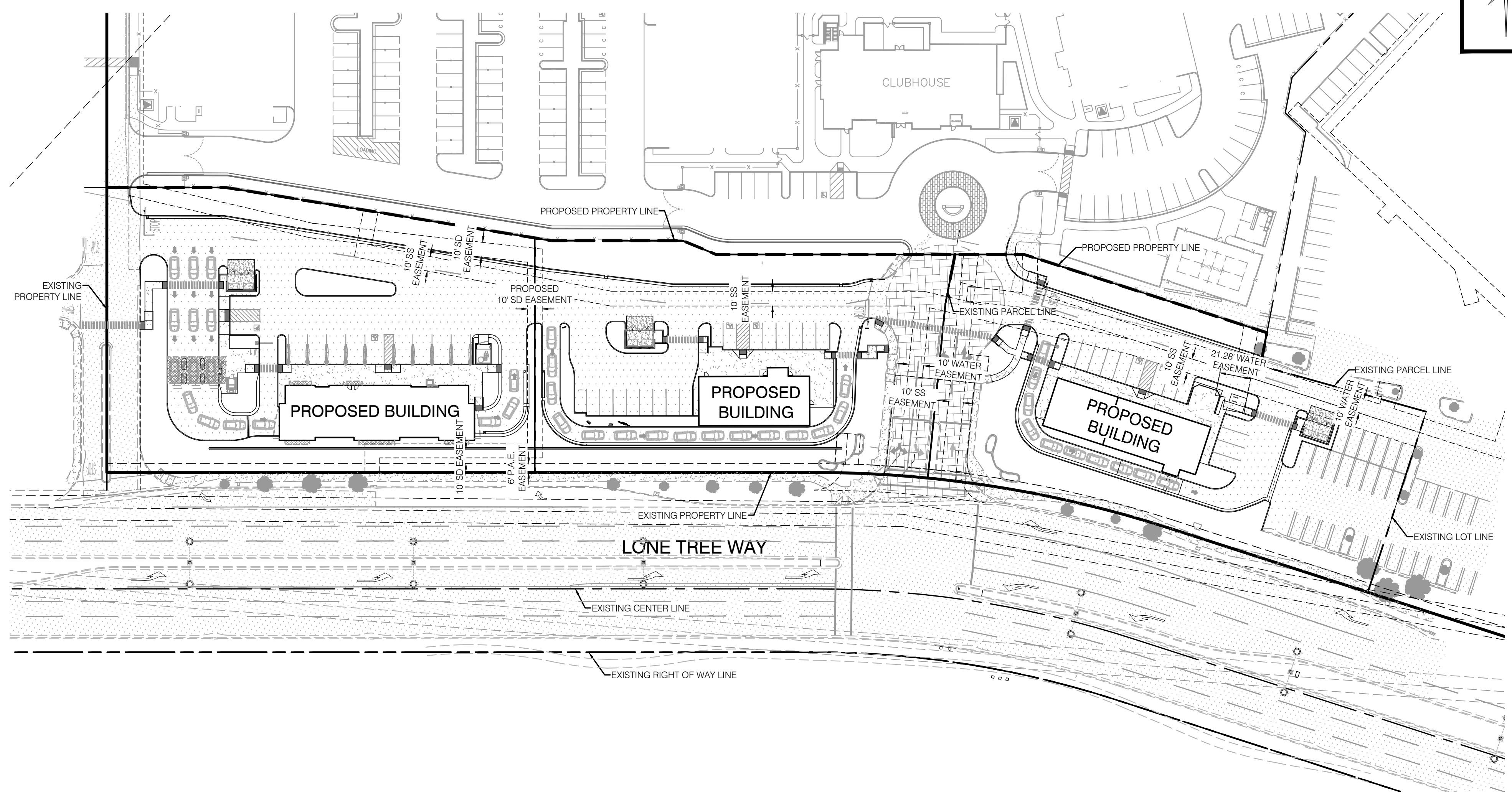


C35

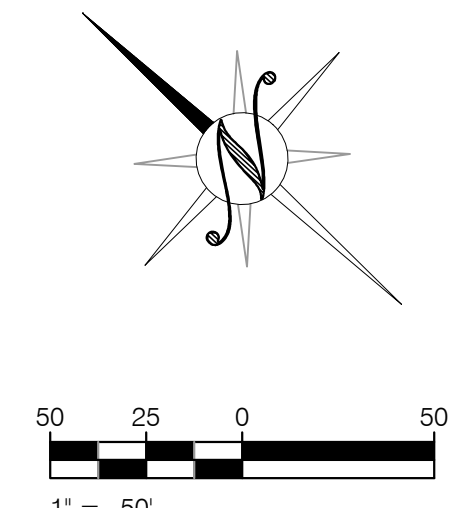
LEGEND

	EXISTING	PROPOSED
BOUNDARY LINE	---	---
CENTERLINE	---	---
RIGHT-OF-WAY	---	---
PARCEL LINE	---	---
MONUMENT	N/A	⊙
SAWCUT	N/A	////
CURB, GUTTER AND SIDEWALK	---	---
EDGE OF PAVEMENT	---	---
CONCRETE VALLEY GUTTER	N/A	---
TRENCH DRAIN	N/A	---
STORM DRAIN (MAIN)	12SD	12SD
FORCE MAIN	48FD	48FD
DRAINAGE SWALE	---	---
STORM DRAIN MAINTENANCE HOLE	SD	SD
CURB INLET	---	---
DRAIN INLET	---	---
DRAIN INLET ON MAINTENANCE HOLE	---	---
STORM DRAINAGE FILTER	N/A	---
WATER (MAIN)	8"W	8"W
WATER (SERVICE)	8"W	8"W
WATER VALVE	WV	WV
WATER BLOW OFF VALVE	BO	BO
BACK FLOW PREVENTER	BFP	BFP
POST INDICATOR VALVE (SINGLE)	PV	PV
FIRE DEPARTMENT CONNECTION	FDC	FDC
FIRE HYDRANT	---	---
FIRE SPRINKLER RISER	N/A	---
WATER METER	N/A	---
SERVICE STUB	N/A	---
CLEANOUT	N/A	---
SEWER MAINTENANCE HOLE	N/A	---
GREASE TRAP	N/A	---
SEWER (MAIN)	12SS	12SS
JOINT TRENCH (APPROX LOCATION)	JT	JT
TRANSFORMER (APPROX LOCATION)	N/A	---
OVER HEAD ELECTRICAL	N/A	---
SERVICE POLE	SP	SP
JOINT POLE	JP	JP
JOINT POLE WITH LIGHT	JPB	JPB
POWER POLE	PP	PP
TELEPHONE POLE	TP	TP
GUY	---	---
ELECTRICAL MANHOLE	N/A	---
ELECTROLIER	---	---
UTILITY BOX	---	---
GAS LINE	N/A	---
GAS VALVE	N/A	---
PAD ELEVATION	N/A	---
FINISH FLOOR ELEVATION (PROPOSED)	N/A	FF=100.00
BUILDING PAD	N/A	---
TOP OF CURB ELEVATION	68.34 TC	68.34 TC
ORIGINAL GROUND	100.00	N/A
DIRECTION OF FLOW	---	---
CONTOURS	---	---
WALL (SEE LABEL FOR TYPE)	---	---
FENCE (CHAINLINK OR VINYL)	---	---
FENCE (WIRE OR HOGWIRE)	---	---
FENCE (WOOD OR WROUGHT IRON)	---	---
FENCE (SPLIT RAIL)	---	---
TREE OR SHRUB	N/A	---
TREE STUMP	N/A	---
IRRIGATION LINE	---	---
IRRIGATION VALVE	N/A	---
IRRIGATION PRESSURE MANHOLE/VENT	---	---
SIGN	---	---
PERCOLATION TEST LOCATION	N/A	---
R-VALUE SAMPLE LOCATION	N/A	---
KEYNOTE SYMBOL	---	---
DETAIL BUBBLE	N/A	---

CONCEPTUAL PLANNING PLANS FOR ANTIOCH RETAIL ANTIOCH, CALIFORNIA



VICINITY MAP
NTS



ABBREVIATIONS

±	PLUS OR MINUS (NOT EXACT)	DIP	DUCTILE IRON PIPE	JT	JOINT TRENCH	RV	RESISTANCE VALUE
@	AT	DOM	DOMESTIC	MAX	MAXIMUM	RP	REDUCED PRESSURE
AB	AGGREGATE BASE	DR	DRIVE	MH	MAXIMUM HOLE	RW	RECYCLED WATER
AC	ASPHALT CONCRETE	DW	DRIVEWAY	MIN	MINIMUM	BP	BACKFLOW PREVENTER
ACC	ACCESSIBLE	E	EAST	N	NORTH	S	SLOPE OR SOUTH
ADTT	AVERAGE DAILY TRUCK TRAFFIC	EC	END OF CURVE	NDS	NDS INC. (MANUFACTURER)	SD	STORM DRAIN
AG	ATRIUM GRATE	ELC	ELECTROLIER	NIC	NOT INCLUDED	SG	SUB-GRADE SHEET
ALT	ALTERNATE	ELEV	ELEVATION	NSE	NORTHSTAR ENGINEERING	SHT	SHEET
APN	ASSESSORS PARCEL NUMBER	EP	EDGE OF PAVEMENT	NTS	NOT TO SCALE	SIM	SIMILAR
ASR	AUTOMATIC SPRINKLER RISER	ER	END OF RETURN	OC	ON CENTER	SNS	STREET NAME SIGN
AVE	AVENUE	ESMT OR EASE	EASEMENT	OF	OFFSET	ST	STREET
BDRY	BEGIN CURVE	EX OR EXIST	EXISTING	OG	ORIGINAL GROUND / GRADE	STA	STATION
BFP	BACK FLOW PREVENTOR	FDC	FIRE DEPARTMENT CONNECTION	OHE	OVER HEAD ELECTRIC	STD	STANDARD
BK	BOOK	FES	FLARED END SECTION	P OR PAV	PAVEMENT	STD	STANDARD
BM	BENCH MARK	FF	FINISH FLOOR	PCC	POINT OF COMPOUND CURVE OR PORTLAND CEMENT CONCRETE	S/W OR SW	SIDEWALK
CMP	BACK OF WALK	FG	FINISH GRADE	PG	PAGE	SS	SANITARY SEWER
BSL	BUILDING SETBACK LINE	FH	FIRE HYDRANT	PG&E	PACIFIC GAS AND ELECTRIC	TBC	TOP BACK OF CURB
BVC	BEGIN VERTICAL CURVE	FL	FLOW LINE	PV	PRESSURE INDICATOR VALVE	TC	TOP OF CURB
C&G OR C.G.	CURB AND GUTTER	FM	FORCE MAIN	PL	PROPERTY LINE	TD	TRENCH DRAIN
CB	CATCH BASIN	FS	FIRE SERVICE	PL	PROPERTY LINE	TDC	TOP OF DRIVE OVER CURB
CCC	CONTRA COSTA COUNTY	FSR	FIRE SPRINKLER RISER	PM	PARCEL MAP	TEMP	TEMPORARY
CDS	CONTINUOUS DEFLECTION SEPARATORS	GALV	GALVANIZED	POC	POINT OF CONNECTION	TG	TOP OF GRATE
CIP	CAST IRON PIPE	GB	GRADE BREAK	PP	POWER POLE	THRU	THROUGH
CL	CENTER LINE	GR	GRATE, GRADE, OR GROUND	PRC	POINT OF REVERSE CURVATURE	TI	TRAFFIC INDEX
CL	CORRUGATED METAL PIPE	GS@W	GROUND SHOT AT WALL	PROF	PROFILE	TW	TOP OF WALL
CO	CITY OF ANTIOCH	GV	GATE VALVE	PTD	POINT	TPE	TREE PLANTING EASEMENT
COA OR C.O.A.	CITY OF ANTIOCH	HORIZ	HORIZONTAL	PTF	PRESSURE TREATED DOUGLAS FIR	TVC	TOP OF VERTICAL CURB
COMP	COMPACTION	HP	HIGH POINT	PUE	PUBLIC UTILITY EASEMENT	TYP	TYPICAL
CONC OR CC	CONCRETE	HPS	HIGH PRESSURE SODIUM	PVC	POLYVINYL CHLORIDE PIPE	UN	UNLESS OTHERWISE NOTED
CONT	CONTINUOUS	HT	HEIGHT	RW	RECLAIMED WATER	VERT	VERTICAL
CR	CURB RETURN	HWY	HIGHWAY	R	RIGHT-OF-WAY	VCP	VITRIFIED CLAY PIPE
CT	COURT	ID	INSIDE DIAMETER	R	RADIUS	W	WATER OR WEST
CV	CHECK VALVE	INV	INVERT	RC	RELATIVE COMPACTION	WS	WATER SERVICE
DDCV	DOUBLE DETECTOR CHECK VALVE	IRR	IRRIGATION	RCP	REINFORCED CONCRETE PIPE	WY	WAY
DI	DRAIN INLET	LF	LINEAL FEET OR LINEAR FEET	R.D.	RELATIVE DENSITY	W	WITH
DIA	DIAMETER	LN	LANE	RD	ROAD	W/F	WELDED WIRE FABRIC
		LP	LOW POINT	RET	RETURN		

PREPARED FOR

CLIENT:
PAUL ROTHBARD
26128 PACIFIC COAST HIGHWAY, SPACE 172
MALIBU, CA 90265
P: (209) 649-2517
CONTACT:
PAUL ROTHBARD

PROJECT LOCATION

SITE ADDRESS
LONE TREE WAY
ANTIOCH, CA 94531

BENCHMARK

ELEVATION: 149.35
2-1/2" BRASS DISC IN THE MONUMENT WELL LOCATED AT THE CENTERLINE INTERSECTION OF RIDGEROCK DRIVE AND DEL FAYERO DRIVE. MON. WELL TAGGED 'L.S. 5701'

SHEET INDEX

NO.	SITE PLANS
1.	C1.1 COVER SHEET
2.	C1.2 DETAILS AND CROSS SECTIONS
3.	C1.3 ENGINEERED CROSS SECTIONS
4.	C2.1 TOPOGRAPHIC AND DEMOLITION PLAN
5.	C2.2 TOPOGRAPHIC AND DEMOLITION PLAN
6.	C3.1 DIMENSION AND PAVING PLAN
7.	C3.2 DIMENSION AND PAVING PLAN
8.	C4.1 GRADING AND DRAINAGE PLAN
9.	C4.2 GRADING AND DRAINAGE PLAN
10.	C5.1 COMPOSITE UTILITY AND STORMWATER QUALITY PLAN
11.	C5.2 COMPOSITE UTILITY AND STORMWATER QUALITY PLAN



NO.	REVISIONS	DATE	APPROVED
	DESCRIPTIONS		

COVER SHEET
CONCEPTUAL PLANNING PLANS FOR
ANTIOCH RETAIL
ANTIOCH, CALIFORNIA



JOB #:	23-3273
DATE:	10/17/2024
SCALE:	AS SHOWN
DRAWN:	CIG/EVL
DESIGN:	CIG/TG
CHECKD:	CIG

SHEET NUMBER

C1.1

C36



NO.	REVISIONS	DATE	APPROVED

ENGINEERED CROSS SECTIONS
CONCEPTUAL PLANNING PLANS FOR
ANTIOCH RETAIL
 CALIFORNIA

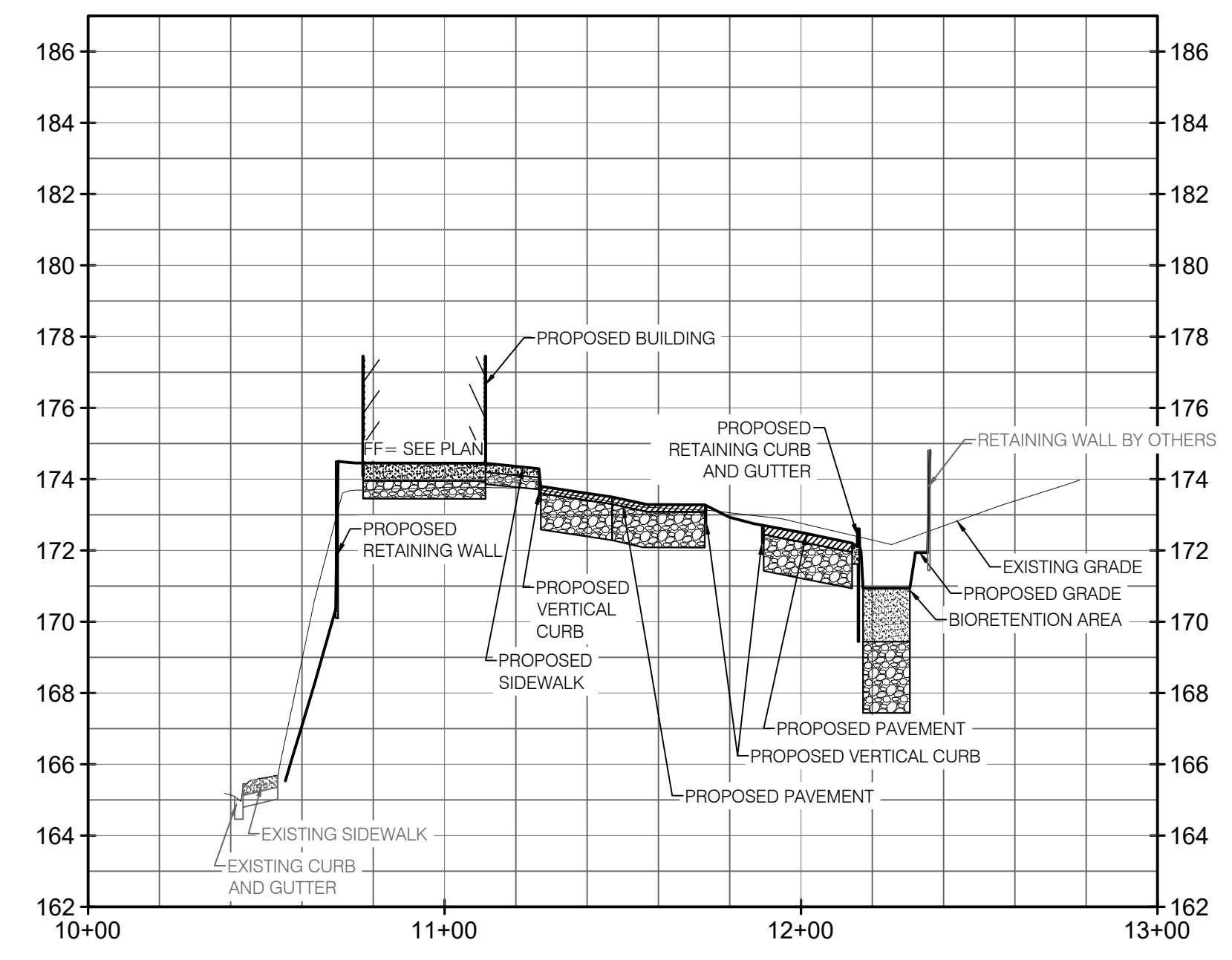


JOB #: 23-3273
 DATE: 10/17/2024
 SCALE: AS SHOWN
 DRAWN: CIG/EVL
 DESIGN: CIG/TG
 CHKD: CIG

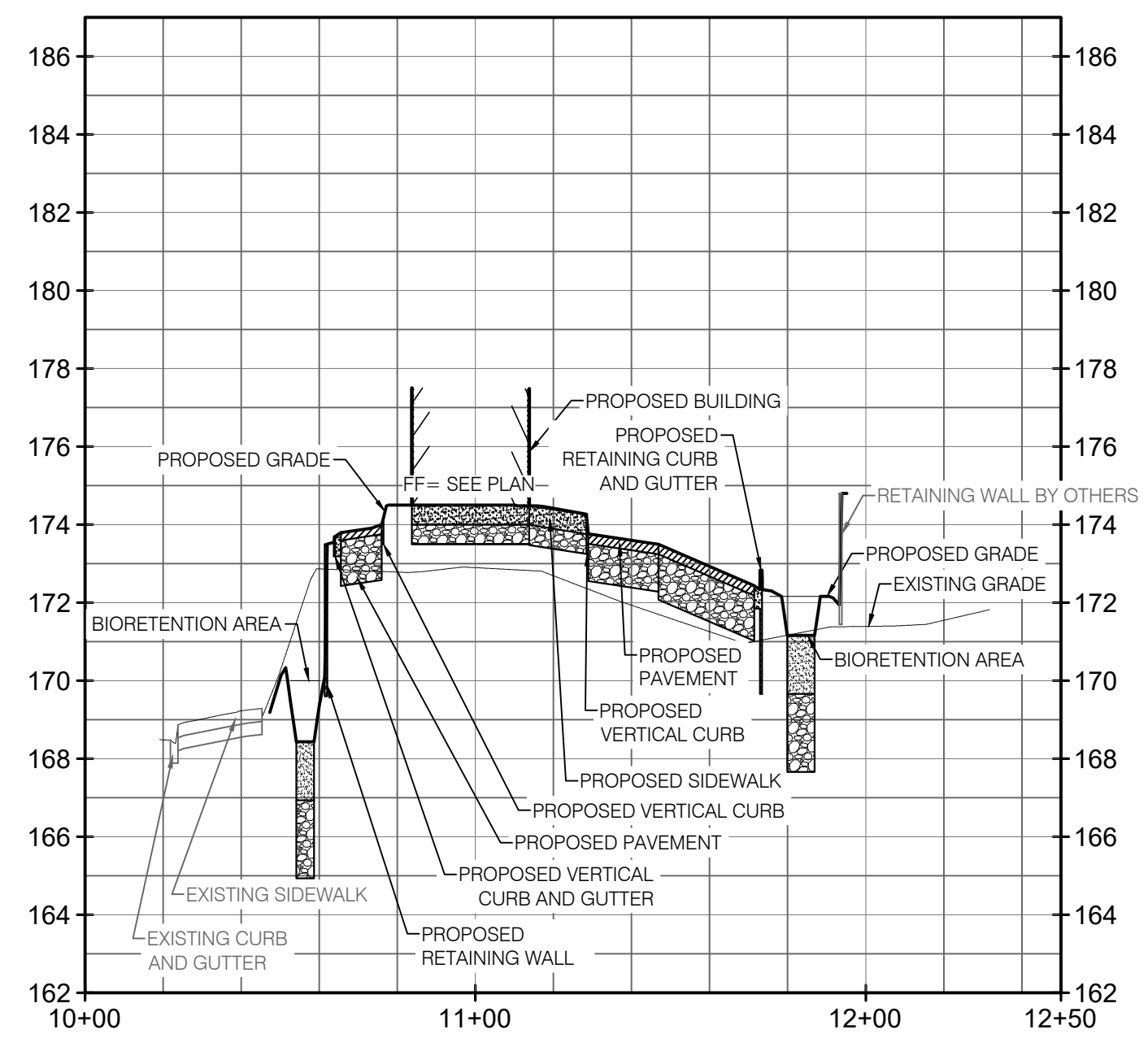
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C1.3

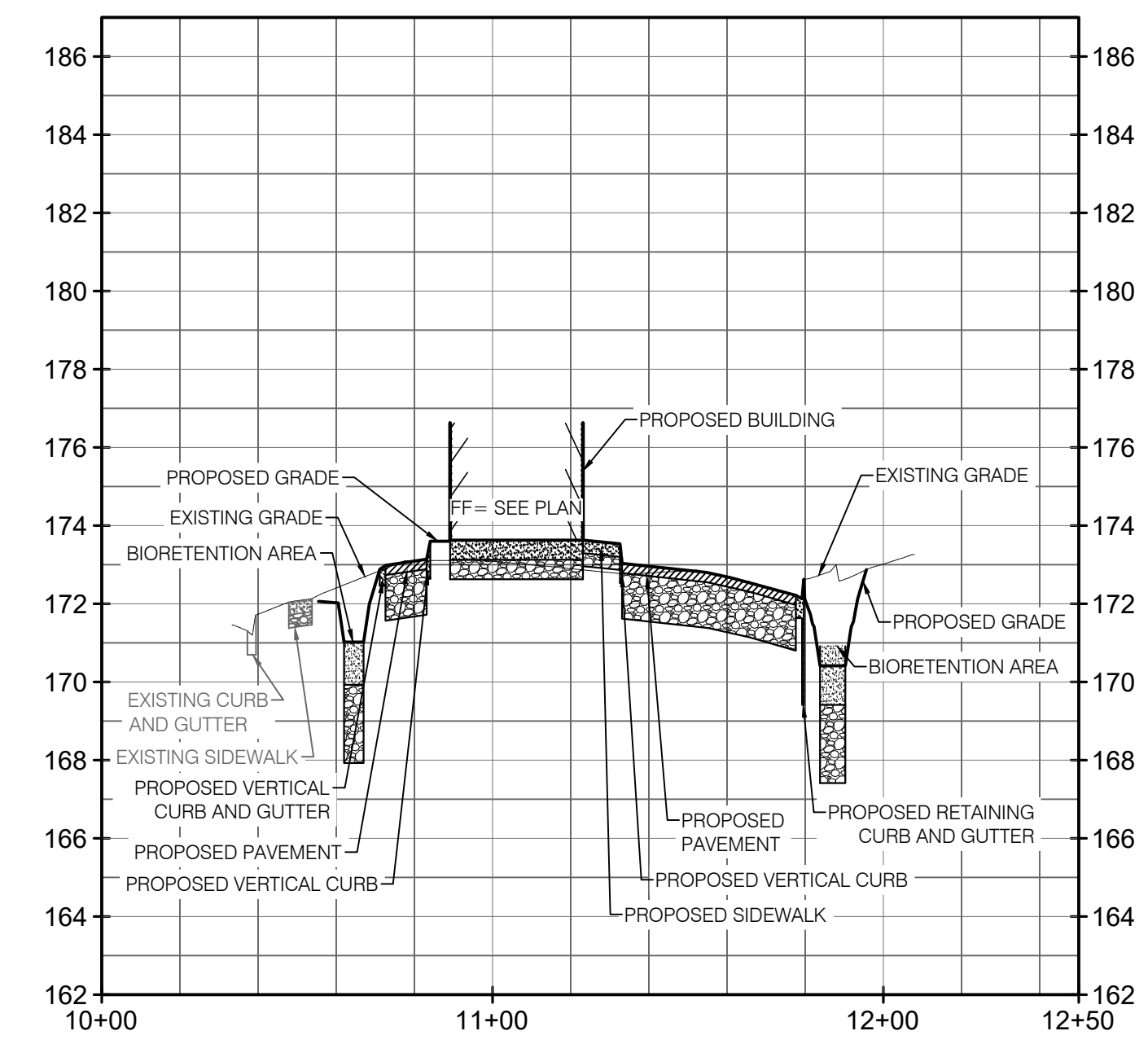
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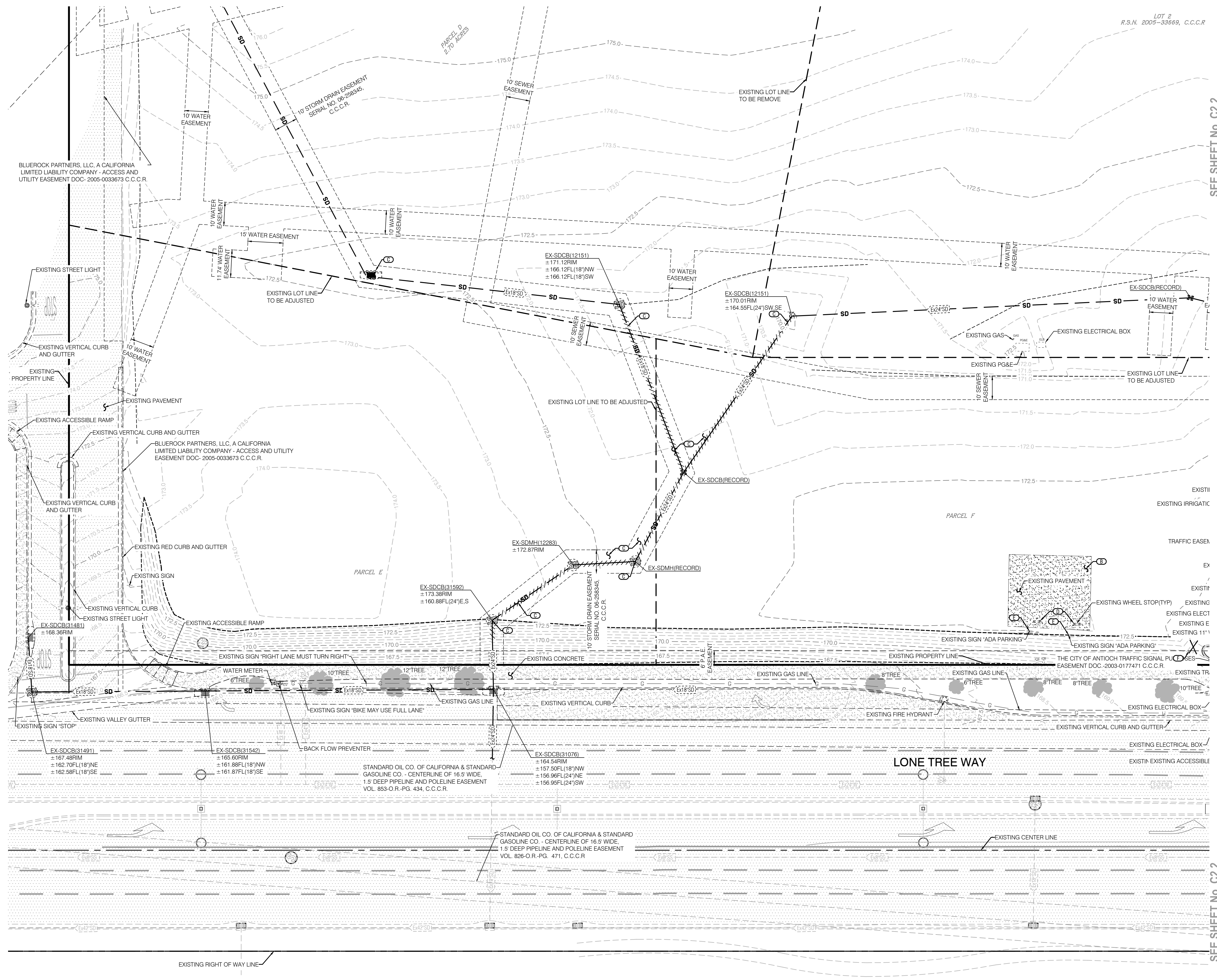
A ENGINEERING CROSS SECTION "A"
 1"=40' HORIZONTAL
 1"= 4' VERTICAL



B ENGINEERING CROSS SECTION "B"
 1"=40' HORIZONTAL
 1"= 4' VERTICAL

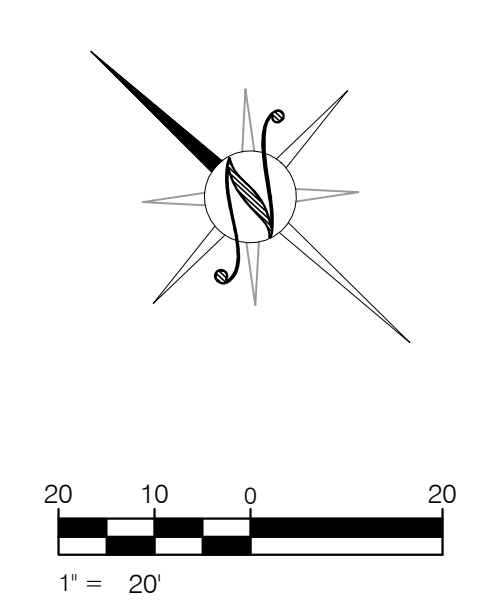


C ENGINEERING CROSS SECTION "C"
 1"=40' HORIZONTAL
 1"= 4' VERTICAL



SEE SHEET No. C2.1

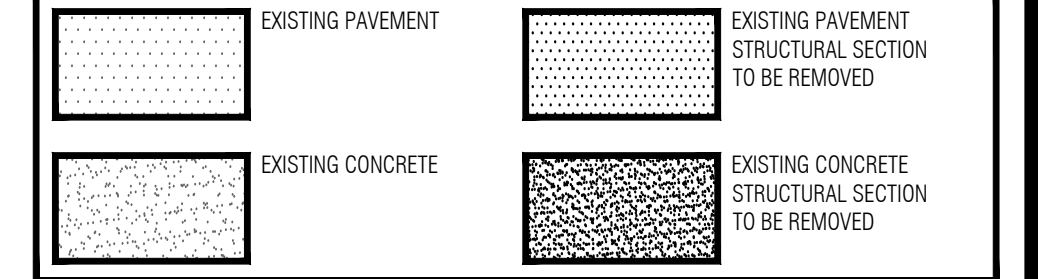
SEE SHEET No. C2.2



KEY NOTES

- 1 SAWCUT AND REMOVE EXISTING PAVEMENT, CONCRETE, AND/OR CURB AS REQUIRED PER THESE PLANS. CONTRACTOR MAY NEED TO FIELD ADJUST SAWCUT LINE TO REMOVE THE PAVEMENT OR CONCRETE SECTION AT A CLEAN EDGE OR NEAREST JOINT BASED ON FIELD CONDITIONS WHILE MAINTAINING ACCESSIBLE TRANSITION TO PROVIDE COMPLIANCE WITH ACCESSIBILITY STANDARDS, WHERE APPLICABLE.
- 2 CONTRACTOR SHALL REMOVE EXISTING CONCRETE, CURB, AND/OR PAVEMENT AS SHOWN AND DISPOSE OF OFF-SITE AT THE CONTRACTOR'S EXPENSE.
- 3 CONTRACTOR SHALL REMOVE EXISTING UTILITY LINE AND/OR STRUCTURE. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER AND APPROPRIATE CONSULTANT FOR ANY RELOCATION AND/OR ROUTING OF UTILITY LINE. CONTRACTOR SHALL DISPOSE OF REMOVED MATERIALS OFFSITE AT THE CONTRACTOR'S EXPENSE.
- 4 CONTRACTOR SHALL REMOVE EXISTING CONCRETE WHEEL STOP, AND DISPOSE OF OFFSITE AT THE CONTRACTOR'S EXPENSE.
- 5 CONTRACTOR SHALL REMOVE EXISTING SIGN. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR ANY SALVAGING OF MATERIALS. OTHERWISE, CONTRACTOR SHALL DISPOSE OF OFFSITE AT THE CONTRACTOR'S EXPENSE.
- 6 CONTRACTOR SHALL REMOVE EXISTING TREE AND SHRUB, ALONG WITH ANY ROOTS TO THE DEPTH SPECIFIED BY THE GEOTECHNICAL ENGINEER, AND DISPOSE OF OFFSITE AT THE CONTRACTOR'S EXPENSE.

HATCH LEGEND



North Star Engineering Group, Inc.
 CIVIL ENGINEERING • SURVEYING • PLANNING
 620 12th Street
 Modesto, CA 95354
 (209) 524-3225 Phone (209) 524-3226 Fax

NO.	REVISIONS	DATE	APPROVED

TOPOGRAPHIC AND DEMOLITION PLAN

CONCEPTUAL PLANNING PLANS FOR

ANTIOCH RETAIL

ANTIOCH, CALIFORNIA

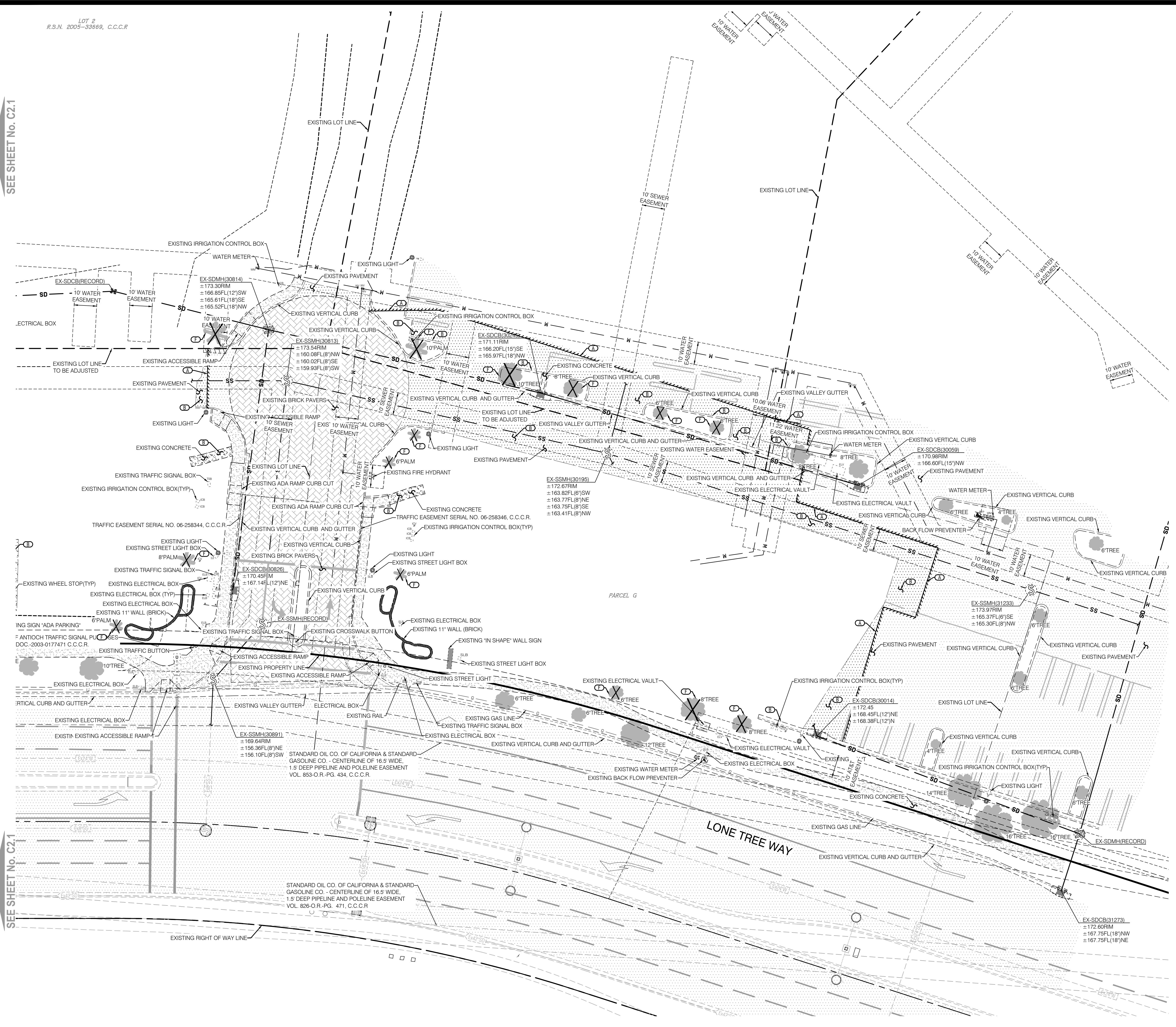
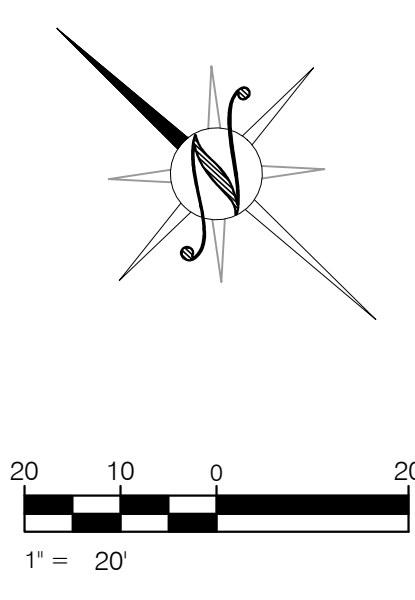
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SHEET NUMBER

PROJECT: 10/17/2024 C2.1 10/17/2024 10/17/2024
 DRAWING: 10/17/2024 10/17/2024 10/17/2024

SEE SHEET No. C2.1

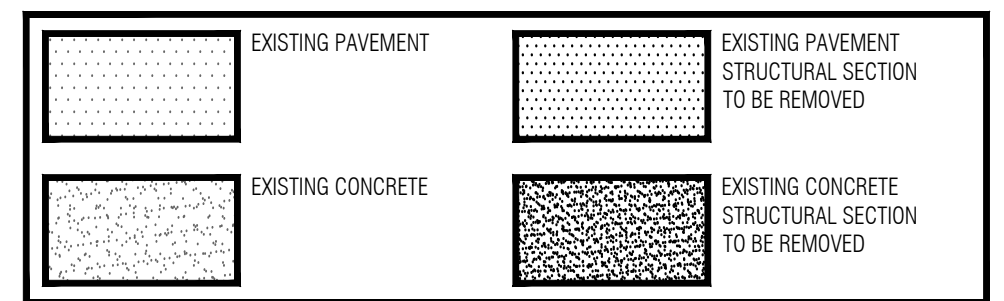
SEE SHEET No. C2.1



KEY NOTES

- 1 SAWCUT AND REMOVE EXISTING PAVEMENT, CONCRETE, AND/OR CURB AS REQUIRED PER THESE PLANS. CONTRACTOR MAY NEED TO FIELD ADJUST SAWCUT LINE TO REMOVE THE PAVEMENT OR CONCRETE SECTION AT A CLEAN EDGE OR NEAREST JOINT BASED ON FIELD CONDITIONS WHILE MAINTAINING ACCESSIBLE TRANSITION TO PROVIDE COMPLIANCE WITH ACCESSIBILITY STANDARDS, WHERE APPLICABLE.
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HATCH LEGEND



NO.	REVISIONS	DATE	APPROVED

TOPOGRAPHIC AND DEMOLITION PLAN
CONCEPTUAL PLANNING PLANS FOR
ANTIOCH RETAIL
ANTIOCH, CALIFORNIA

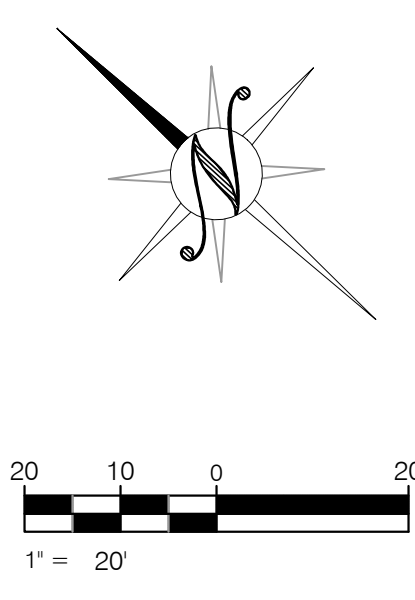
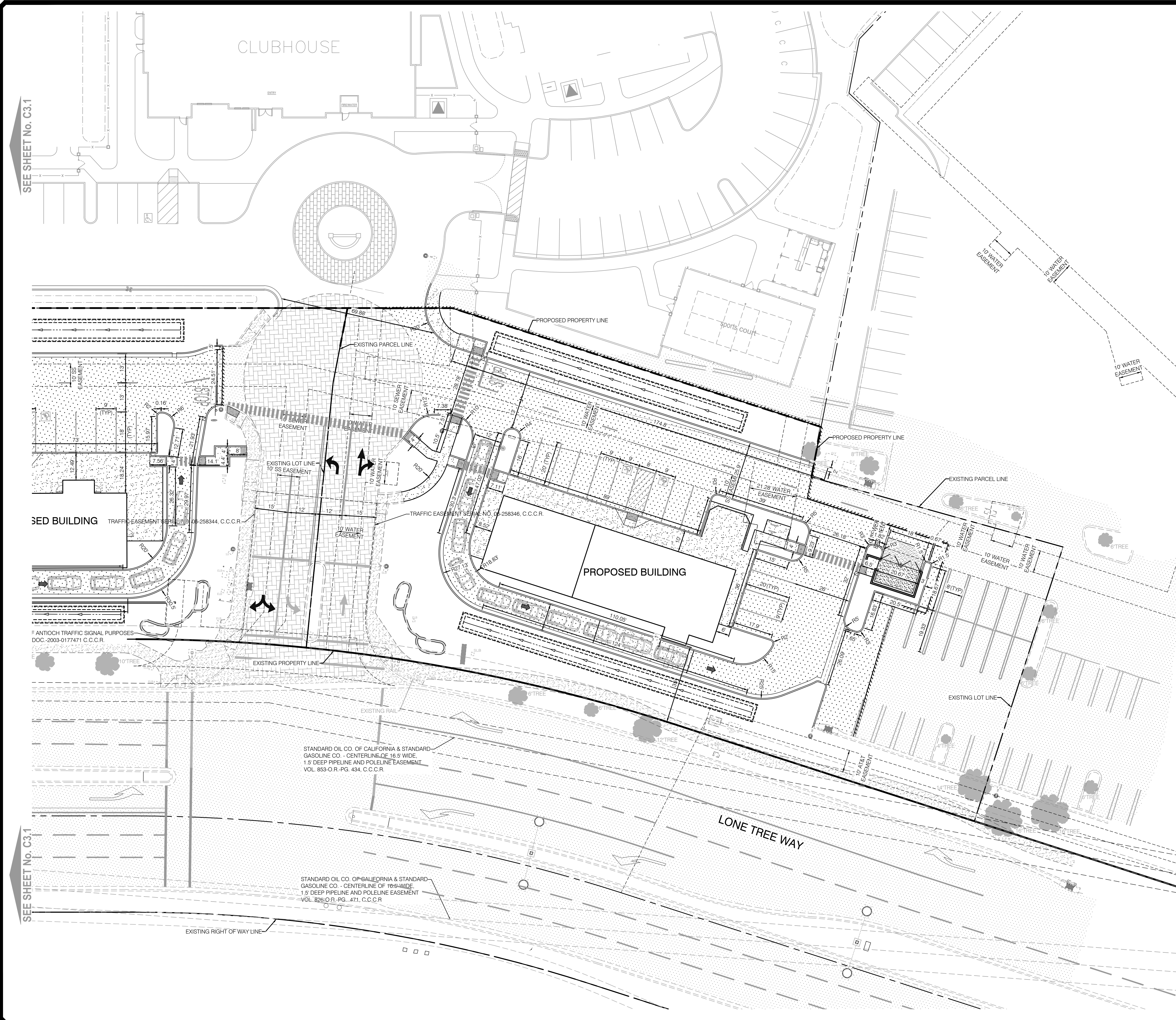
North Star Engineering Group, Inc.
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620 12th Street
Antioch, CA 94534
(209) 324-3225 Phone (209) 324-3226 Fax

JOB #:	23-3273
DATE:	10/17/2024
SCALE:	AS SHOWN
DRAWN:	CIG/EVL
DESIGN:	CIG/TG
CHKD:	CIG

SHEET NUMBER

C2.2

C40



SEE SHEET No. C3.1

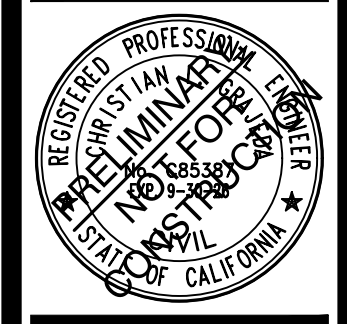
SEE SHEET No. C3.1

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 DRAWING: 1020-2024-0001-Plan-01-Proposed Building C3.2.dwg

HATCH LEGEND

	EXISTING PAVEMENT		EXISTING CONCRETE
	PROPOSED PAVEMENT		PROPOSED CONCRETE
	SAWCUT LINE		

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NO.	REVISIONS	DATE	APPROVED

DIMENSION AND PAVING PLAN
CONCEPTUAL PLANNING PLANS FOR
ANTIOCH RETAIL
 ANTIOCH, CALIFORNIA

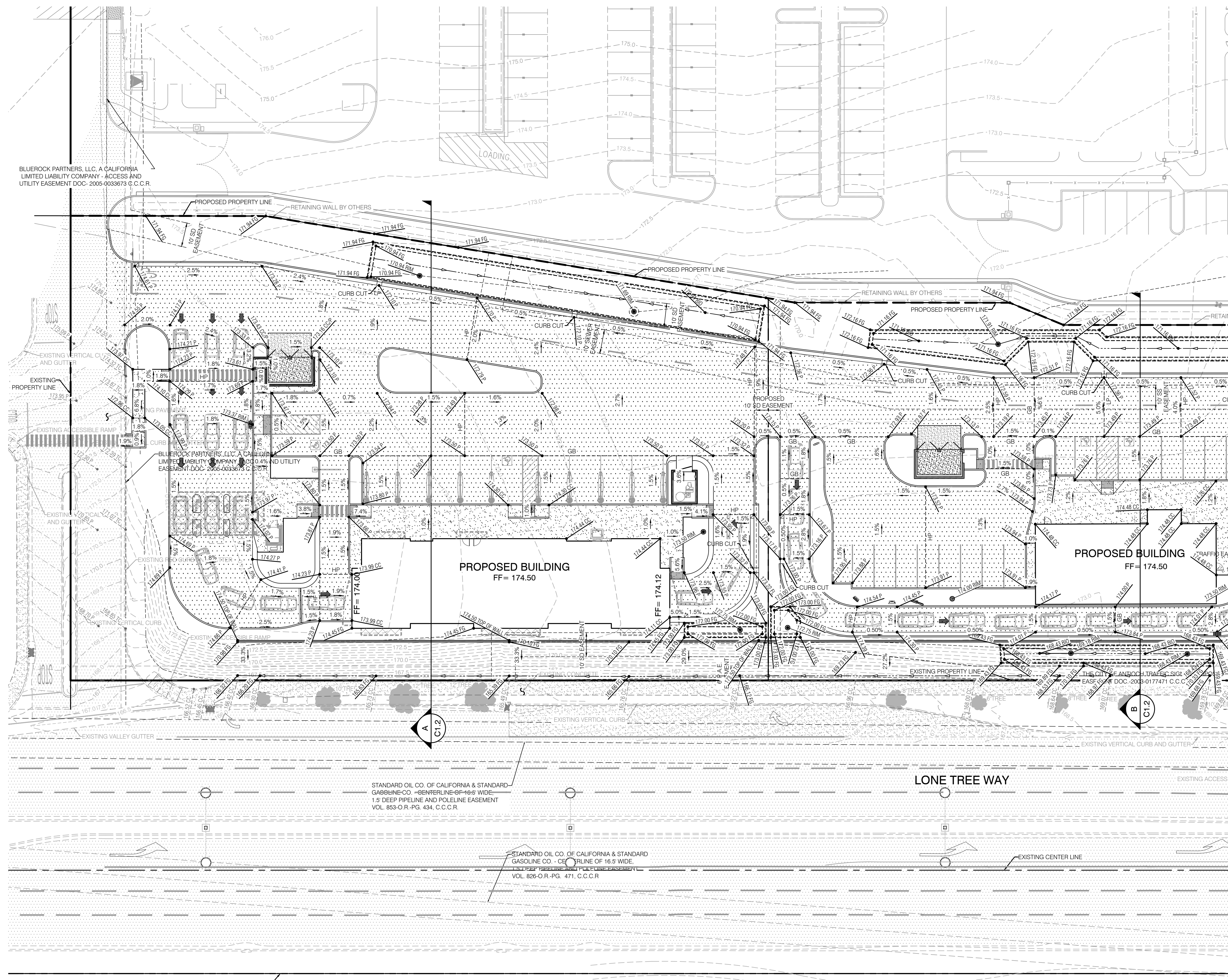


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DATE:	10/17/2024
SCALE:	AS SHOWN
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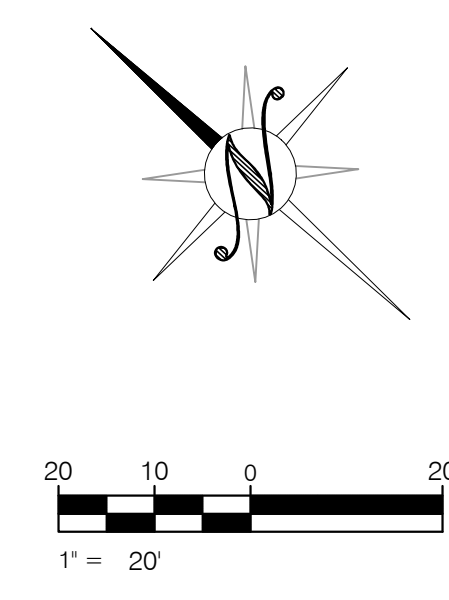
SHEET NUMBER

C3.2

C42



SEE SHEET No. C4.2



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STANDARD OIL CO. OF CALIFORNIA & STANDARD GASOLINE CO. - CENTERLINE OF 16.5' WIDE, 1.5' DEEP PIPELINE AND POLELINE EASEMENT VOL. 853-O-R-PG. 434, C.C.C.R.

STANDARD OIL CO. OF CALIFORNIA & STANDARD GASOLINE CO. - CENTERLINE OF 16.5' WIDE, 1.5' DEEP PIPELINE AND POLELINE EASEMENT VOL. 826-O-R-PG. 471, C.C.C.R.

SEE SHEET No. C4.2

ESTIMATE OF RAW EARTHWORK

SITE	EXCAVATION C.Y.		EMBANKMENT C.Y.	
	RAW CUT	RAW FILL	RAW CUT	RAW FILL
EARTHWORK	3,400	815		

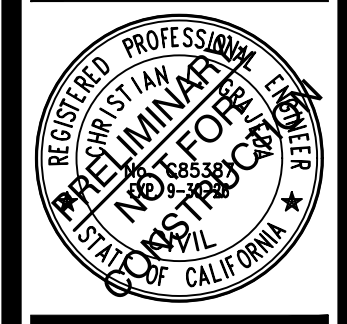
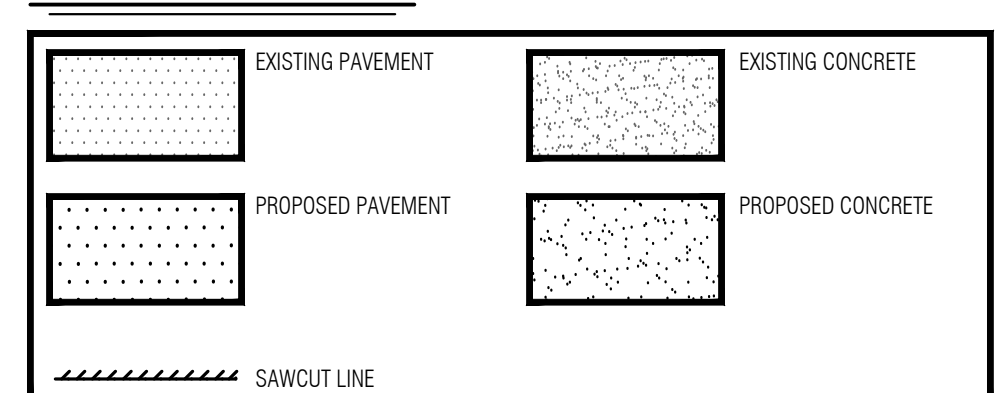
ESTIMATE OF ADJUSTED EARTHWORK

SITE	EXCAVATION C.Y.		EMBANKMENT C.Y.	
	ADJUSTED CUT	ADJUSTED FILL	ADJUSTED CUT	ADJUSTED FILL
EARTHWORK	2,800	1,100		
ADJUSTMENTS ASSUMED		0.20' STRIPPING		

GRADING NOTES

- ADJUSTED EARTHWORK QUANTITIES ARE PROVIDED TO VERIFY THE PROPOSED GRADING DESIGN AND ARE FOR REFERENCE PURPOSES ONLY. THE QUANTITIES SHOWN ARE RAW VALUES AND DO NOT ACCOUNT FOR TRENCH SPOILS, SUBSIDENCE, SHRINKAGE, EXPORT, OR ANY OTHER ADJUSTMENT FACTORS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ADJUST THE QUANTITIES AS APPROPRIATE FOR BIDDING AND CONSTRUCTION PURPOSES. THE CUT AND FILL QUANTITIES SHOWN INDICATE A THEORETICAL YARDAGE FIGURE AND ARE GIVEN ONLY AS A CONVENIENCE TO THE CONTRACTOR. IF IT APPEARS THERE WILL BE AN EXCESS OR SHORTAGE OF MATERIAL, THE CONTRACTOR MAY NOTIFY THE ENGINEER TO DETERMINE IF POSSIBLE GRADE ADJUSTMENTS CAN BE MADE.
- QUANTITIES SHOWN ASSUME PADS ARE CONSTRUCTED AS SHOWN ON THESE PLANS AND DO NOT INCLUDE VOLUME GENERATED FROM ADDITIONAL FOUNDATION ELEMENTS, BASEMENTS, DEPRESSED FLOORS, ETC.
- THE ABOVE QUANTITIES ARE FOR REFERENCE AND FEE PURPOSES ONLY. SINCE THE ENGINEER CANNOT CONTROL THE EXACT METHOD OR MEANS USED BY THE CONTRACTOR DURING GRADING OPERATIONS, NOR CAN THE ENGINEER GUARANTEE THE EXACT SOIL CONDITION OVER THE ENTIRE SITE, THE ENGINEER ASSUMES NO RESPONSIBILITY FOR FINAL EARTH-WORK QUANTITIES. THE CONTRACTOR IS RESPONSIBLE FOR THE OFF-HAUL AND DISPOSAL OF ANY AND ALL EXCESS DIRT.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND CLIENT IMMEDIATELY IF THERE IS EXCESS DIRT. THIS PHASE OF THE DEVELOPMENT MAY HAVE BEEN DESIGNED TO GENERATE EXCESS DIRT FOR FUTURE PHASES OF THE PROJECT. ALL EXCESS DIRT IS TO BE STORED ON-SITE AND UTILIZED FOR FUTURE PHASES. A FINAL STOCKPILE PLAN AND LOCATION WILL BE DETERMINED DURING THE COURSE OF CONSTRUCTION.

HATCH LEGEND



NO.	REVISIONS	DATE	APPROVED

GRADING AND DRAINAGE PLAN
CONCEPTUAL PLANNING PLANS FOR ANTIPOCH RETAIL
 ANTIPOCH, CALIFORNIA

Northstar Engineering Group, Inc.
 CIVIL ENGINEERING • SURVEYING • PLANNING
 620 12th Street
 Modesto, CA 95354
 (209) 524-3225 Phone (209) 524-3226 Fax

JOB #: 23-3273
 DATE: 10/17/2024
 SCALE: AS SHOWN
 DRAWN: CIG/EVL
 DESIGN: CIG/TG
 CHKD: CIG

SHEET NUMBER

C4.1



NO.	REVISIONS	DATE	APPROVED

GRADING AND DRAINAGE PLAN
 CONCEPTUAL PLANNING PLANS FOR
 ANTIPOCH RETAIL
 CALIFORNIA
 ANTIPOCH

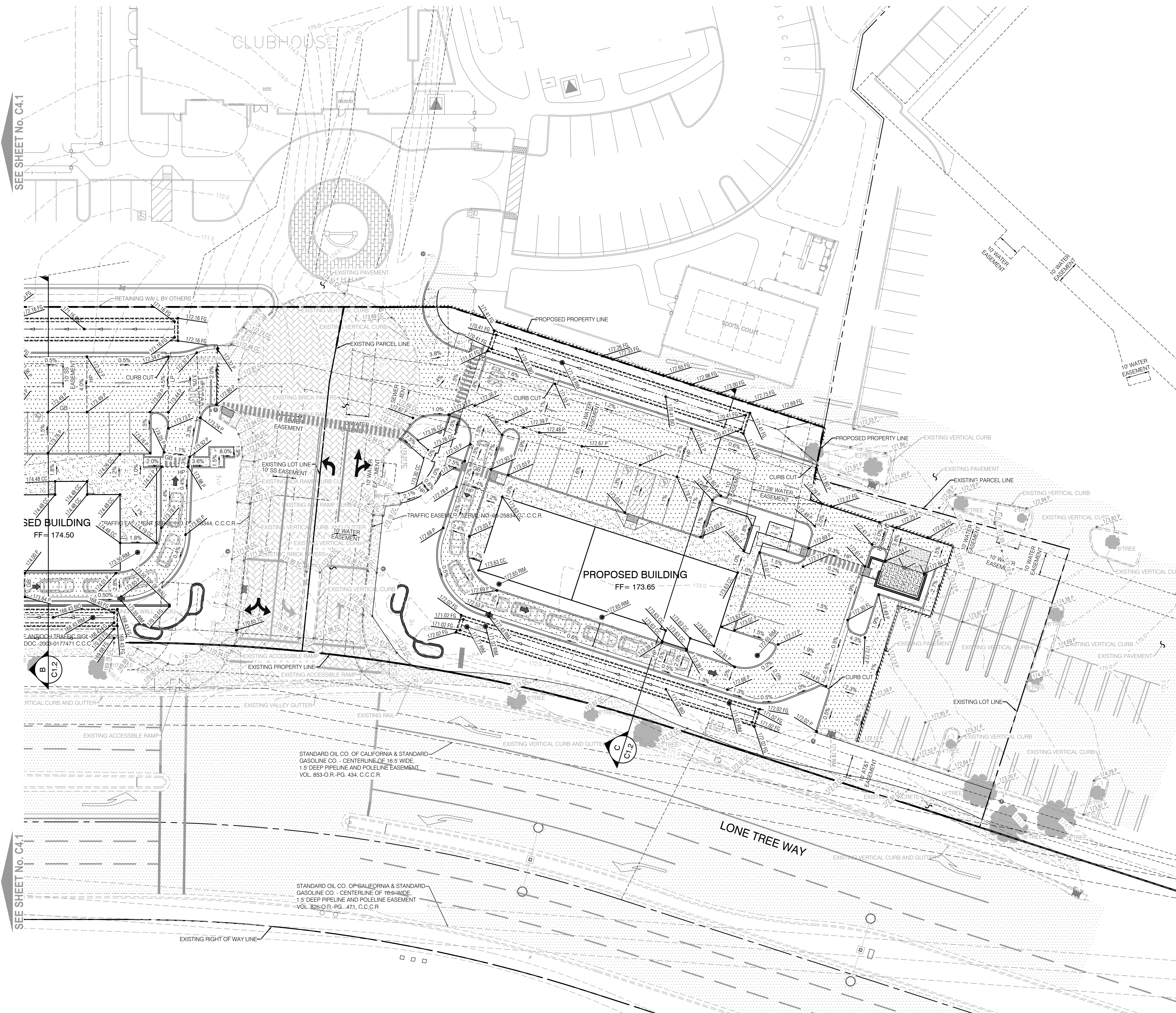
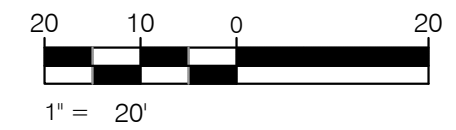
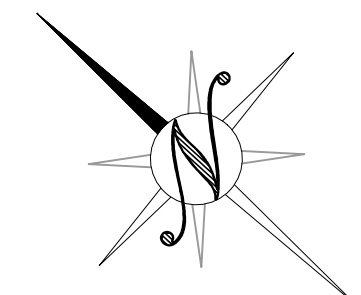
Northstar
Engineering Group, Inc.
 CIVIL ENGINEERING • SURVEYING • PLANNING
 620 12th Street
 Modesto, CA 95354
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JOB #: 23-3273
 DATE: 10/17/2024
 SCALE: AS SHOWN
 DRAWN: CIG/EVL
 DESIGN: CIG/TG
 CHK'D: CIG

SHEET NUMBER

C4.2

C44



ESTIMATE OF RAW EARTHWORK

SITE	ESTIMATE OF RAW EARTHWORK	
	EXCAVATION C.Y.	EMBANKMENT C.Y.
EARTHWORK	3,400	815

ESTIMATE OF ADJUSTED EARTHWORK

SITE	ESTIMATE OF ADJUSTED EARTHWORK	
	EXCAVATION C.Y.	EMBANKMENT C.Y.
EARTHWORK	2,800	1,100
ADJUSTMENTS ASSUMED	0.20' STRIPPING	

GRADING NOTES

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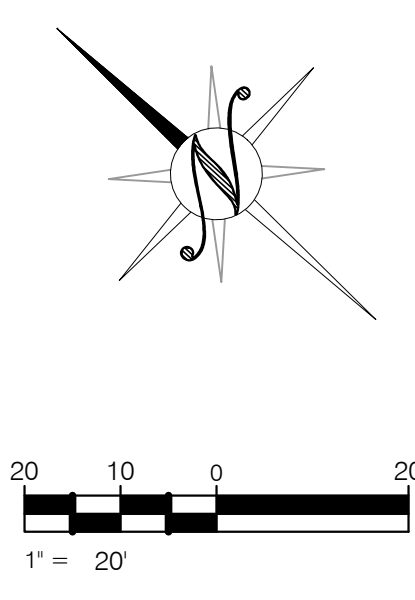
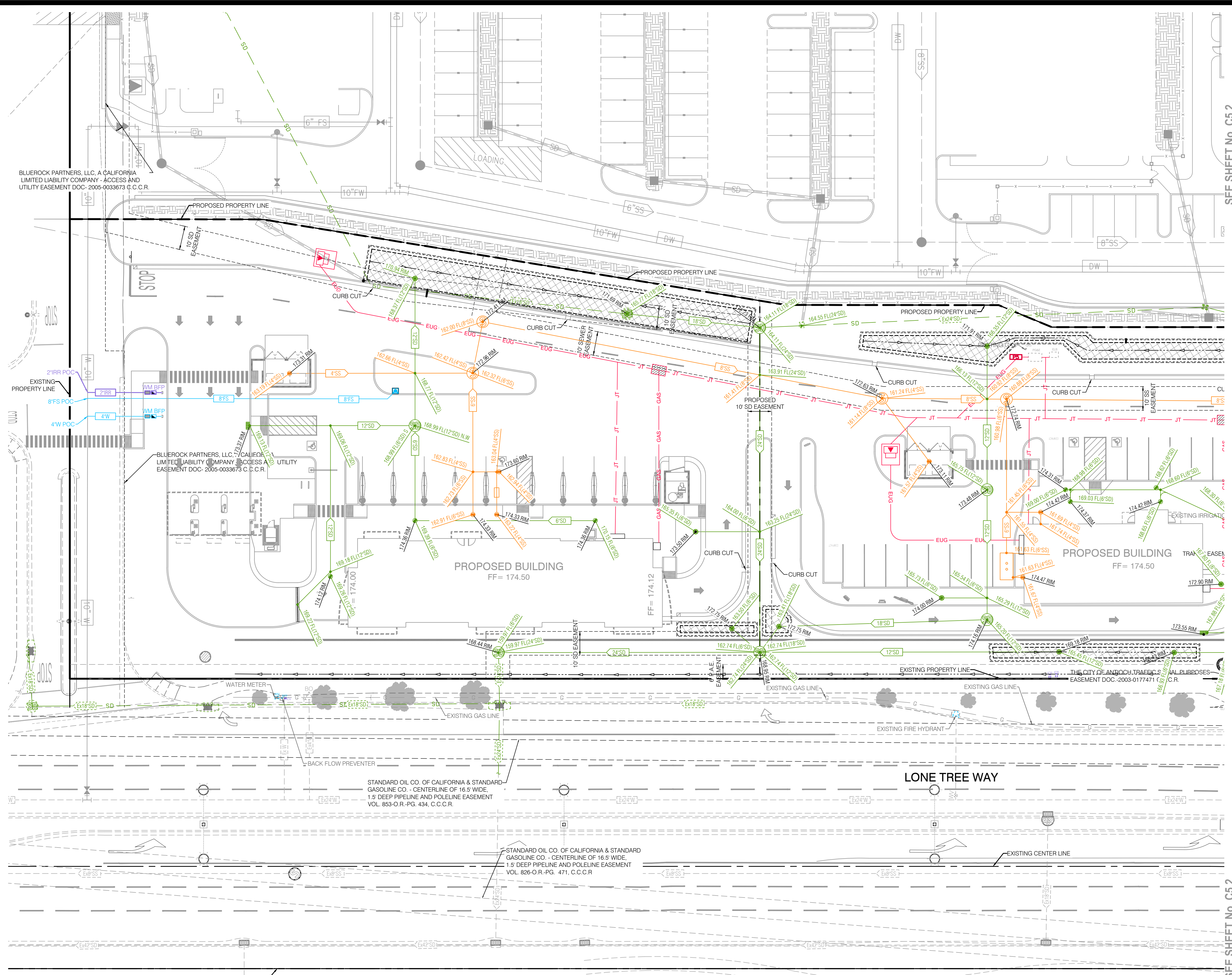
HATCH LEGEND

	EXISTING PAVEMENT		EXISTING CONCRETE
	PROPOSED PAVEMENT		PROPOSED CONCRETE
	SAWCUT LINE		

SEE SHEET No. C4.1

SEE SHEET No. C4.1

PLOT FILE: I:\2024\10\17\2024_10_17_10_17_2024_Plan_C4.2.dwg
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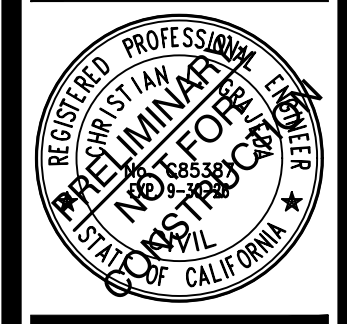
BLUEROCK PARTNERS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY - ACCESS AND UTILITY EASEMENT DOC-2005-0033673 C.C.C.R.

STANDARD OIL CO. OF CALIFORNIA & STANDARD GASOLINE CO. - CENTERLINE OF 16.5' WIDE, 1.5' DEEP PIPELINE AND POLELINE EASEMENT VOL 853-O.R.-PG. 434, C.C.C.R.

STANDARD OIL CO. OF CALIFORNIA & STANDARD GASOLINE CO. - CENTERLINE OF 16.5' WIDE, 1.5' DEEP PIPELINE AND POLELINE EASEMENT VOL 826-O.R.-PG. 471, C.C.C.R.

SEE SHEET No. C5.2

SEE SHEET No. C5.2



NO.	REVISIONS	DATE	APPROVED

COMPOSITE UTILITY PLAN AND STORMWATER QUALITY PLAN
 CONCEPTUAL PLANNING PLANS FOR ANTIPOCH RETAIL
 ANTIPOCH, CALIFORNIA

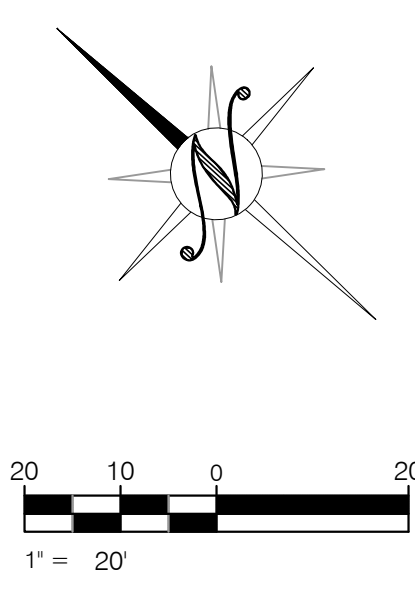
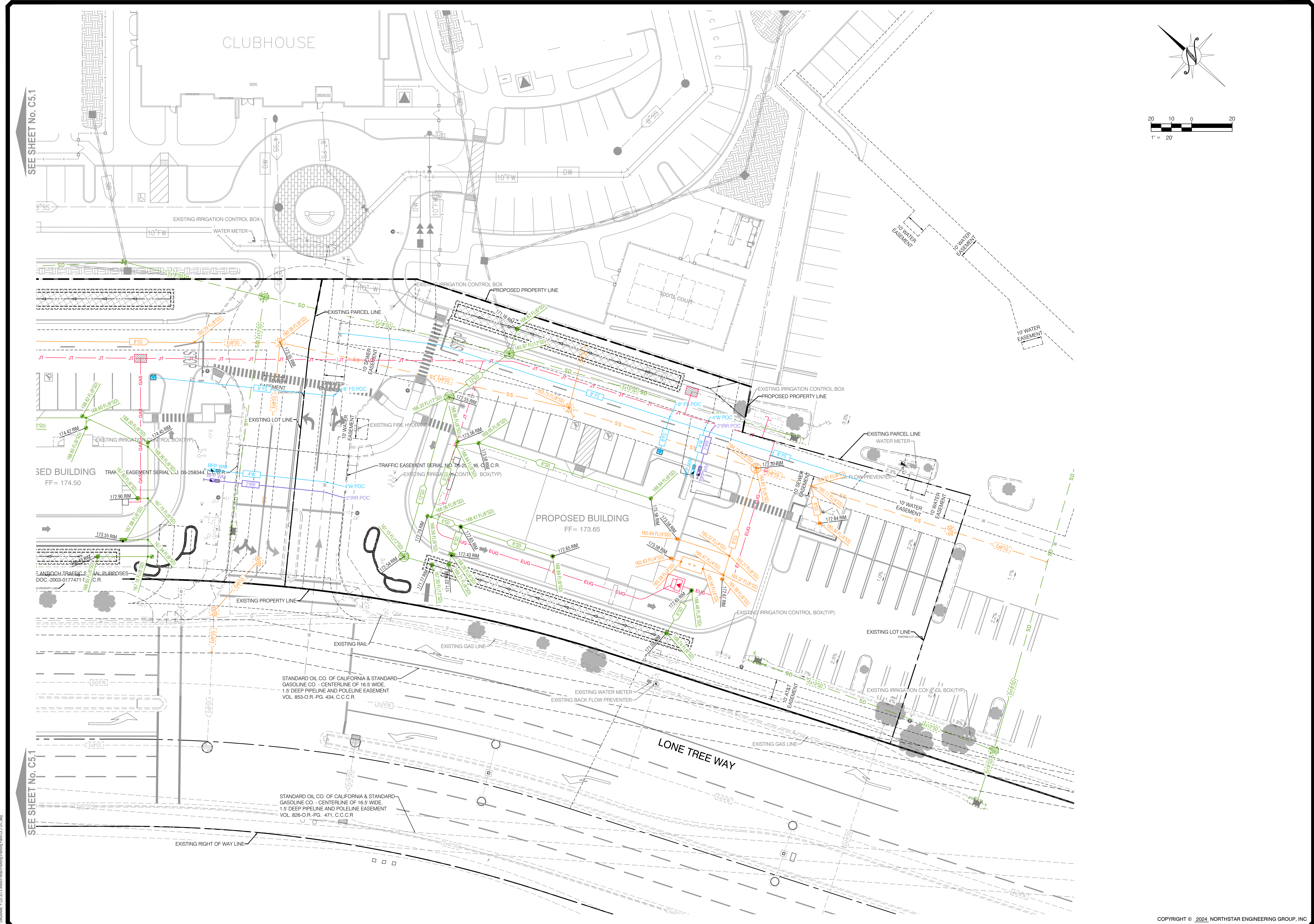


JOB #:	23-3273
DATE:	10/17/2024
SCALE:	AS SHOWN
DRAWN:	CIG/EVL
DESIGN:	CIG/TG
CHKD:	CIG

SHEET NUMBER

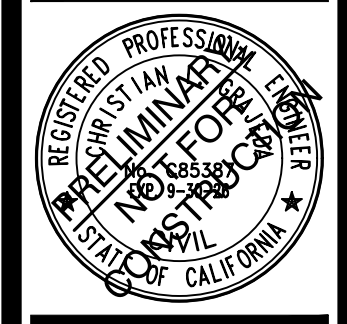
C5.1

C45



SEE SHEET No. C5.1

SEE SHEET No. C5.1



NO.	REVISIONS	DATE	APPROVED

COMPOSITE UTILITY PLAN AND
STORMWATER QUALITY PLAN
CONCEPTUAL PLANNING PLANS FOR
ANTIOCH RETAIL

ANTIOCH, CALIFORNIA

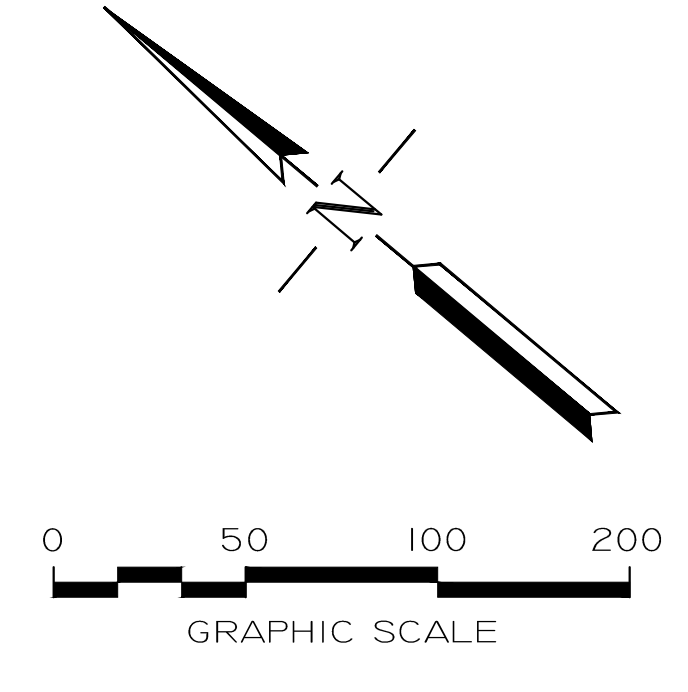


JOB #:	23-3273
DATE:	10/17/2024
SCALE:	AS SHOWN
DRAWN:	CIG/EVL
DESIGN:	CIG/TG
CHKD:	CIG

SHEET NUMBER
C5.2

C46

Tentative Parcel Map



PROJECT CONTACTS & SITE NOTES:

OWNER: ISHC PROPERTIES, LLC
A CALIFORNIA LIMITED LIABILITY CO.

DEVELOPER: THE SPANOS CORPORATION
10100 TRINITY PARKWAY #5
STOCKTON, CALIFORNIA 95219
(209) 478-7954

CIVIL ENGINEER: ROBERT A. KARN & ASSOCIATES
707 BECK AVENUE
FAIRFIELD, CALIFORNIA 94533
CONTACT: TONY PERFETTO
(707) 435-9999

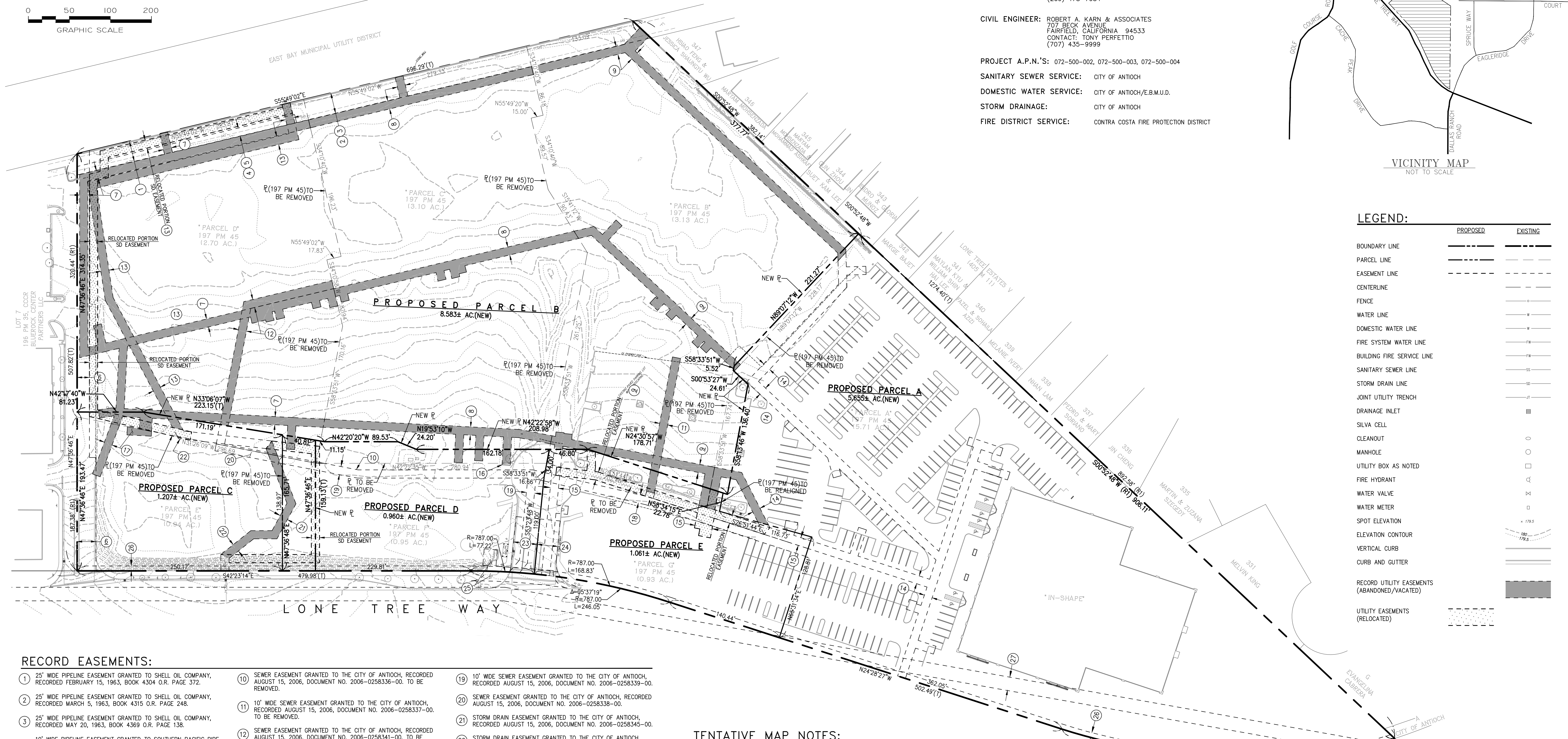
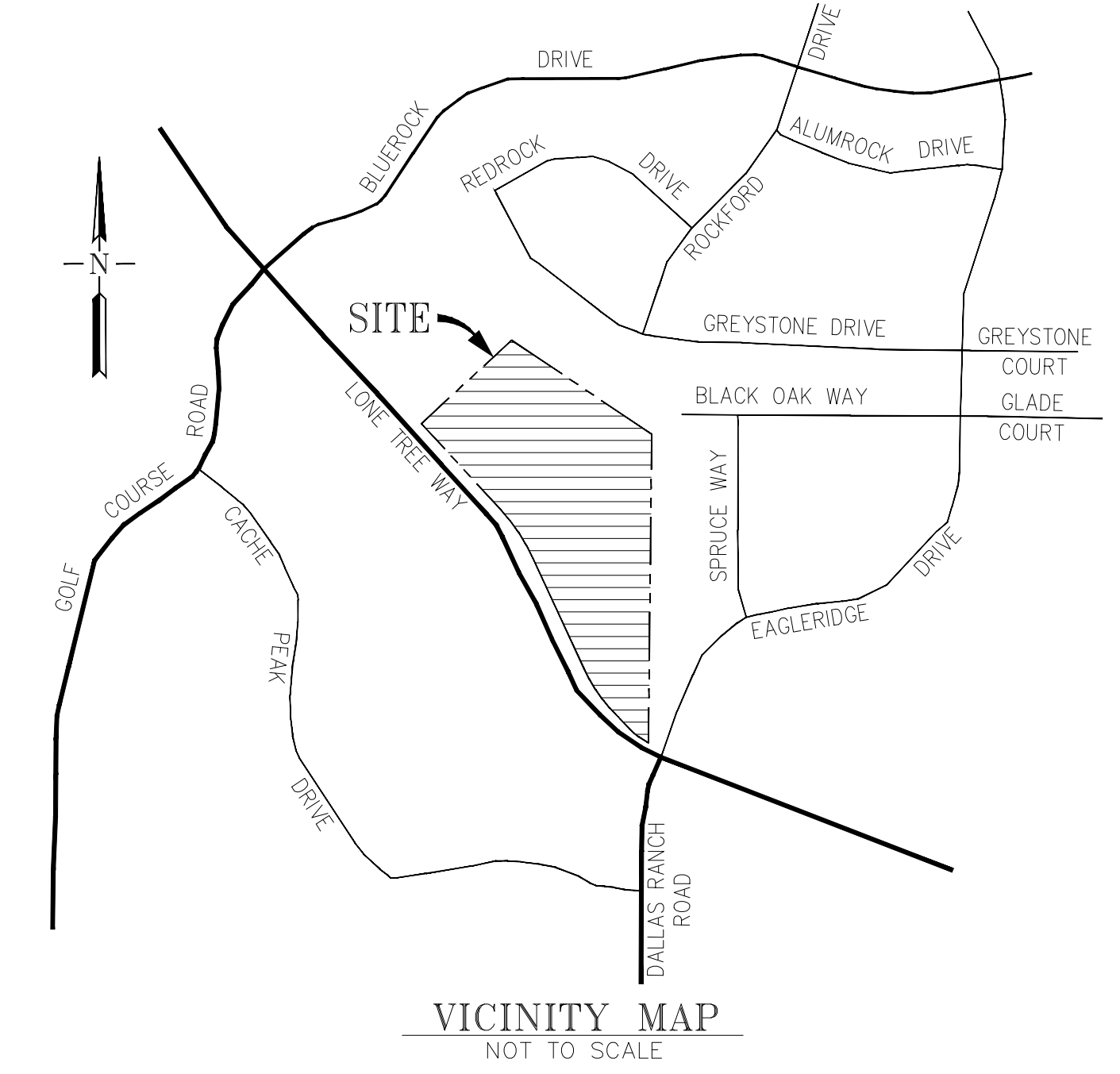
PROJECT A.P.N.'S: 072-500-002, 072-500-003, 072-500-004

SANITARY SEWER SERVICE: CITY OF ANTIOCH

DOMESTIC WATER SERVICE: CITY OF ANTIOCH/E.B.M.U.D.

STORM DRAINAGE: CITY OF ANTIOCH

FIRE DISTRICT SERVICE: CONTRA COSTA FIRE PROTECTION DISTRICT



LEGEND:

	PROPOSED	EXISTING
BOUNDARY LINE	---	---
PARCEL LINE	---	---
EASEMENT LINE	---	---
CENTERLINE	---	---
FENCE	---	---
WATER LINE	---	---
DOMESTIC WATER LINE	---	---
FIRE SYSTEM WATER LINE	---	---
BUILDING FIRE SERVICE LINE	---	---
SANITARY SEWER LINE	---	---
STORM DRAIN LINE	---	---
JOINT UTILITY TRENCH	---	---
DRAINAGE INLET	---	---
SILVA CELL	---	---
CLEANOUT	---	---
MANHOLE	---	---
UTILITY BOX AS NOTED	---	---
FIRE HYDRANT	---	---
WATER VALVE	---	---
WATER METER	---	---
SPOT ELEVATION	---	---
ELEVATION CONTOUR	---	---
VERTICAL CURB	---	---
CURB AND GUTTER	---	---
RECORD UTILITY EASEMENTS (ABANDONED/VACATED)	---	---
UTILITY EASEMENTS (RELOCATED)	---	---

RECORD EASEMENTS:

- 1 25' WIDE PIPELINE EASEMENT GRANTED TO SHELL OIL COMPANY, RECORDED FEBRUARY 15, 1963, BOOK 4304 O.R. PAGE 372.
 - 2 25' WIDE PIPELINE EASEMENT GRANTED TO SHELL OIL COMPANY, RECORDED MARCH 5, 1963, BOOK 4315 O.R. PAGE 248.
 - 3 25' WIDE PIPELINE EASEMENT GRANTED TO SHELL OIL COMPANY, RECORDED MAY 20, 1963, BOOK 4369 O.R. PAGE 138.
 - 4 10' WIDE PIPELINE EASEMENT GRANTED TO SOUTHERN PACIFIC PIPE LINES, INC., RECORDED DECEMBER 15, 1983, BOOK 11573 O.R. PAGE 729.
 - 5 10' WIDE PIPELINE EASEMENT GRANTED TO SOUTHERN PACIFIC PIPE LINES, INC., RECORDED NOVEMBER 5, 1984, BOOK 12051 O.R. PAGE 271.
 - 6 ACCESS AND UTILITY EASEMENT, VARYING IN WIDTH, GRANTED TO BLUE ROCK PARTNERS, LLC, RECORDED JANUARY 31, 2005, DOCUMENT NO. 2005-0033673-00.
 - 7 10' WIDE WATER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258333-00. TO BE REMOVED.
 - 8 10' WIDE WATER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258334-00. TO BE REMOVED.
 - 9 10' WIDE WATER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258335-00. PORTIONS TO BE REMOVED; PORTION TO BE RELOCATED.
 - 10 SEWER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258336-00. TO BE REMOVED.
 - 11 10' WIDE SEWER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258337-00. TO BE REMOVED.
 - 12 SEWER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258341-00. TO BE REMOVED.
 - 13 10' WIDE STORM DRAIN EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258342-00. PORTION TO BE RELOCATED.
 - 14 10' WIDE WATER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258330-00. PORTION TO BE RELOCATED.
 - 15 WATER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258329-00.
 - 16 WATER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258331-00.
 - 17 WATER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258332-00.
 - 18 10' WIDE SEWER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258340-00.
 - 19 10' WIDE SEWER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258339-00.
 - 20 SEWER EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258338-00.
 - 21 STORM DRAIN EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258345-00.
 - 22 STORM DRAIN EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258343-00.
 - 23 TRAFFIC SIGNAL MAINTENANCE EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258344-00.
 - 24 TRAFFIC SIGNAL MAINTENANCE EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258346-00.
 - 25 TRAFFIC SIGNAL EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED APRIL 17, 2003, DOCUMENT NO. 2003-0177471-00.
 - 26 6' WIDE PEDESTRIAN ACCESS EASEMENT GRANTED TO THE CITY OF ANTIOCH, RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258347-00.
 - 27 16.5' WIDE PIPELINE & POLE LINE EASEMENT GRANTED TO STANDARD OIL COMPANY OF CALIFORNIA AND STANDARD GASOLINE COMPANY, RECORDED NOVEMBER 20, 1945 IN BOOK 853 O.R. PAGE 434.
- NOTE: THE FOLLOWING DOCUMENT ALLOWS FOR ACCESS & UTILITY EASEMENTS BEING NON-PLOTTABLE AND BLANKET IN NATURE.
- DECLARATION OF EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED AUGUST 15, 2006, DOCUMENT NO. 2006-0258349-00.

TENTATIVE MAP NOTES:

- 1 THE EXISTING PARCELS SHOWN ON THIS MAP WERE PLOTTED FROM RECORD PARCEL MAP, "MS 357-313-04", 197 PM 45, RECORDED ON AUGUST 15, 2006, IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY.
- 2 THE EXISTING EASEMENTS WERE PLOTTED FROM THE ABOVE MENTIONED RECORD PARCEL MAP AND THE TITLE REPORT.
- 3 THE EXISTING UTILITIES WITHIN THE RECORD EASEMENTS SHOWN ARE SHOWN ON THE PRELIMINARY UTILITY PLAN, SHEET C3.
- 4 ALL PROPOSED IMPROVEMENTS, AND ASSOCIATED PROPOSED ELEVATIONS ARE SHOWN ON THE PRELIMINARY GRADING PLAN SHEET C2, AND THE PRELIMINARY UTILITY PLAN, SHEET C3.
- 5 ALL ABANDONED AND VACATED UTILITY EASEMENTS SHOWN ON THIS SHEET SHALL BE VACATED/QUIT CLAIMED BY SEPARATE DOCUMENTS, AND/OR DEPICTED ON THE FUTURE PARCEL MAP, TO BE RECORDED IN THE OFFICE OF THE COUNTY RECORDER.
- 6 ALL PROPOSED UTILITIES, EXCLUDING THE PROPOSED STORM DRAIN RE-ALIGNMENT, SHALL BE DEEMED "PRIVATE", WITHIN THE NEW PROJECT BOUNDARY THAT IS DEPICTED ON THIS MAP.
- 7 A PORTION OF THE EXISTING 10' WATER LINE SHALL BE RELOCATED OUTSIDE OF THE NEW PROJECT BOUNDARY, AS SHOWN ON THE PRELIMINARY UTILITY PLAN, SHEET C3.

**PRELIMINARY FOR REFERENCE ONLY
TO BE PROCESSED BY THE SPANOS CORPORATION**



PREPARED UNDER THE DIRECTION OF:

ROBERT A. KARN R.C.E. 33173 DATE
ROBERT A. KARN & ASSOCIATES, INC.

LONE TREE DEVELOPMENT

Antioch, California

Proposed By:



The Spanos Corporation
10100 Trinity Parkway, 5th Floor
Stockton, CA 95219

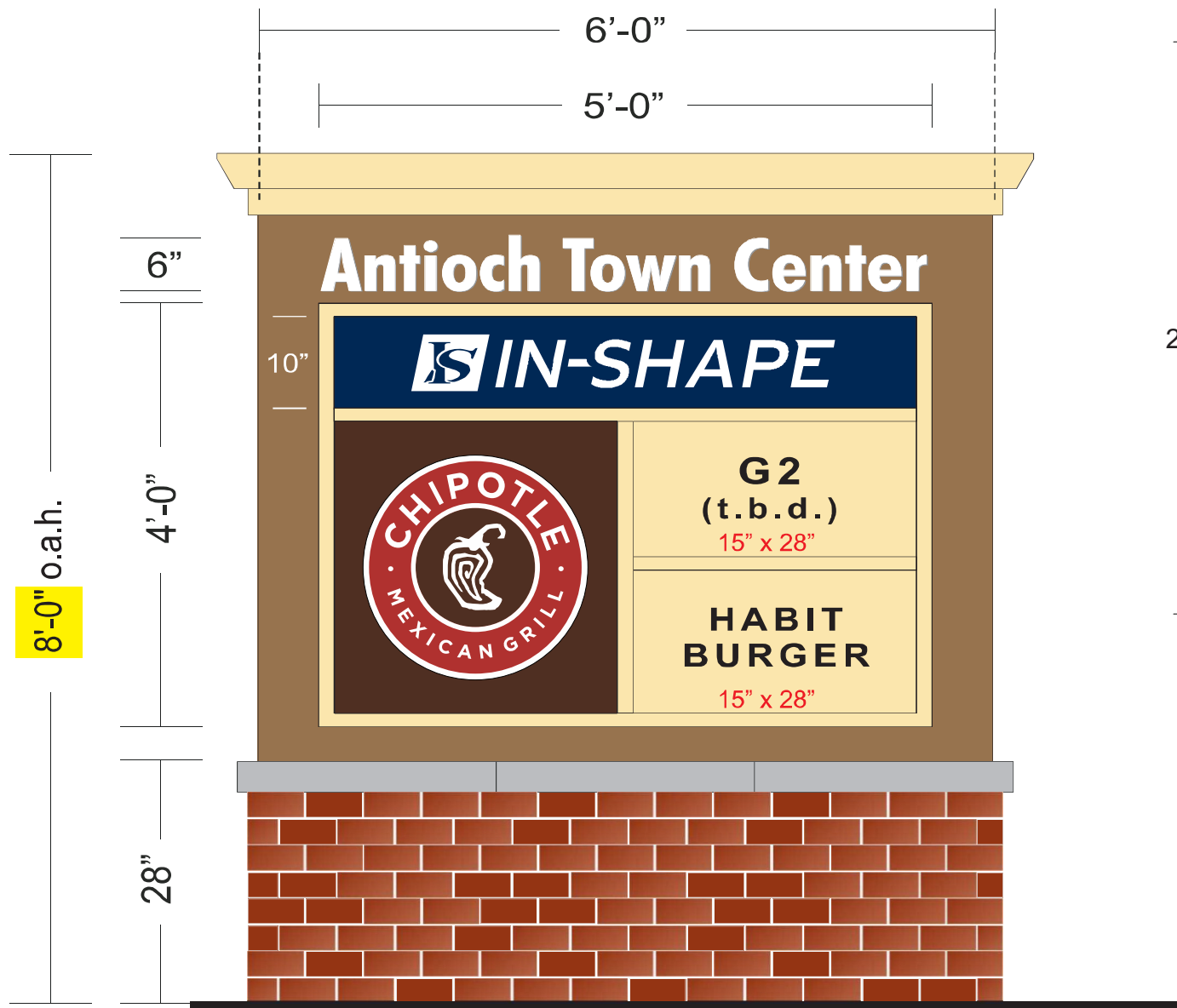
In Association With:

Kephart (Architects), RAK Civil Engineers (Civil), and GHD (Landscape Architecture)

SHEET TPM-1 RAK ROBERT A. KARN & ASSOCIATES, INC. CIVIL ENGINEERS

January 18, 2024
A22037 Tentative Parcel Map.dwg

8' o.a.h. (option 1)



N1 D/F LED ILLUM. ID/MULTI-TENANT MNMNT SIGN



N1 MONUMENT SIGN - QTY 2

Color Specifications

- "Roasted Red"
Paint PMS #484-C Finish
- "Adobo Brown"
Paint PMS #4625-C Finish
- Paint to match Dark Brown
#3630-59
- 1/8" White Acrylic

NOTE:
Survey Required
Prior to Manufacture



12226 Coast Drive
Whittier, CA 90601
Tel: (562) 946-7574
Fax: (562) 949-5707
St. Lic. 894662
www.fusionsign.com
Los Angeles, CA



Drawing/Revision No:
05-24-0025R1

Page Number:
1 of 4

CLIENT:
CHIPOTLE

ADDRESS:
4099 LONE TREE
ANTIOCH, CA

Approval Signature:

DATE:
5/21/2024

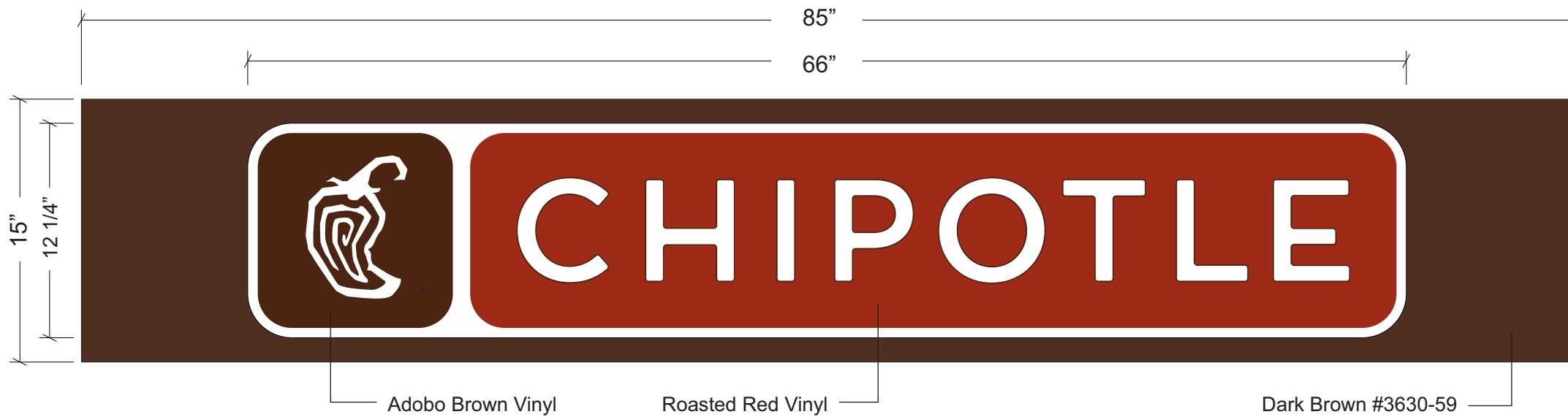
PROJECT MANAGER:
DAN L.

DESIGNER:
RAUL D.

REVISION DATE:
5/22/2024

REVISION BY:
RAUL D.

ALL IDEAS, PLANS, AND ELECTRONIC ART INDICATED ON THIS DRAWING ARE COPYRIGHTED AND OWNED BY FUSION SIGN AND DESIGN AND SHALL NOT BE REPRODUCED, USED BY OR DISCLOSED TO ANY PERSONS, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT PERMISSION OF FUSION SIGN AND DESIGN



N2 MONUMENT PANEL - QTY 2



Color Specifications

- "Roasted Red"
Paint PMS #484-C Finish
- "Adobo Brown"
Paint PMS #4625-C Finish
- Paint to match Dark Brown #3630-59
- 1/8" White Acrylic

NOTE:
Survey Required
Prior to Manufacture

N2 D/F LED ILLUM. ID/MULTI-TENANT MNMNT SIGN



12226 Coast Drive
Whittier, CA 90601
Tel: (562) 946-7574
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Drawing/Revision No:
05-24-0025R1

Page Number:
2 of 4

CLIENT:
CHIPOTLE

ADDRESS:
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ANTIOCH, CA

Approval Signature:

DATE:
5/21/2024

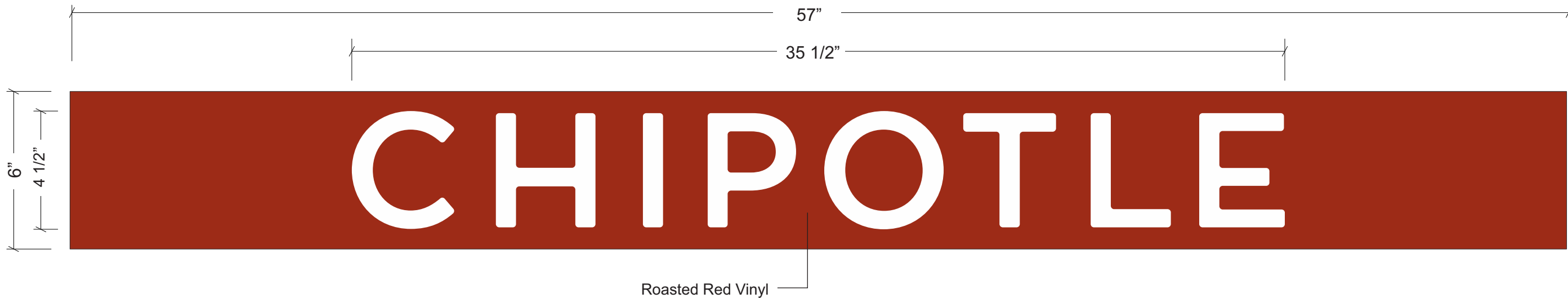
PROJECT MANAGER:
DAN L.

DESIGNER:
RAUL D.

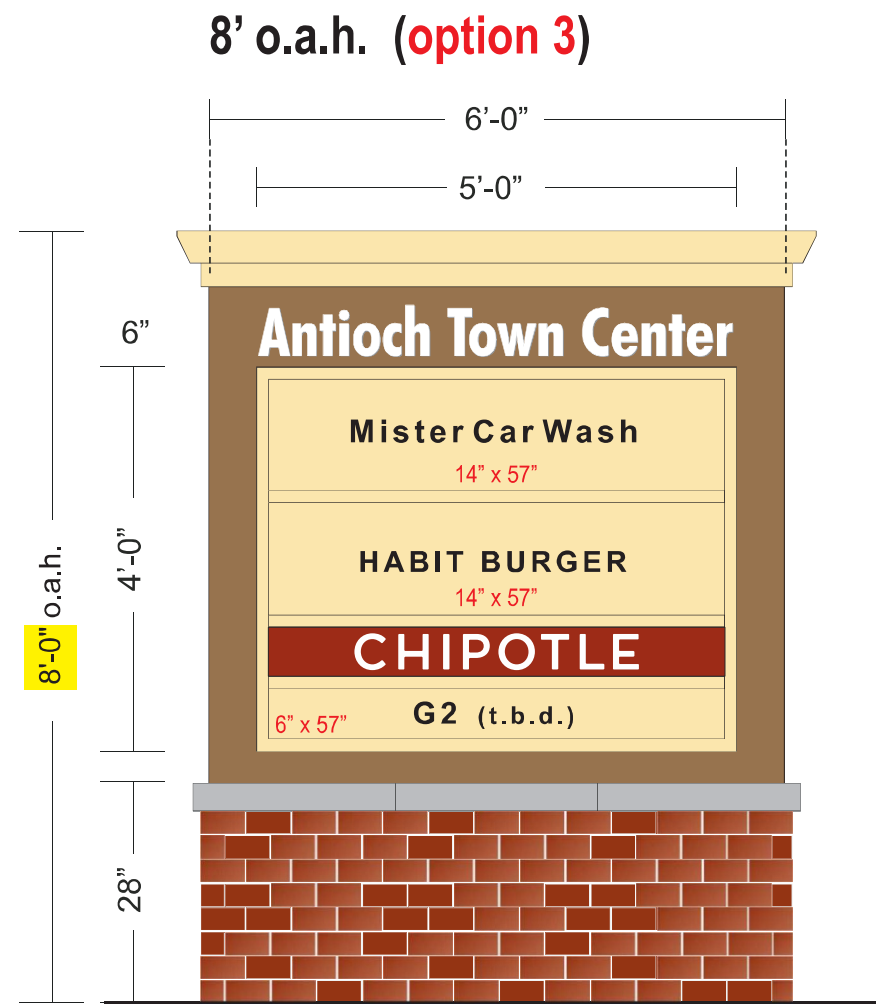
REVISION DATE:
5/22/2024

REVISION BY:
RAUL D.

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N3 MONUMENT PANEL - QTY 2



N3 D/F LED ILLUM. ID/MULTI-TENANT MNMNT SIGN

Color Specifications

- "Roasted Red" Paint PMS #484-C Finish
- 1/8" White Acrylic

NOTE:
Survey Required
Prior to Manufacture



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Whittier, CA 90601
Tel: (562) 946-7574
Fax: (562) 949-5707
St. Lic. 894662
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Drawing/Revision No:
05-24-0025R1

Page Number:
3 of 4

CLIENT:
CHIPOTLE

ADDRESS:
4099 LONE TREE
ANTIOCH, CA

Approval Signature:

DATE:
5/21/2024

PROJECT MANAGER:
DAN L.

DESIGNER:
RAUL D.

REVISION DATE:
5/22/2024

REVISION BY:
RAUL D.

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Drawing/Revision No:
05-24-0025R1

Page Number:
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CLIENT:
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ADDRESS:
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ANTIOCH, CA

Approval Signature:

DATE:
5/21/2024

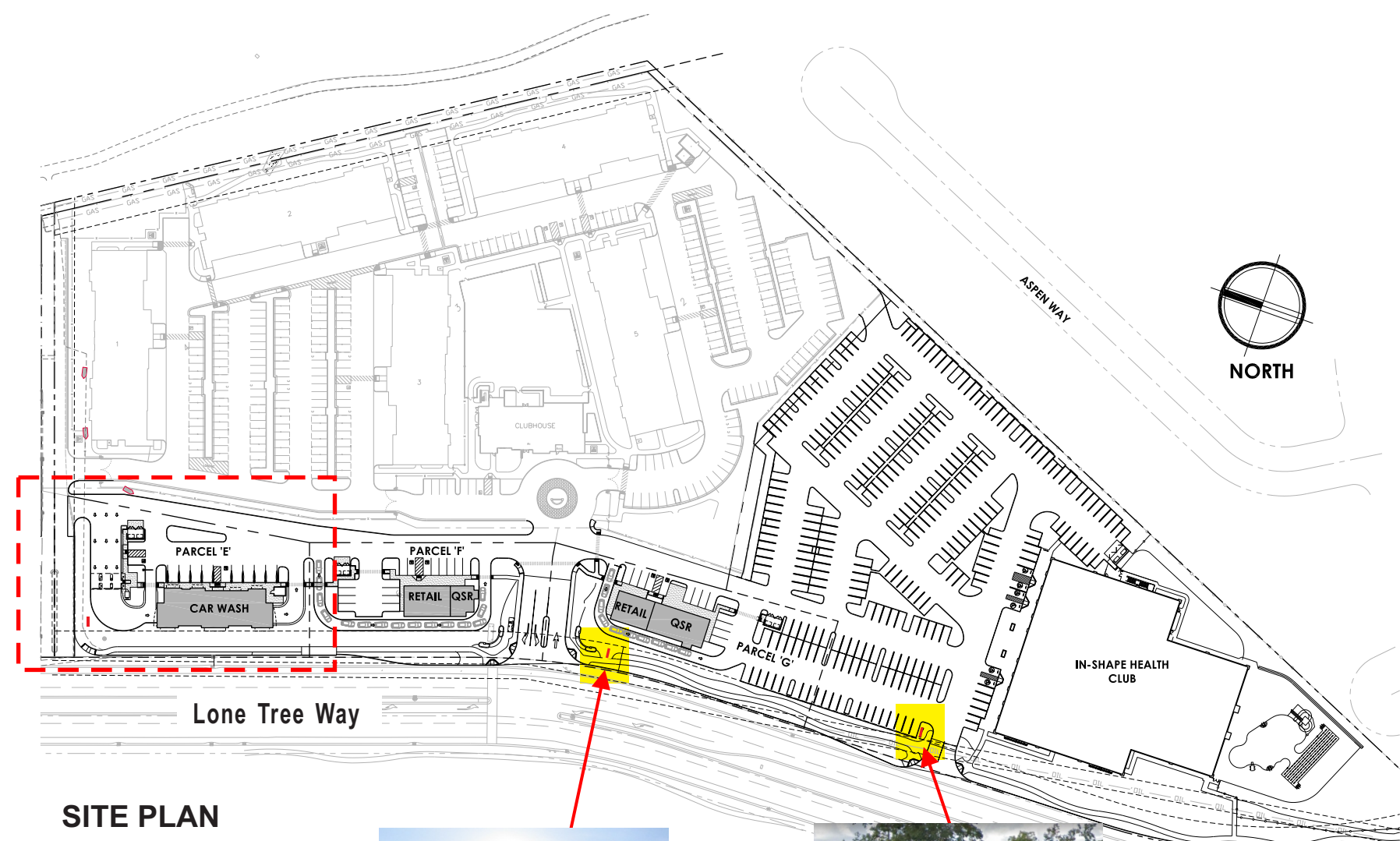
PROJECT MANAGER:
DAN L.

DESIGNER:
RAUL D.

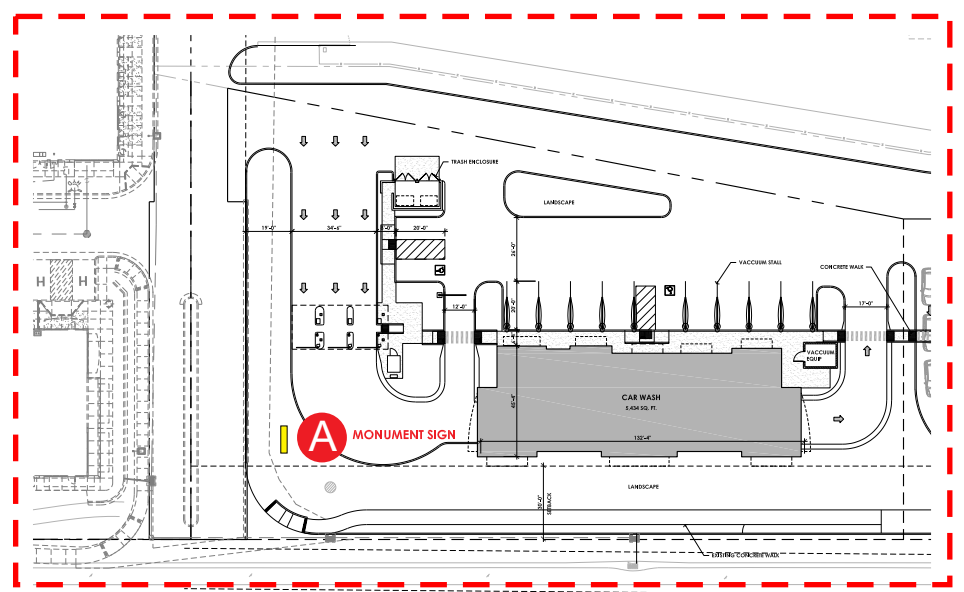
REVISION DATE:
5/22/2024

REVISION BY:
RAUL D.

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SITE PLAN



PARCEL "E" - Car Wash - Enlarged Site Plan



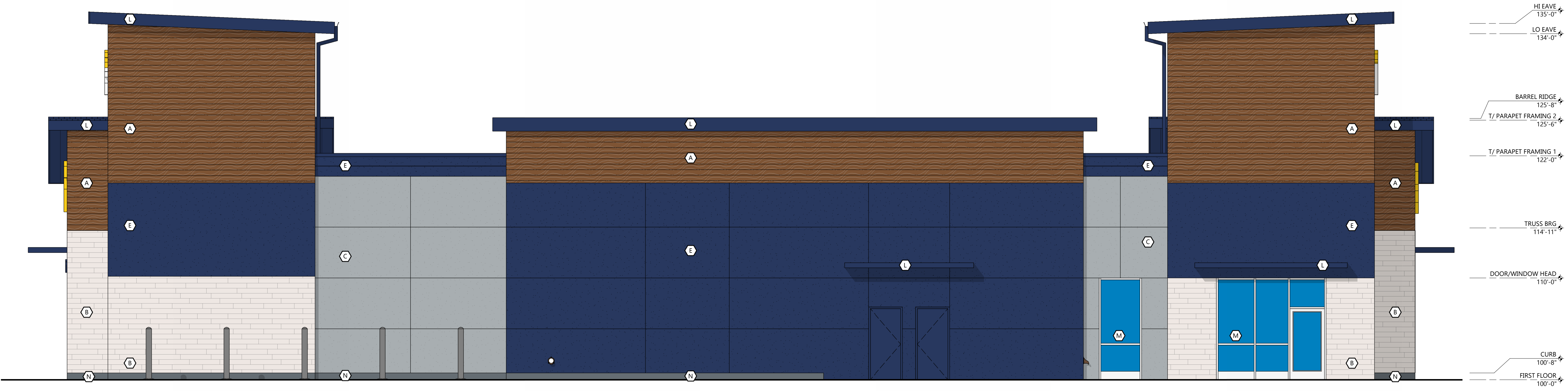
Existing Monument Sign (12' high)



Existing Monument Sign (8' high)

Lone Tree Way





OFFICE ELEVATION
SCALE: 3/16" = 1'-0"

EXTERIOR MATERIAL KEY	
	PREFINISHED ALUMINUM BATTENS MFR: LUMABUILT STYLE: MOSAIC 1/6" BATTENS COLOR: HAZELNUT BROWN
	STONE VENEER MFR: EL DORADO STONE STYLE: VANTAGE 30 (6" x 30" x 1" D) COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
	EIFS TEXTURE: SAND COLOR: PT-6 (MORNING FOG)
	EIFS TEXTURE: SAND COLOR: PT-3 (WALL STREET)
	EIFS TEXTURE: SAND COLOR: PT-9 (IN THE NAVY)
	SINGLE WYTHE CMU TEXTURE: SMOOTH FACE INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
	SINGLE WYTHE CMU TEXTURE: SPLIT FACE INTEGRAL COLOR TO MATCH PT-3 (WALLSTREET)
	PRECAST STONE SILL COLOR: LIMESTONE
	NOT USED
	PREFINISHED STANDING SEAM METAL ROOF PANEL MFR: CTMRS (OR EQUAL) STYLE: LARGE BATTEN 24 GA COLOR: PT-9 (IN THE NAVY)
	PREFINISHED METAL TRIM AND ACCESSORIES MFR: CTMRS (OR EQUAL) COLOR: PT-9 (IN THE NAVY)
	ALUMINUM STOREFRONT SYSTEM GLAZING: CLEAR FRAME: CLEAR ANODIZED
	CONCRETE CURB TEXTURE: HAND RUB COLOR TO MATCH PT-3
	TREX DECK BOARD COLOR TO MATCH PT-3

GENERAL NOTES

- ALL SIGNAGE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ALL ADVERTISING SIGNAGE SUBJECT TO SEPARATE SIGN PERMIT SUBMITTAL AND APPROVAL.



EXIT ELEVATION
SCALE: 3/16" = 1'-0"



ENTRANCE ELEVATION
SCALE: 3/16" = 1'-0"



TUNNEL ELEVATION
SCALE: 3/16" = 1'-0"

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

COLLABORATION
Mister

PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)
PROFESSIONAL SEAL

PRELIMINARY DATES
SEPT. 6, 2024
OCT 08, 2024

NOT FOR CONSTRUCTION

JOB NUMBER
230157800

SHEET NUMBER
PRE-1

PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
 LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)

PROFESSIONAL SEAL

PRELIMINARY DATES

SEPT. 6, 2024

NOT FOR CONSTRUCTION

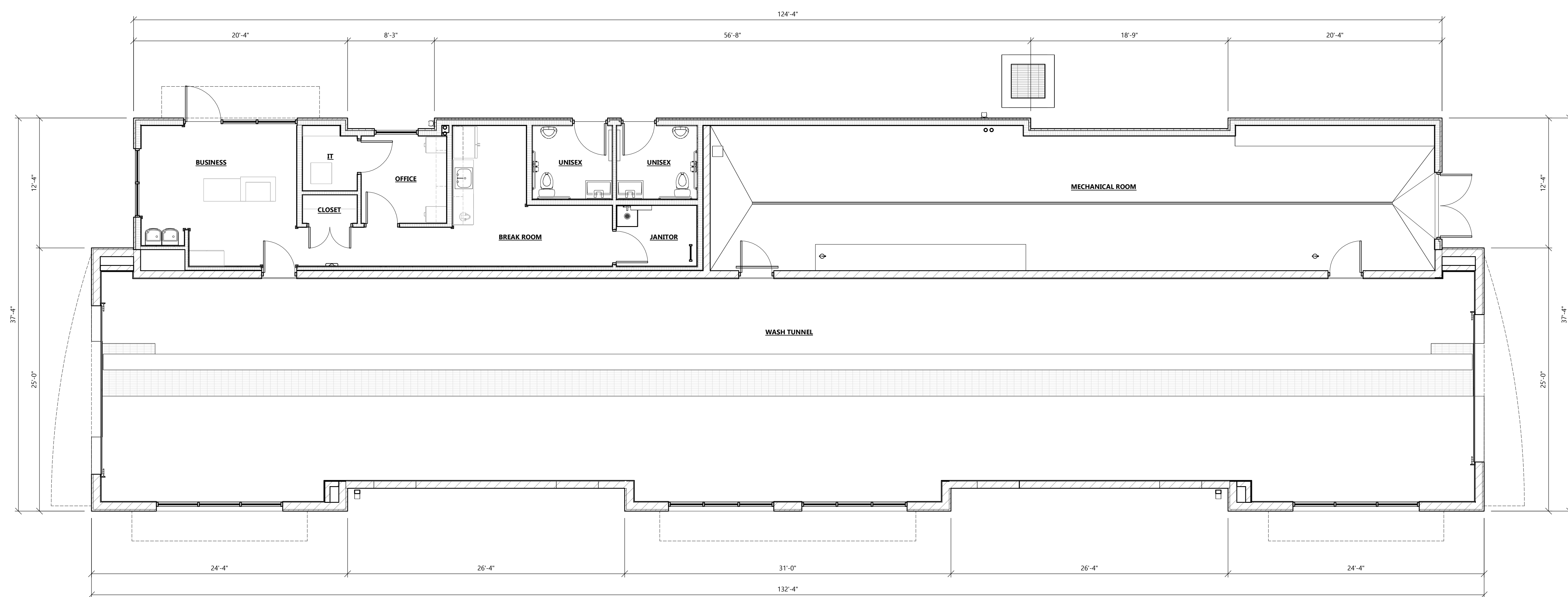
JOB NUMBER

230157800

SHEET NUMBER

PRE-2

C53



FLOOR PLAN
 SCALE: 3/16" = 1'-0"
 0 5 10

PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)

PROFESSIONAL SEAL

PRELIMINARY DATES

SEPT. 6, 2024

NOT FOR CONSTRUCTION

JOB NUMBER

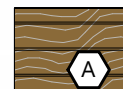
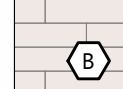



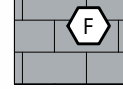







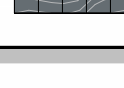
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SHEET NUMBER

PRE-3

C54

EXTERIOR MATERIAL KEY

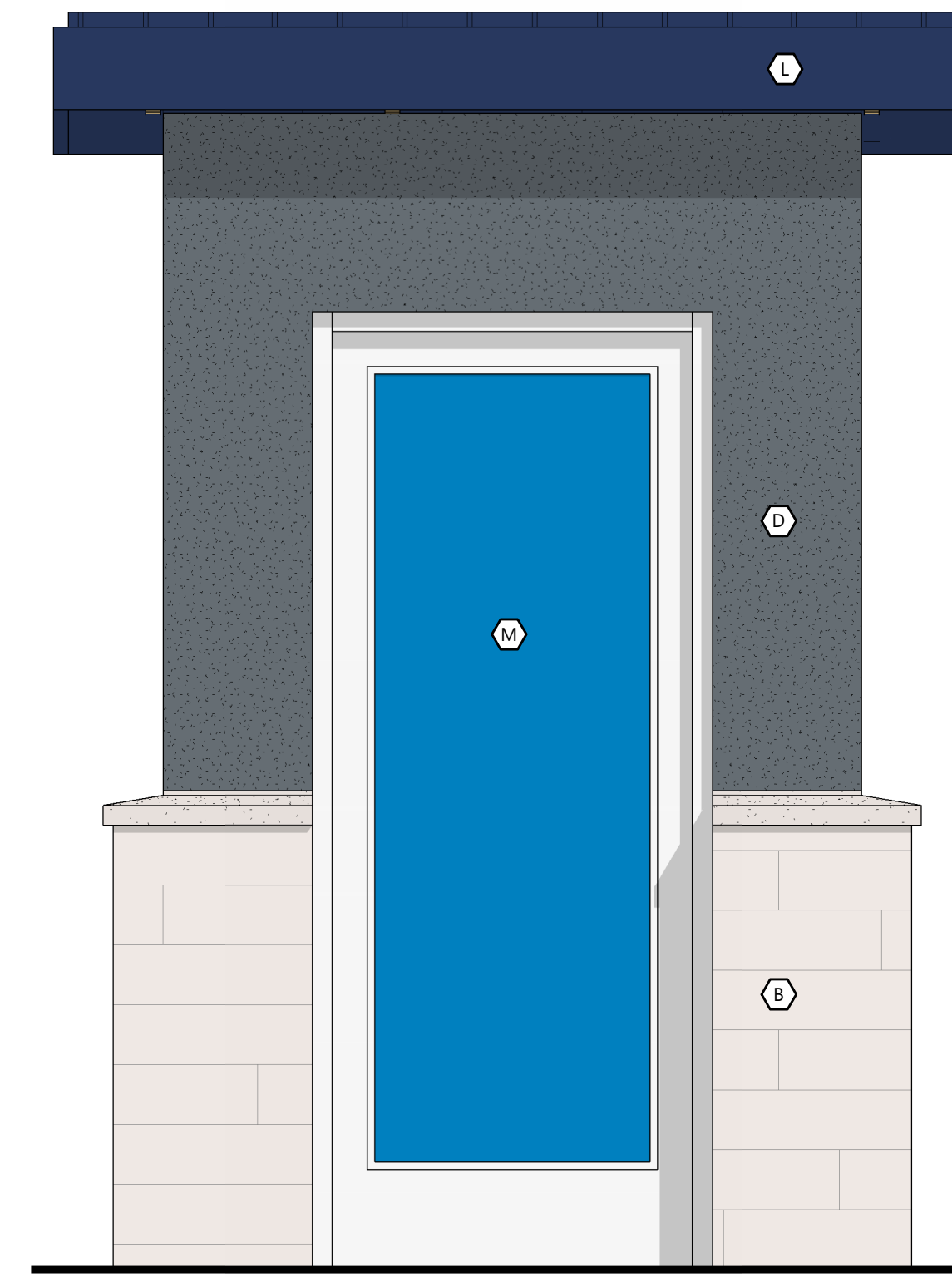
-  PREFINISHED ALUMINUM BATTENS
MFR: LUMABUILT
STYLE: MOSAIC 146 BATTENS
COLOR: HAZELNUT BROWN
-  STONE VENEER
MFR: EL DORADO STONE
STYLE: VANTAGE 30 (6" H x 30" L x 1" D)
COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
-  EPS
TEXTURE: SAND
COLOR: PT-6 (MORNING FOG)
-  EPS
TEXTURE: SAND
COLOR: PT-3 (WALL STREET)
-  EPS
TEXTURE: SAND
COLOR: PT-9 (IN THE NAVY)
-  SINGLE WYTHE CMU
TEXTURE: SMOOTH FACE
INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
-  SINGLE WYTHE CMU
TEXTURE: SPLIT FACE
INTEGRAL COLOR TO MATCH PT-3 (WALL STREET)
-  PRECAST STONE SILL
COLOR: LIMESTONE
-  NOT USED
-  PREFINISHED STANDING SEAM METAL ROOF PANEL
MFR: CTMRS (OR EQUAL)
STYLE: LARGE BATTEN 24 GA
COLOR: PT-9 (IN THE NAVY)
-  PREFINISHED METAL TRIM AND ACCESSORIES
MFR: CTMRS (OR EQUAL)
COLOR: PT-9 (IN THE NAVY)
-  ALUMINUM STOREFRONT SYSTEM
GLAZING: CLEAR
FRAME: CLEAR ANODIZED
-  CONCRETE CURB
TEXTURE: HAND RUB
COLOR TO MATCH PT-3
-  TREX DECK BOARD
COLOR TO MATCH PT-3

GENERAL NOTES

• ALL SIGNAGE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ALL ADVERTISING SIGNAGE SUBJECT TO SEPARATE SIGN PERMIT SUBMITTAL AND APPROVAL.



LEFT ELEVATION
SCALE: 3/4" = 1'-0"



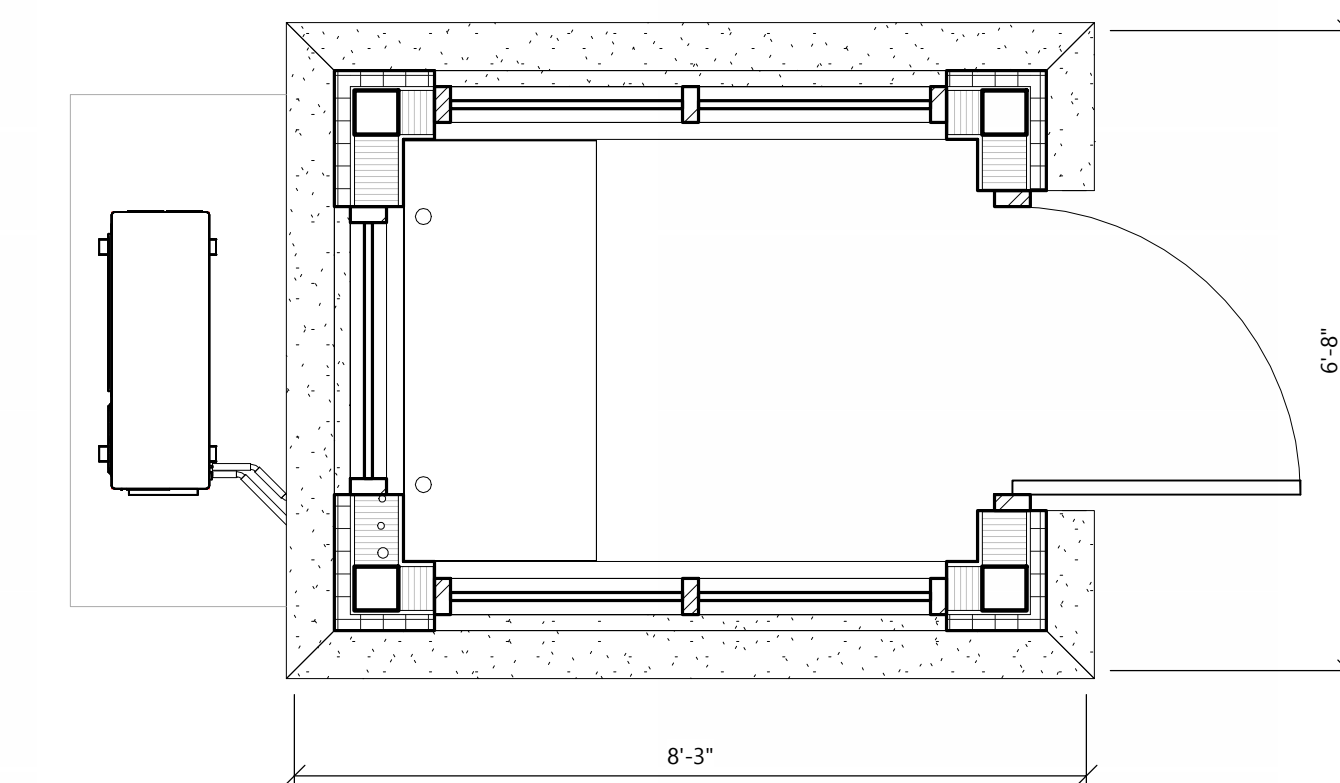
FRONT ELEVATION
SCALE: 3/4" = 1'-0"



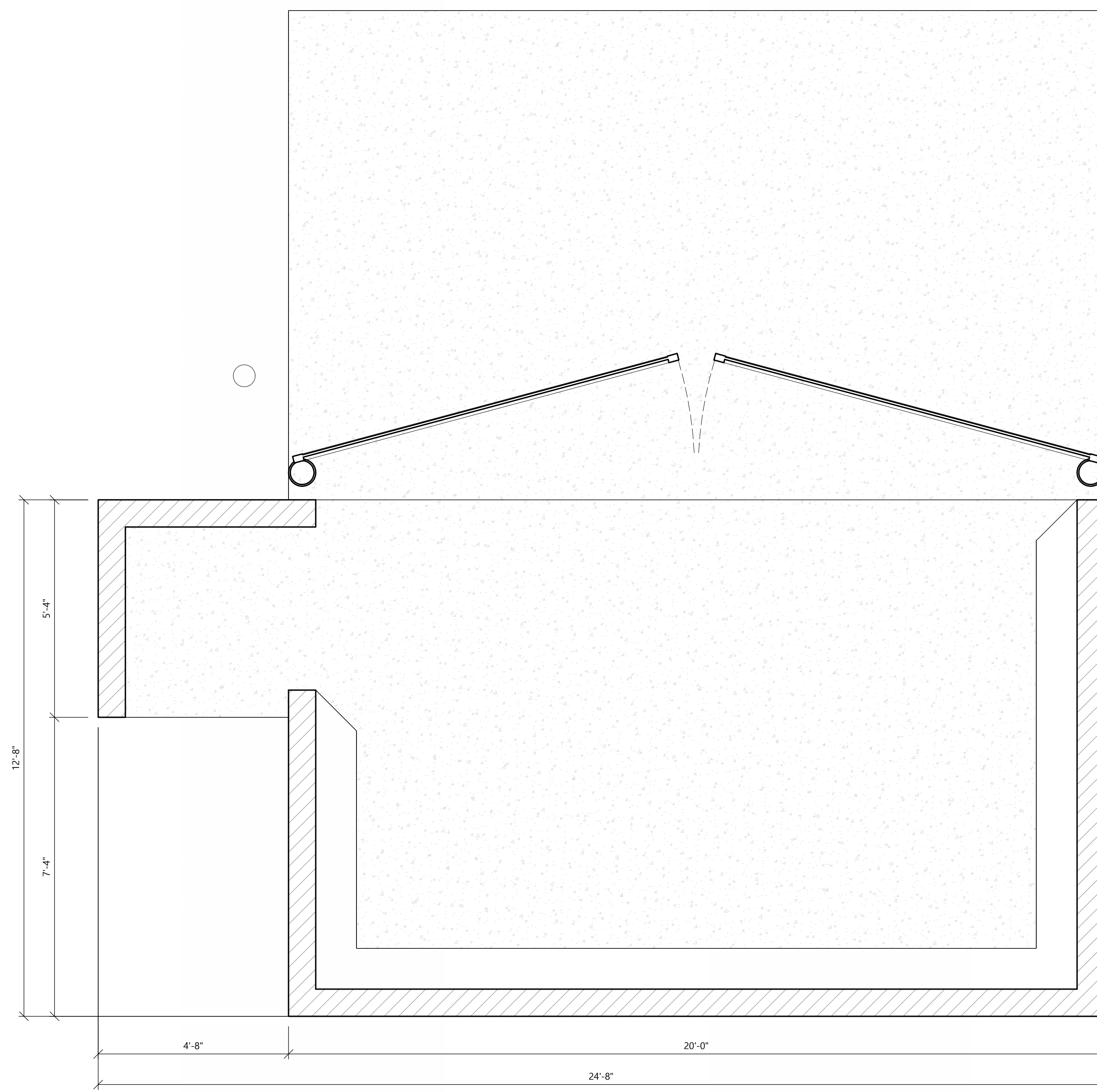
RIGHT ELEVATION
SCALE: 3/4" = 1'-0"



REAR ELEVATION
SCALE: 3/4" = 1'-0"



SHELTER PLAN
SCALE: 1/2" = 1'-0"



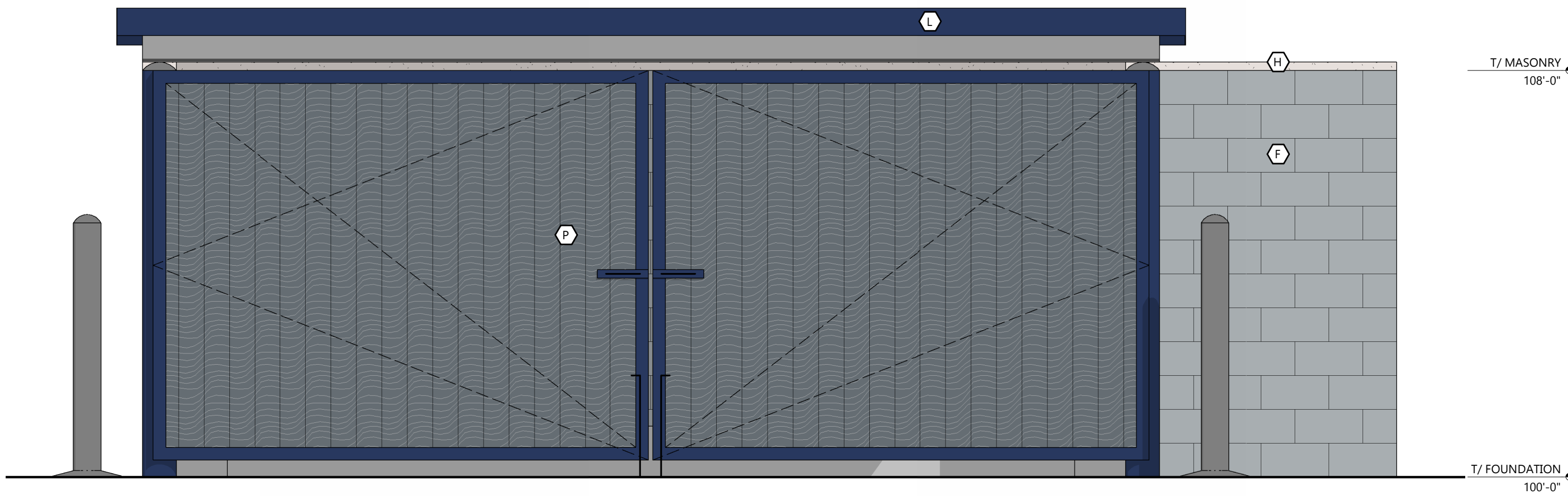
PLAN - DUMPSTER ENCLOSURE
SCALE: 1/2" = 1'-0"

EXTERIOR MATERIAL KEY

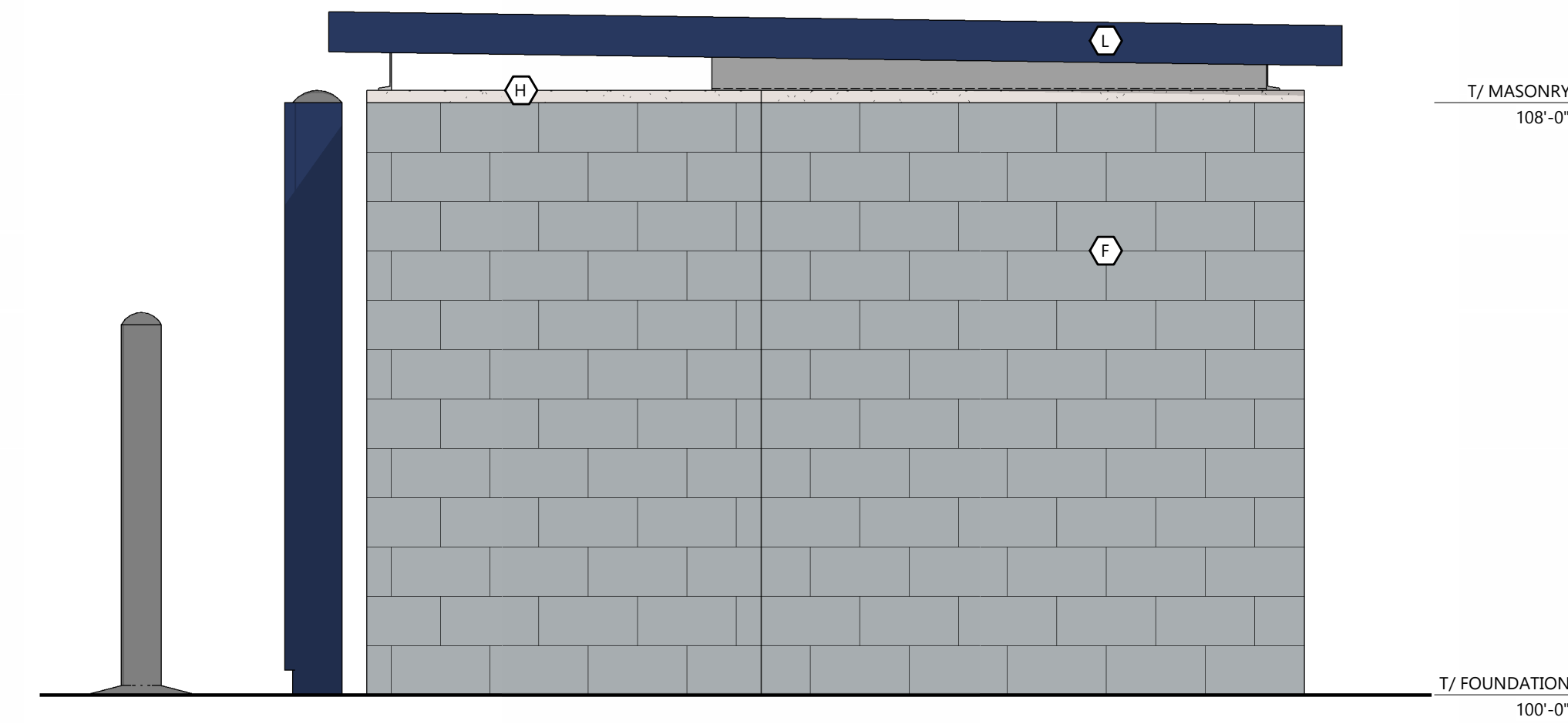
- A** PREFINISHED ALUMINUM BATTENS
MFR: LUMBARLIT
STYLE: MOSAIC 1x6 BATTENS
COLOR: HAZELNUT BROWN
- B** STONE VENEER
MFR: EL DORADO STONE
STYLE: WANTAGE 30 1/2" H x 30" L x -1"D
COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
- C** EIFS
TEXTURE: SAND
COLOR: PT-6 (MORNING FOG)
- D** EIFS
TEXTURE: SAND
COLOR: PT-3 (WALL STREET)
- E** EIFS
TEXTURE: SAND
COLOR: PT-9 (IN THE NAVY)
- F** SINGLE WYTHE CMU
TEXTURE: SMOOTH FACE
INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
- G** SINGLE WYTHE CMU
TEXTURE: SPLIT FACE
INTEGRAL COLOR TO MATCH PT-3 (WALLSTREET)
- H** PRECAST STONE SILL
COLOR: LIMESTONE
- I** NOT USED
- K** PREFINISHED STANDING SEAM METAL ROOF PANEL
MFR: CTMRS (OR EQUAL)
STYLE: LARGE BATTEN 24 GA
COLOR: PT-9 (IN THE NAVY)
- L** PREFINISHED METAL TRIM AND ACCESSORIES
MFR: CTMRS (OR EQUAL)
COLOR: PT-9 (IN THE NAVY)
- M** ALUMINUM STOREFRONT SYSTEM
GLAZING: CLEAR
FRAME: CLEAR ANODIZED
- N** CONCRETE CURB
TEXTURE: HAND RUB
COLOR TO MATCH PT-3
- P** TREX DECK BOARD
COLOR TO MATCH PT-3

GENERAL NOTES

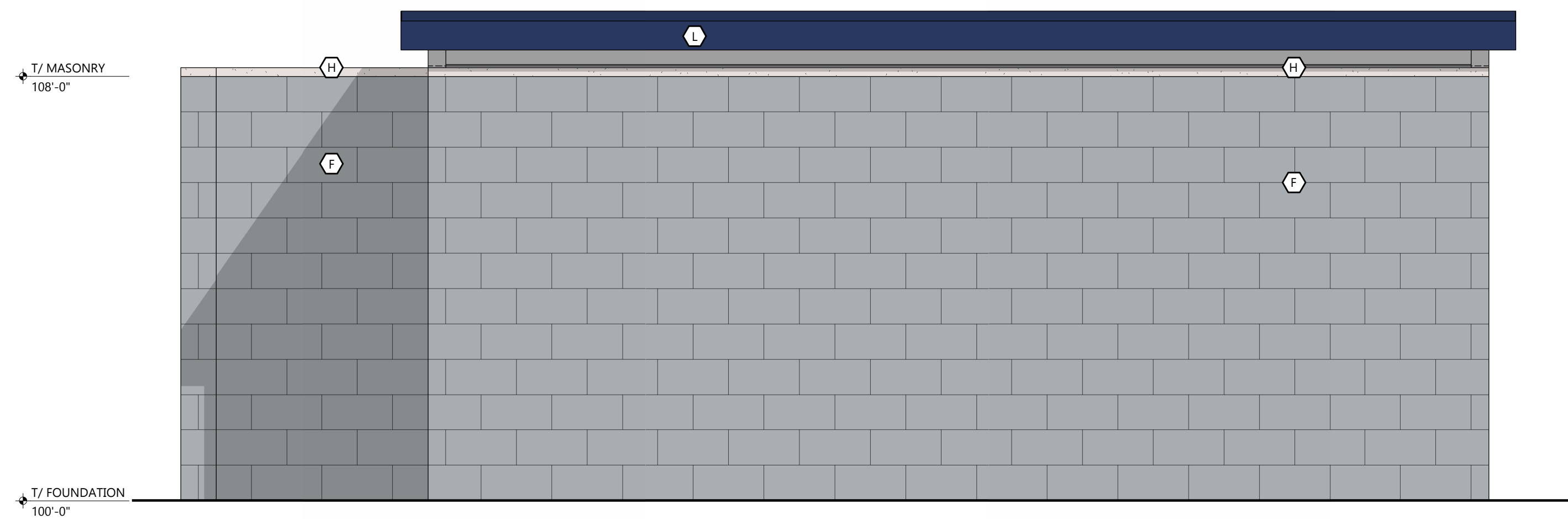
• ALL SIGNAGE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ALL ADVERTISING SIGNAGE SUBJECT TO SEPARATE SIGN PERMIT SUBMITTAL AND APPROVAL.



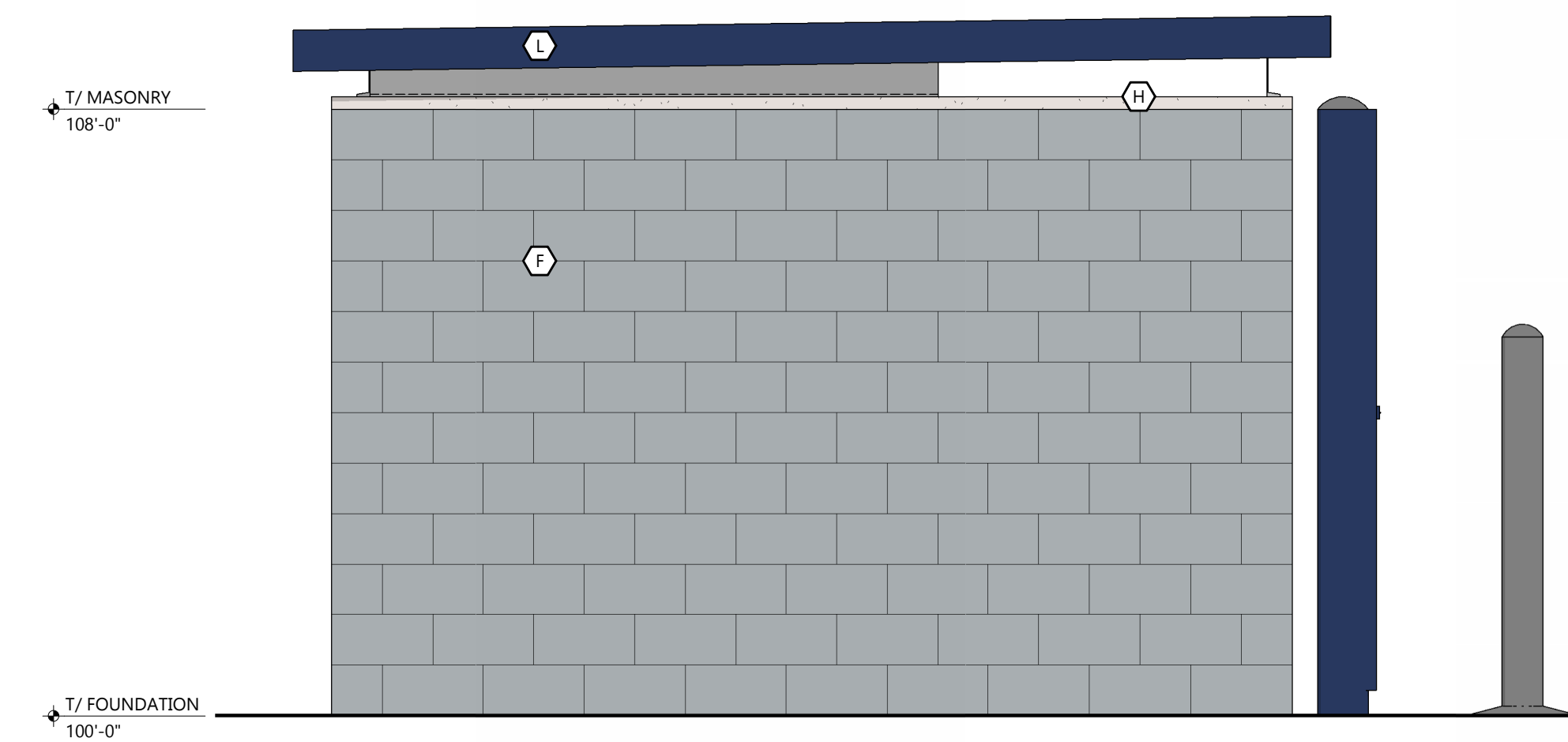
ELEVATION - FRONT
SCALE: 1/2" = 1'-0"



ELEVATION - LEFT
SCALE: 1/2" = 1'-0"



ELEVATION - REAR
SCALE: 1/2" = 1'-0"



ELEVATION - RIGHT
SCALE: 1/2" = 1'-0"

PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)

PROFESSIONAL SEAL

PRELIMINARY DATES

SEPT. 6, 2024

NOT FOR CONSTRUCTION

JOB NUMBER

230157800

SHEET NUMBER

PRE-4

C55

PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
 LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)
 PROFESSIONAL SEAL

PRELIMINARY DATES
 SEPT. 6, 2024

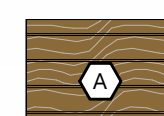
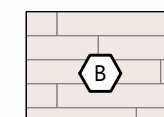



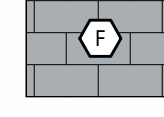

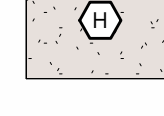



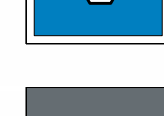
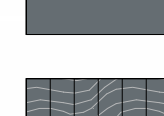

NOT FOR CONSTRUCTION

JOB NUMBER
 230157800

SHEET NUMBER

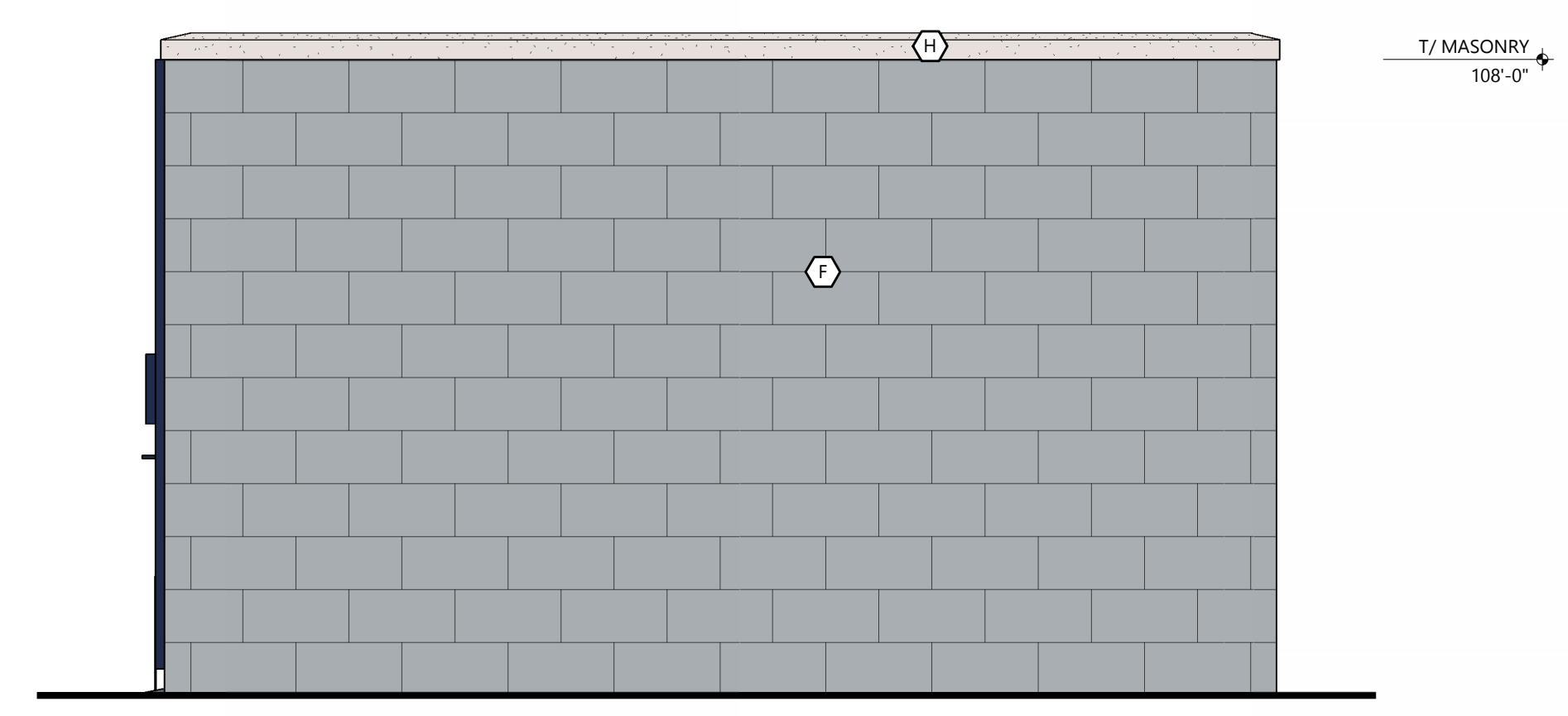
PRE-5

C56

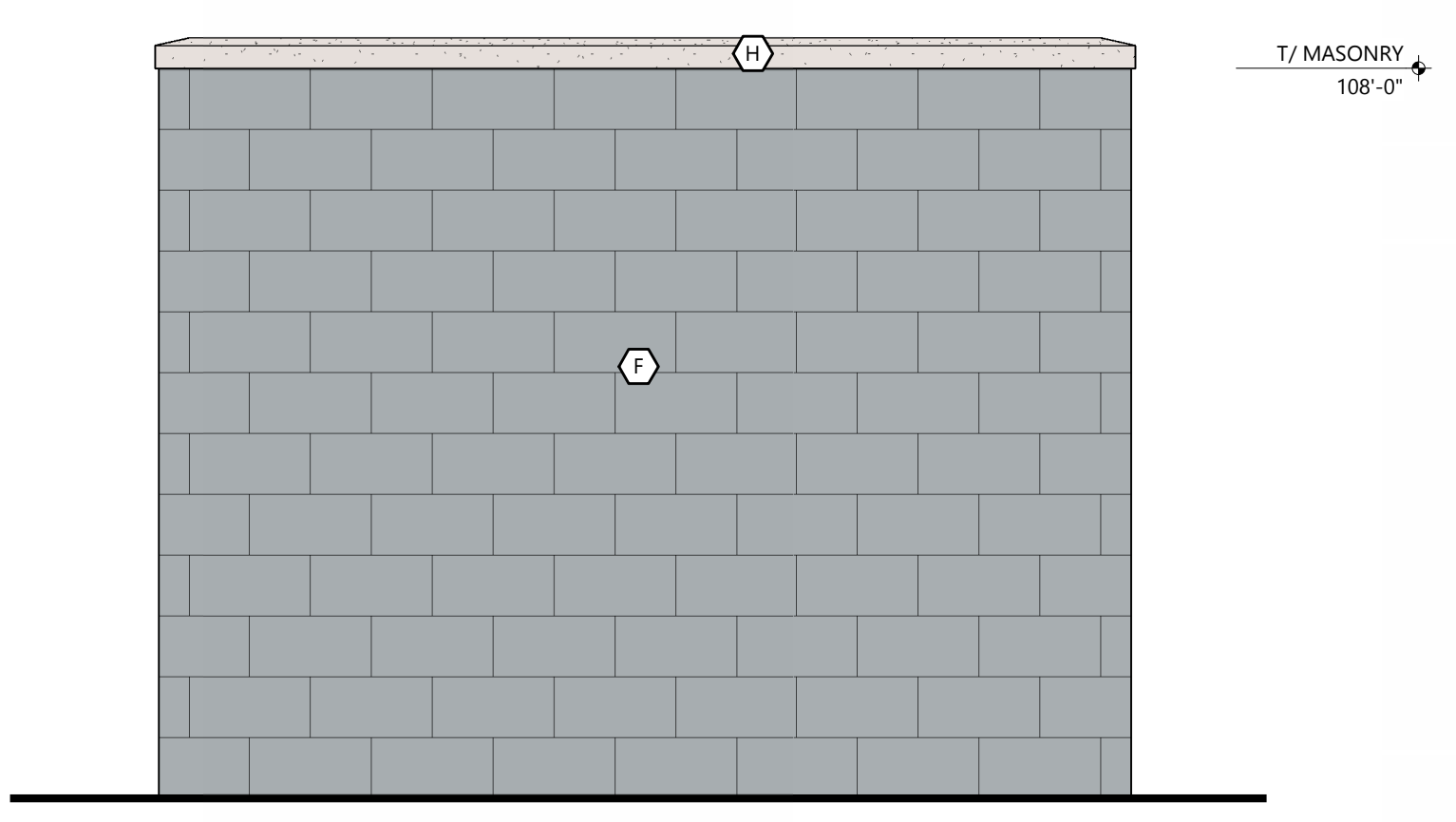
EXTERIOR MATERIAL KEY	
	PREFINISHED ALUMINUM BATTENS MFR: LUMASULT STYLE: MOSAIC 1x6 BATTENS COLOR: HAZELNUT BROWN
	STONE VENEER MFR: EL DORADO STONE STYLE: VANTAGE 30 (6"H x 30"L x -1"D) COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
	EIFS TEXTURE: SAND COLOR: PT-6 (MORNING FOG)
	EIFS TEXTURE: SAND COLOR: PT-3 (WALL STREET)
	EIFS TEXTURE: SAND COLOR: PT-9 (IN THE NAVY)
	SINGLE WYTHE CMU TEXTURE: SMOOTH FACE INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
	SINGLE WYTHE CMU TEXTURE: SPLT FACE INTEGRAL COLOR TO MATCH PT-3 (WALLSTREET)
	PRECAST STONE SILL COLOR: LIMESTONE
	NOT USED
	PREFINISHED STANDING SEAM METAL ROOF PANEL MFR: CTMRS (OR EQUAL) STYLE: LARGE BATTEN 24 GA COLOR: PT-9 (IN THE NAVY)
	PREFINISHED METAL TRIM AND ACCESSORIES MFR: CTMRS (OR EQUAL) COLOR: PT-9 (IN THE NAVY)
	ALUMINUM STOREFRONT SYSTEM GLAZING: CLEAR FRAME: CLEAR ANODIZED
	CONCRETE CUBE TEXTURE: HAND RUB COLOR TO MATCH PT-3
	TBEX DECK BOARD COLOR TO MATCH PT-3

GENERAL NOTES

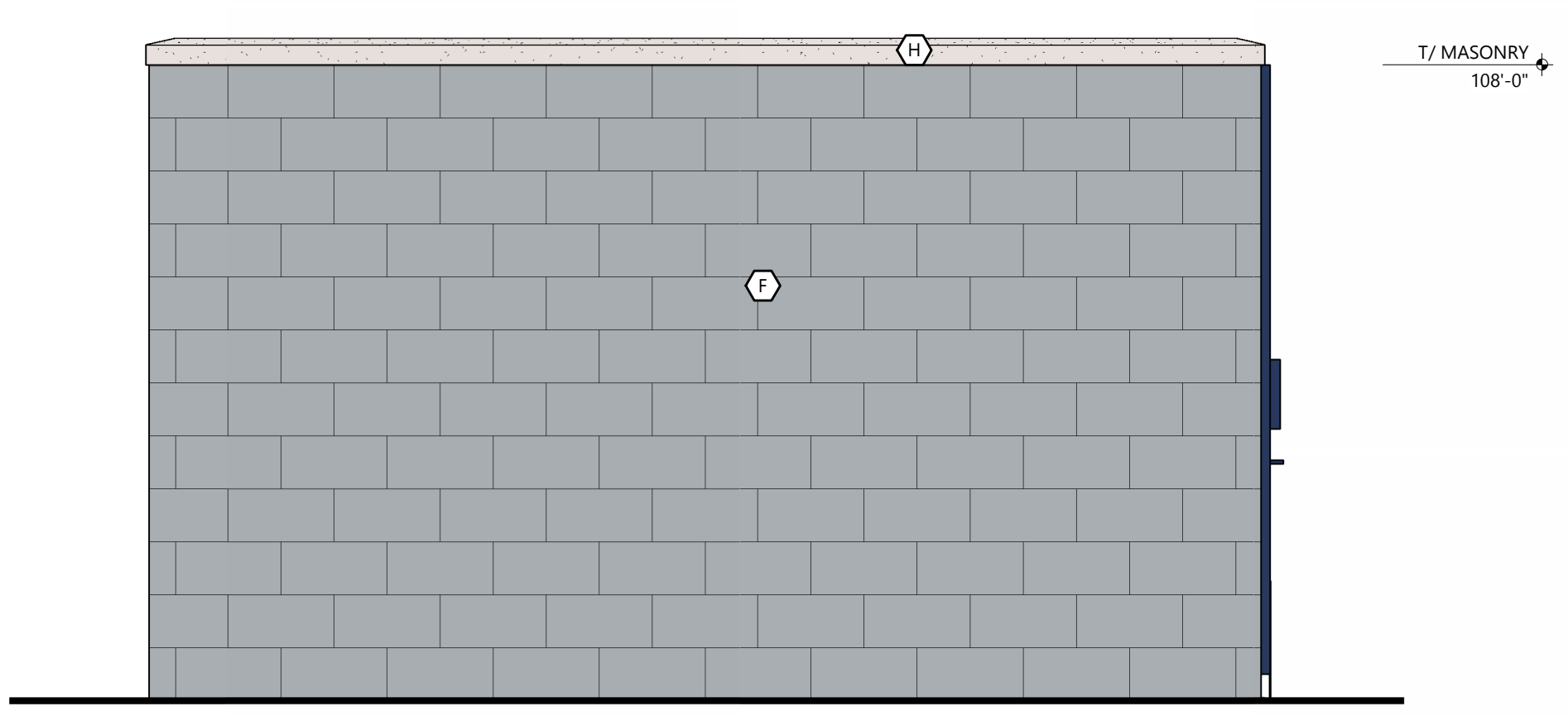
- ALL SIGNAGE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ALL ADVERTISING SIGNAGE SUBJECT TO SEPARATE SIGN PERMIT SUBMITTAL AND APPROVAL.



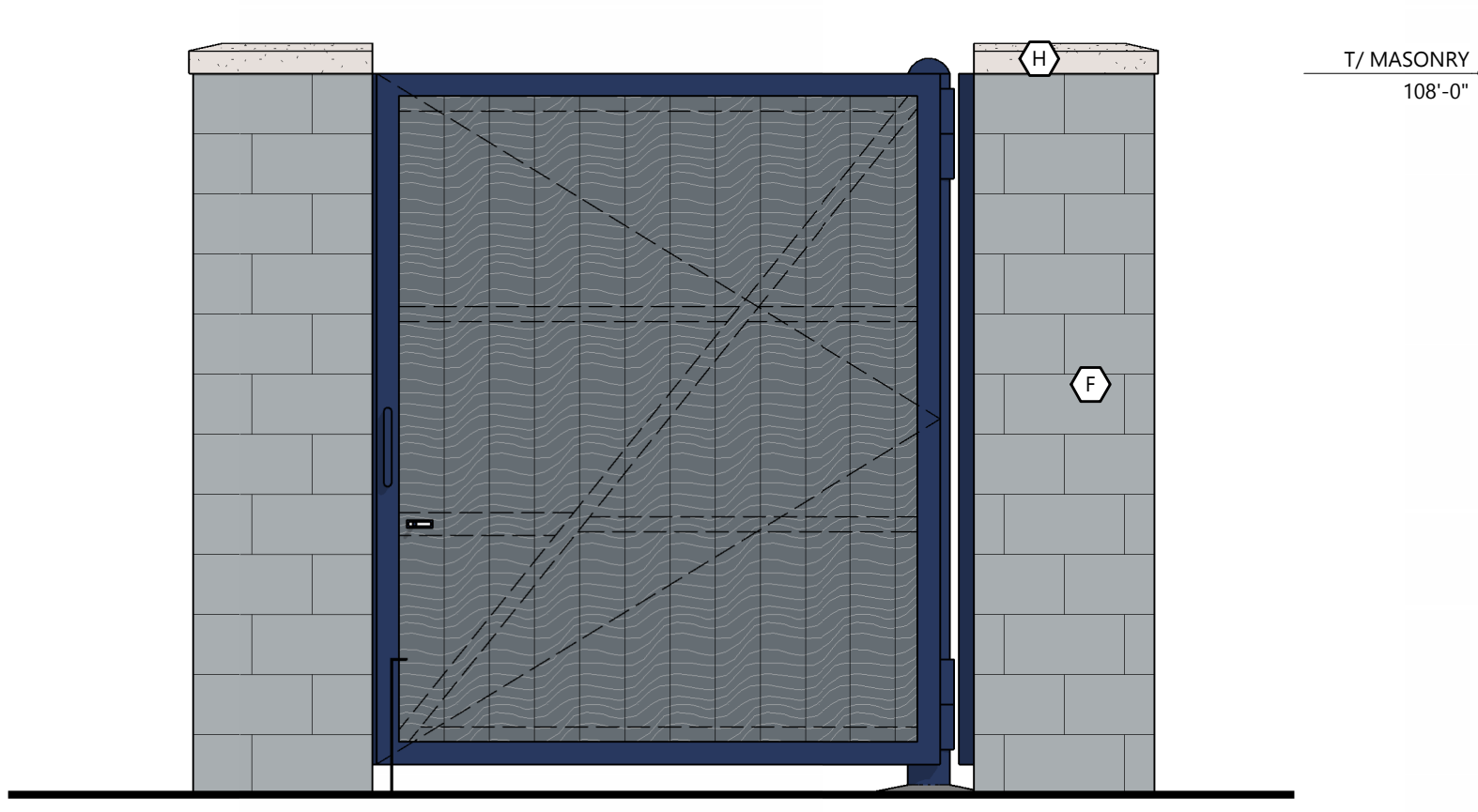
RIGHT ELEVATION
 SCALE: 1/2" = 1'-0"



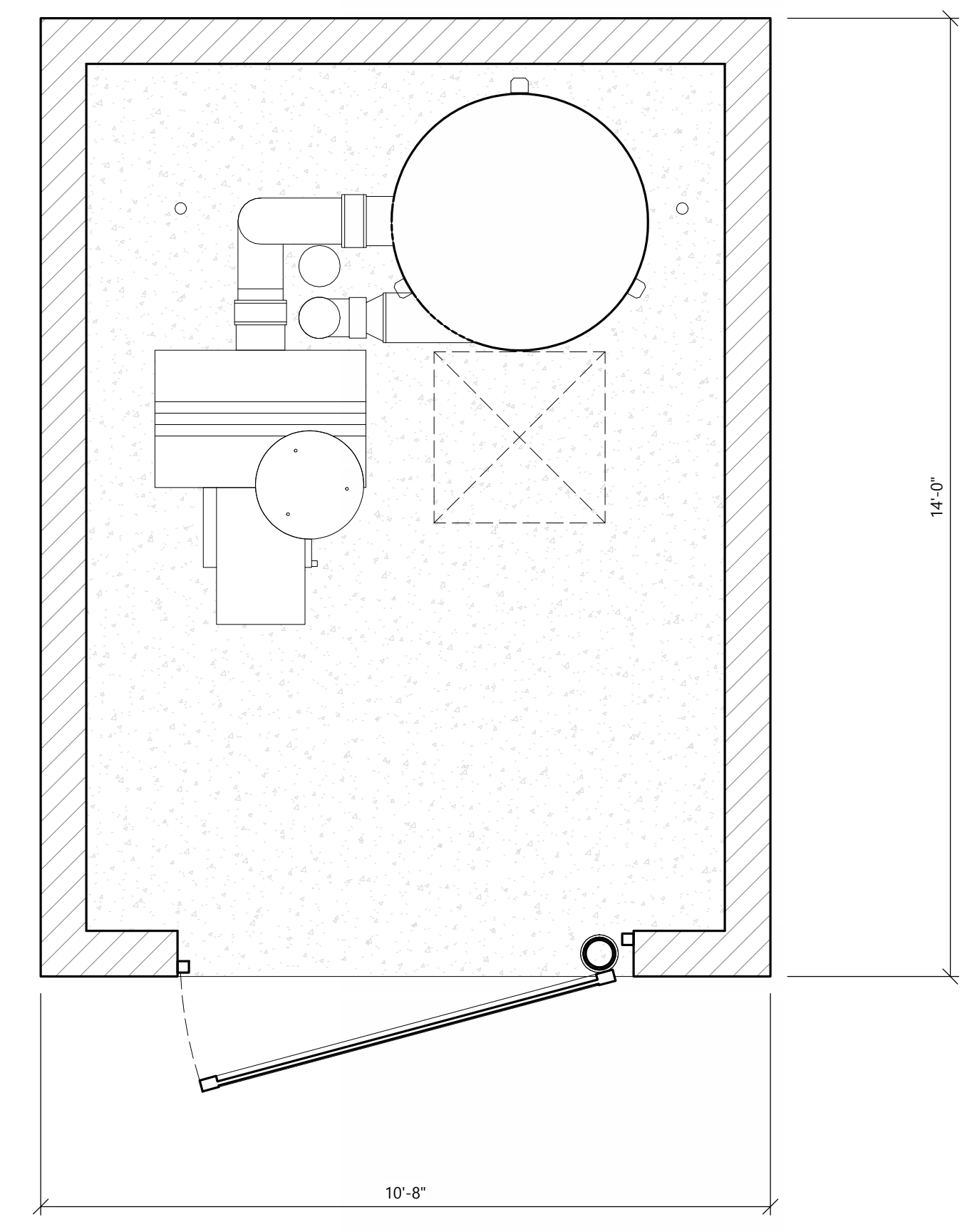
REAR ELEVATION
 SCALE: 1/2" = 1'-0"



LEFT ELEVATION
 SCALE: 1/2" = 1'-0"



FRONT ELEVATION
 SCALE: 1/2" = 1'-0"



PLAN - VACUUM EQUIPMENT ENCLOSURE
 SCALE: 1/2" = 1'-0"

PROJECT INFORMATION

PROPOSED CAR WASH FOR:
MISTER CAR WASH (CA 2507 ANTIOCH)
 LONE TREE WAY • ANTIOCH, CA

(130LN - V1.2)

PROFESSIONAL SEAL

PRELIMINARY DATES
 SEPT. 6, 2024

NOT FOR CONSTRUCTION

JOB NUMBER
 230157800

SHEET NUMBER

PRE-6

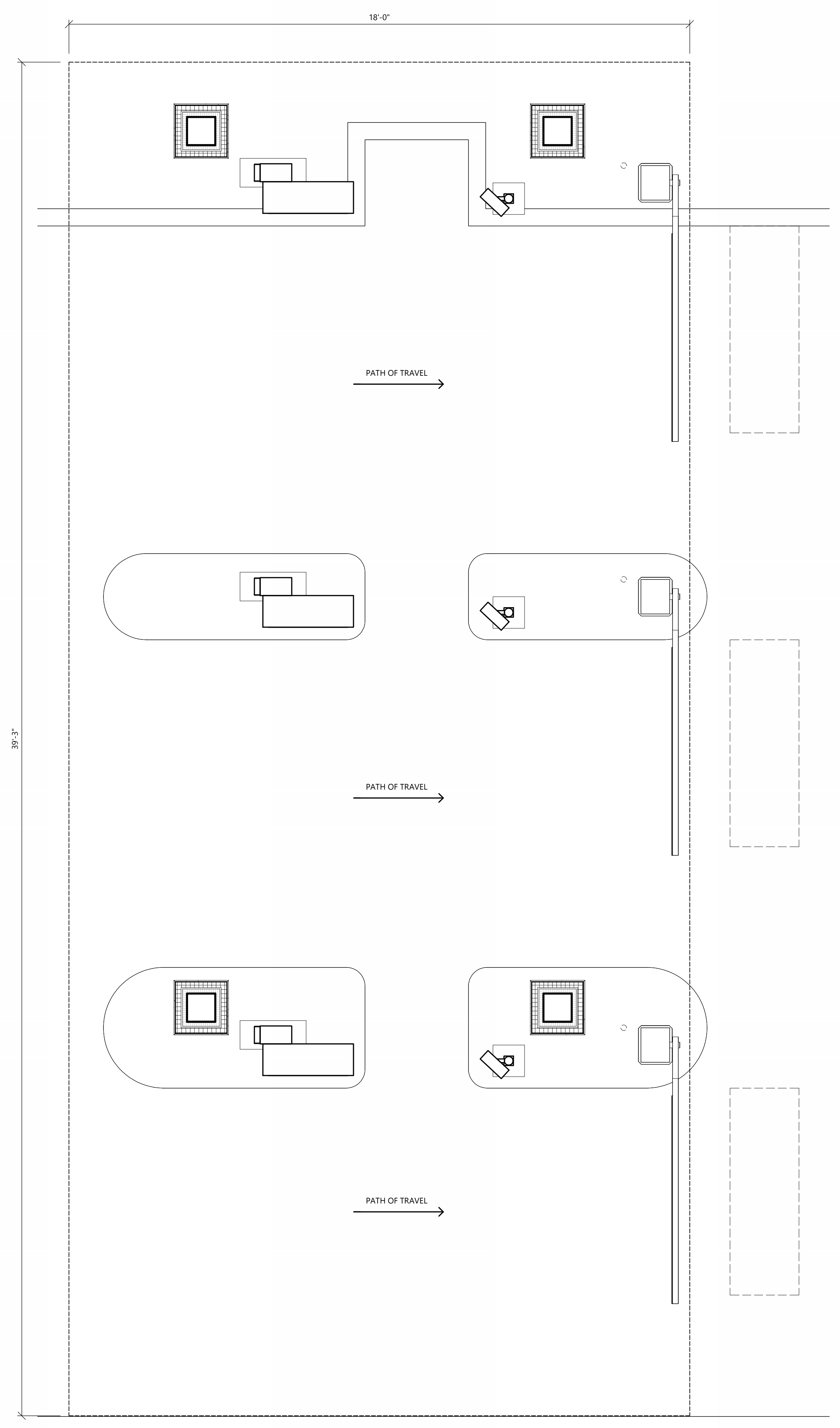
C57

EXTERIOR MATERIAL KEY

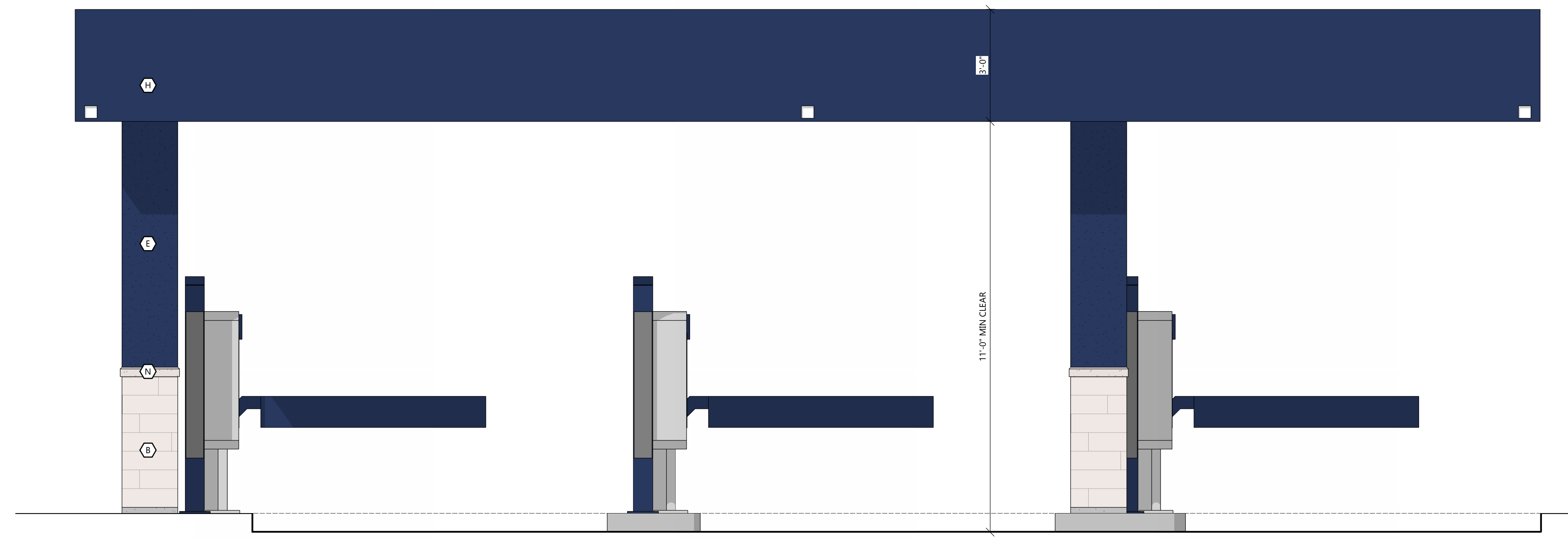
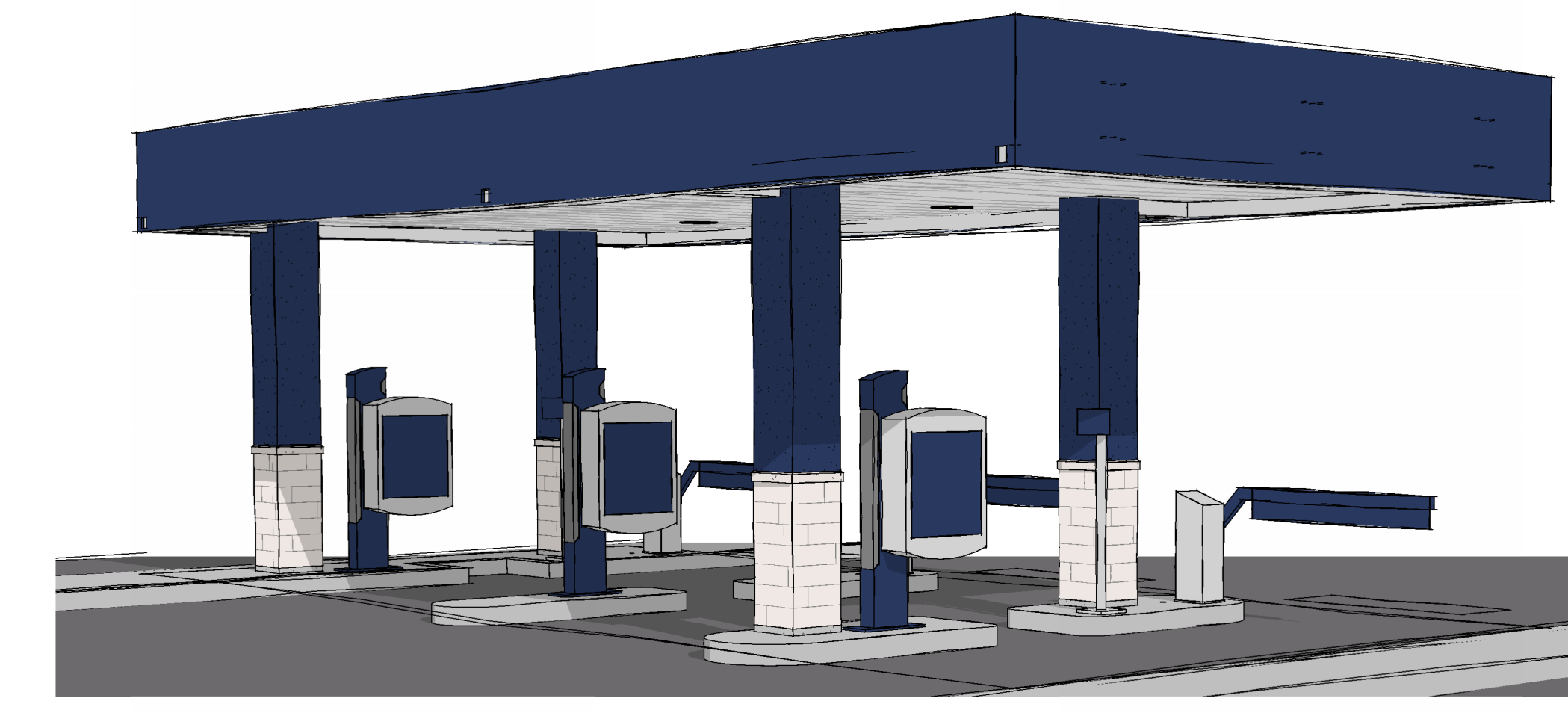
	PREFINISHED ALUMINUM BATTENS MFR: LUMABLILT STYLE: MOSAIC 1x6 BATTENS COLOR: HAZELNUT BROWN
	STONE VENEER MFR: EL DORADO STONE STYLE: VANTAGE 30 (6"H x 30"L x ~1"D) COLOR: WHITE ELM w/ MATCHING MORTAR JOINT
	EPS TEXTURE: SAND COLOR: PT-6 (MORNING FOG)
	EPS TEXTURE: SAND COLOR: PT-3 (WALL STREET)
	EPS TEXTURE: SAND COLOR: PT-9 (IN THE NAVY)
	SINGLE WYTHE CMU TEXTURE: SMOOTH FACE INTEGRAL COLOR TO MATCH PT-6 (MORNING FOG)
	SINGLE WYTHE CMU TEXTURE: SPLIT FACE INTEGRAL COLOR TO MATCH PT-3 (WALLSTREET)
	PRECAST STONE SILL COLOR: LIMESTONE
	NOT USED
	PREFINISHED STANDING SEAM METAL ROOF PANEL MFR: CTMRS (OR EQUAL) STYLE: LARGE BATTEN 24 GA COLOR: PT-9 (IN THE NAVY)
	PREFINISHED METAL TRIM AND ACCESSORIES MFR: CTMRS (OR EQUAL) COLOR: PT-9 (IN THE NAVY)
	ALUMINUM STOREFRONT SYSTEM GLAZING: CLEAR FRAME: CLEAR ANODIZED
	CONCRETE CURB TEXTURE: HAND RUB COLOR TO MATCH PT-3
	TREX DECK BOARD COLOR TO MATCH PT-3

GENERAL NOTES

* ALL SIGNAGE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ALL ADVERTISING SIGNAGE SUBJECT TO SEPARATE SIGN PERMIT SUBMITTAL AND APPROVAL.



POS CANOPY PLAN
 SCALE: 1/2" = 1'-0"



POS CANOPY ELEVATION
 SCALE: 1/2" = 1'-0"



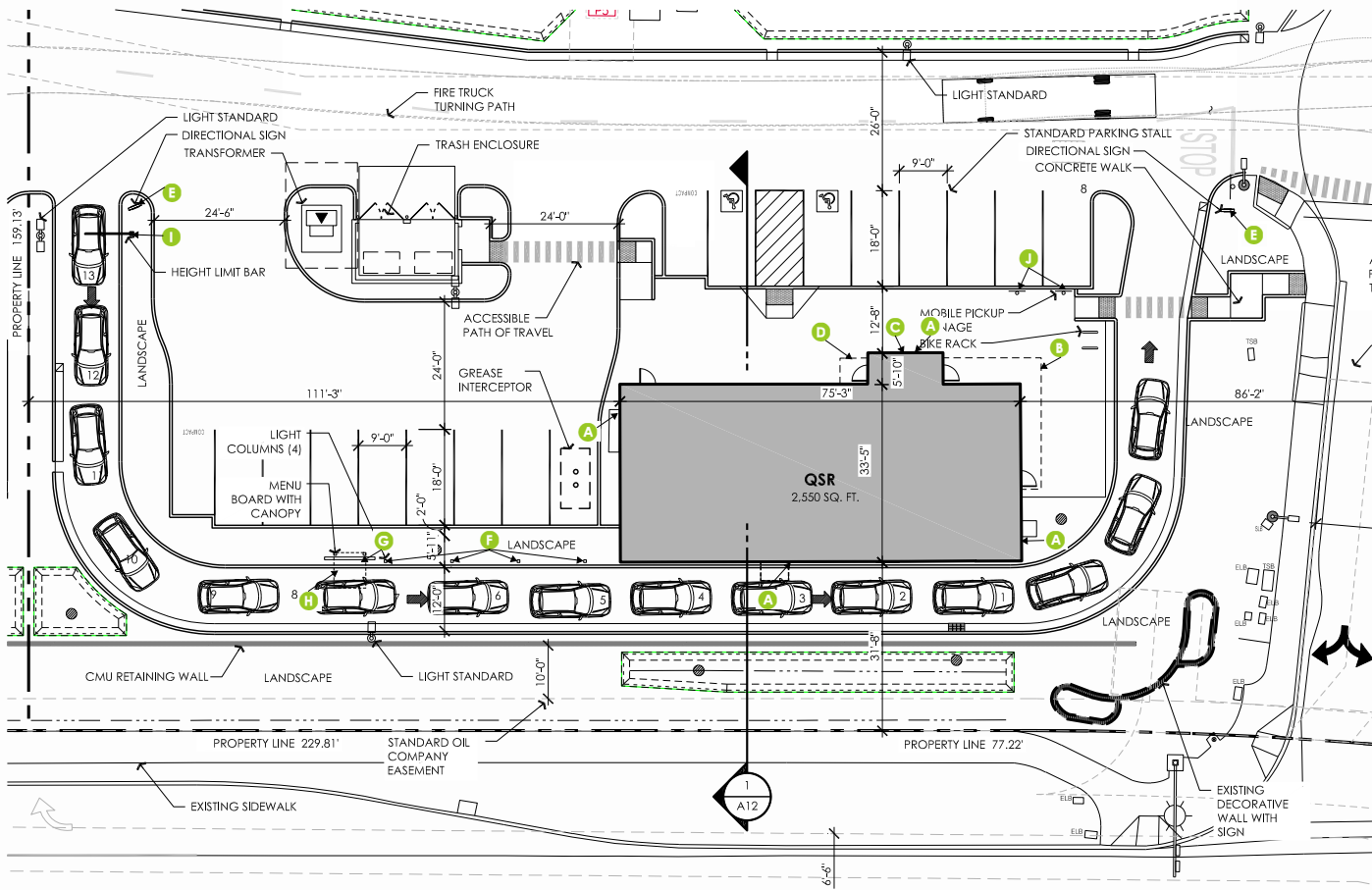
THE HABIT BURGER GRILL

MASTER SIGN PACKAGE SPECIFICATIONS

REVISIONS	
DATE	REV CHANGE
07/10/2024	U/D TO PC(CLBR,SP,MB, & OPC), U/D BANNER FONT AND ADDED YELLOW FACE PYLON OPTIONS (NMB 89388)
07/24/2024	ADDED 10 MINUTE PARKING SPACE SIGNS: HAB-PS-MPU-OP, HAB-PS-MPU-TS, AND HAB-PS-MPU-BP. (NMB 89512)
08/07/2024	ADDED SIGN HAB-PS-MPU-WM & RADIUS TO PS PANELS, ADDED NEW MON & PYLON SIGNS, ADDED ILLUMINATED CLBR FLAG AND CHANGED REFLECTIVE COPY, U/D MB STATIC & OPC WITH NEW DESIGN & CONCRETE PAD (NMB 89697)



1.0

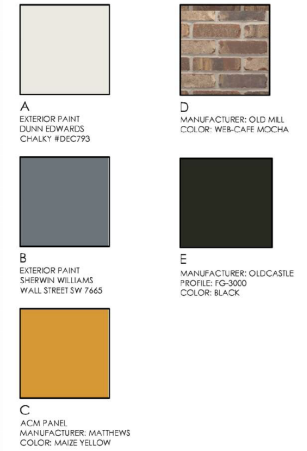


QTY	SIGN	DESCRIPTION	
4	A	HAB-CL-LOGO-FHL-33RY-ST	STACKED CHANNEL LETTERS
1	B	HAB-OCC-42-XXX-CNR-42-XXX-DL	BUILDING CORNER CANOPY
1	C	HAB-TWR-176-297-33RY	ACM TOWER
2	D	HAB-CC42-XX	CANOPY
2	E	HAB-DIR-DS-H-12X24-42-DB	DIRECTIONAL SIGN
4	F	HAB-SLC-120	10' LIGHT COLUMN
1	G	HAB-DT-MB-S	STATIC MENUBOARD
1	H	HAB-OPC-73-119	ORDER CANOPY
1	I	HB-DT-CLBR-L-SS	CLEARANCE BAR- SINGLE SIDED
2	J	HAB-PS-MPU-XX	PARKING SIGN



QTY	SIGN	DESCRIPTION	
3	A	HAB-CL-LOGO-FHL-33RY-ST	STACKED CHANNEL LETTERS
1	B	HAB-OCC-42-XXX-CNR-42-XXX-DL	BUILDING CORNER CANOPY
1	C	HAB-TWR-176-297-33RY	ACM TOWER
2	D	HAB-CC42-XX	CANOPY
2	E	HAB-DIR-DS-H-12X24-42-DB	DIRECTIONAL SIGN
4	F	HAB-SL-120	10' LIGHT COLUMN
1	G	HAB-DT-MB-S	STATIC MENUBOARD
1	H	HAB-OPC-73-119	ORDER CANOPY
1	I	HB-DT-CLBR-L-SS	CLEARANCE BAR - SINGLE SIDED
2	J	HAB-PS-MPU-XX	PARKING SIGN

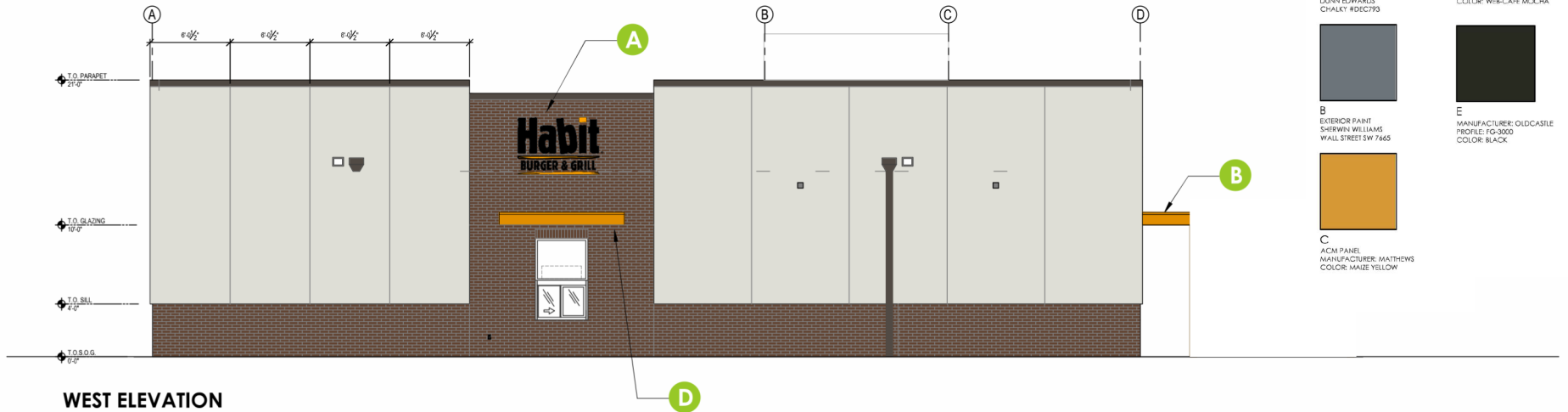
FINISH LEGEND










NORTH ELEVATION

QTY	SIGN	DESCRIPTION	
3	A	HAB-CL-LOGO-FHL-33RY-ST	STACKED CHANNEL LETTERS
1	B	HAB-OCC-42-XXX-CNR-42-XXX-DL	BUILDING CORNER CANOPY
1	C	HAB-TWR-176-297-33RY	ACM TOWER
2	D	HAB-CC42-XX	CANOPY
2	E	HAB-DIR-DS-H-12X24-42-DB	DIRECTIONAL SIGN
4	F	HAB-SL-120	10' LIGHT COLUMN
1	G	HAB-DT-MB-S	STATIC MENUBOARD
1	H	HAB-OPC-73-119	ORDER CANOPY
1	I	HB-DT-CLBR-L-SS	CLEARANCE BAR- SINGLE SIDED
2	J	HAB-PS-MPU-XX	PARKING SIGN



WEST ELEVATION

FINISH LEGEND

	
A EXTERIOR PAINT DUNN EDWARDS CHALKY #DEC793	D MANUFACTURER: OLD MILL COLOR: WEB-CAFE MOCHA
	
B EXTERIOR PAINT SHERWIN WILLIAMS WALL STREET SW 7665	E MANUFACTURER: OLDCASTLE PROFILE: FG-3000 COLOR: BLACK
	
C ACM PANEL MANUFACTURER: MATTHEWS COLOR: MAIZE YELLOW	

COLORS & MATERIALS

<input type="checkbox"/>	PANTONE WHITE
<input type="checkbox"/>	PANTONE BLACK 3C
<input type="checkbox"/>	PANTONE 2012 C/ 2012 U 'POPPY ORANGE'
<input type="checkbox"/>	PANTONE 7409 C/ 3514 U 'GOLDEN HOUR YELLOW'
<input type="checkbox"/>	3M CLEAR VINYL
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-10 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
<input type="checkbox"/>	BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
<input type="checkbox"/>	DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
<input type="checkbox"/>	REFLECTIVE VINYL, 3M 680-85 'BLACK'
<input type="checkbox"/>	PAINT, MAP 'WHITE'
<input type="checkbox"/>	PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	PAINT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	ACRYLIC, #2447 'WHITE'
<input type="checkbox"/>	ACRYLIC, #7328 'WHITE', NON-GLARE
<input type="checkbox"/>	ACRYLIC, CLEAR
<input type="checkbox"/>	POLYCARBONATE, WHITE
<input type="checkbox"/>	POLYCARBONATE, CLEAR

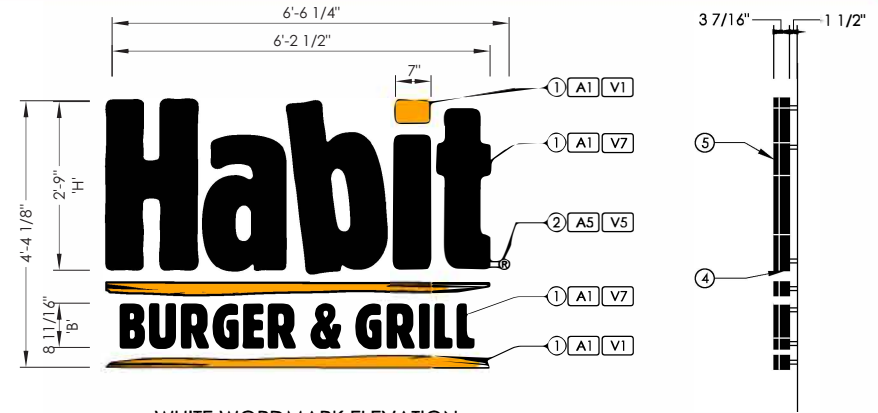
STRUCTURAL DESIGN PARAMETERS:
Structural design is solely the responsibility of the individual sign manufacturer and shall conform the Building Code adopted by the Authority Having Jurisdiction for the specific site being considered.

ELECTRICAL PARAMETERS:
- Electrified products shall be constructed and labeled in conformance with the associated Underwriters Laboratory (UL) Standard, e.g. UL 48.
- Installation and other aspects of construction shall conform to the relevant section of the adapted local Building Code, e.g. NEC Article 600

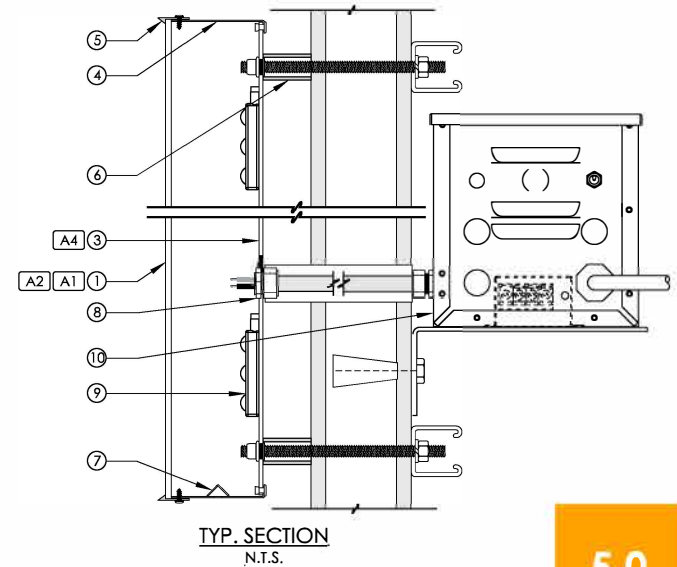
FONT USED IS: Gothic821 CondensedBT-Regular

SIGN SPECIFICATIONS & NOTES

- Acrylic face. 'Sun' and 'Driftwood' are vinyl w/ digital print to match Pantone colors applied first surface
- Polycarbonate tab riveted to letter back w/ vinyl applied first surface
- Polycarbonate backer
- Pre-finished 'Black' alum. coil return
- Black Jewelite trim cap
- Alum. pipe spacer painted to match existing wall
- Weep hole w/ light shield as req'd
- 9/16" Ø Paige Electric wall busier
- AGLIGHT Ultra 650 50k LED module #LS-U650-50K-B200-A/ AGLIGHT Ultra Mini 50k LED module #LS-UMIN-50K-L4-50B
- Remote power supply enclosure w/ disconnect switch



WHITE WORDMARK ELEVATION
(PART # HAB-CL-LOGO-FHL-33-ST-BLK)
SCALE 1:24



TYP. SECTION
N.T.S.

LED LAYOUTS AND SIZE CHART PENDING PROTOTYPE REVIEW

LED LAYOUT
N.T.S.

5.0

COLORS & MATERIALS

<input type="checkbox"/>	PANTONE WHITE
<input type="checkbox"/>	PANTONE BLACK 3C
<input type="checkbox"/>	PANTONE 2012 C / 2012 U 'POPPY ORANGE'
<input type="checkbox"/>	PANTONE 7409 C / 3514 U 'GOLDEN HOUR YELLOW'
<input type="checkbox"/>	3M CLEAR VINYL
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-10 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-22 'MATE BLACK'
<input type="checkbox"/>	BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
<input type="checkbox"/>	DUAL COLOR PERFORATED VINYL, 3M 3635-22Z 'BLACK'
<input type="checkbox"/>	REFLECTIVE VINYL, 3M 680-85 'BLACK'
<input type="checkbox"/>	PAINT, MAP 'WHITE'
<input type="checkbox"/>	PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	PAINT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	ACRYLIC, #2447 'WHITE'
<input type="checkbox"/>	ACRYLIC, #7328 'WHITE, NON-GLARE'
<input type="checkbox"/>	ACRYLIC, CLEAR
<input type="checkbox"/>	POLYCARBONATE, WHITE
<input type="checkbox"/>	POLYCARBONATE, CLEAR

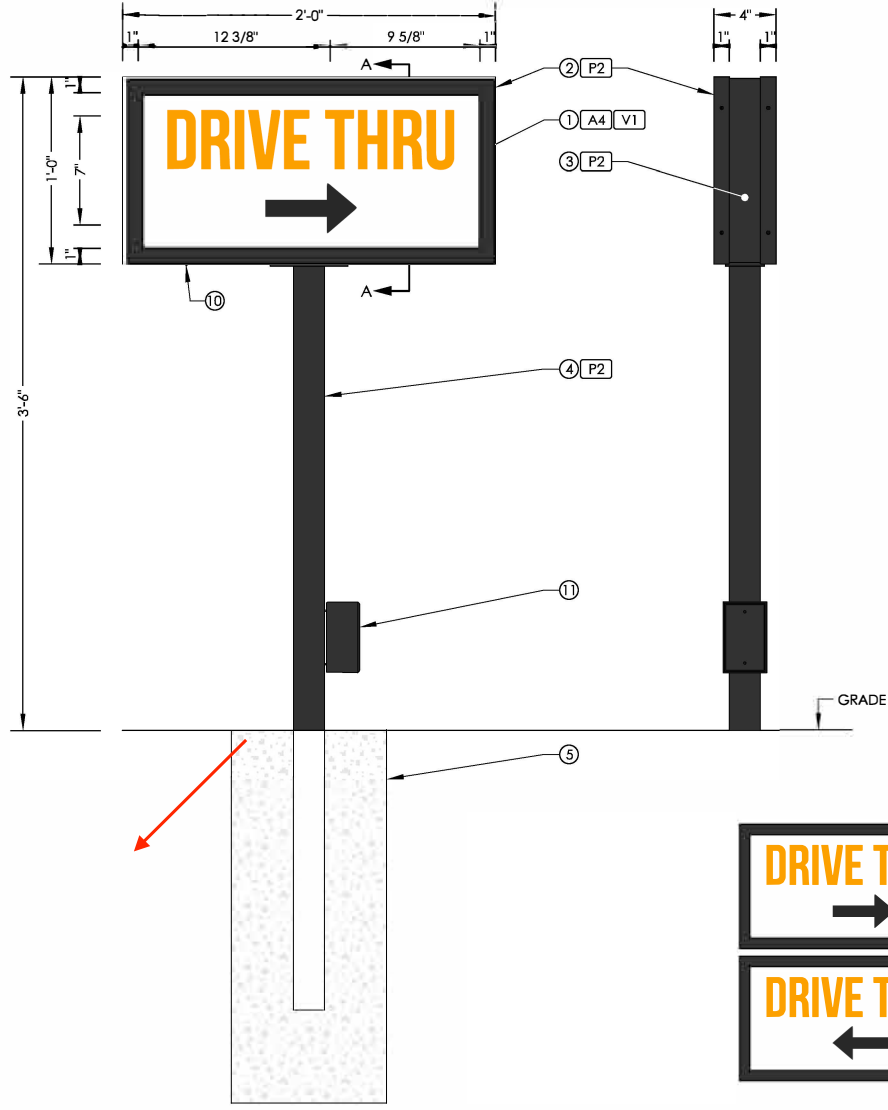
STRUCTURAL DESIGN PARAMETERS:
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ELECTRICAL PARAMETERS:
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- Installation and other aspects of construction shall conform to the relevant section of the adopted local Building Code, e.g. NEC Article 600

FONT USED IS: Gothic821 CondensedBT-Regular

SIGN SPECIFICATIONS & NOTES

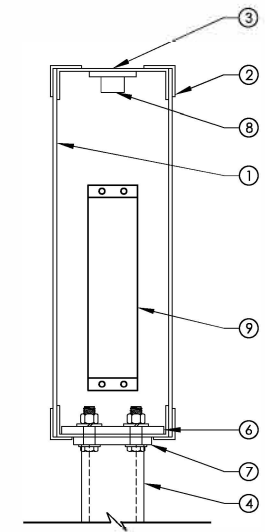
- ① Polycarbonate face w/ vinyl digitally printed to match Pantone colors; white areas to stay clear to show thru white
- ② .090" back routed and folded alum. retainer
- ③ Back routed and folded alum. channel frame
- ④ 2" x 2" x 1/4" alum. sq. tube
- ⑤ 2500 concrete foundation. Size to be determined for specific site and conditions.
- ⑥ Alum. inside plate
- ⑦ Alum. outside plate welded to alum. tube upright
- ⑧ AGILIGHT Ultra Edge1 LED mod. #LS-EDGE1-65K-E185-W-A; QTY. [11]
- ⑨ AGILIGHT power supply mounted inside of cabinet
- ⑩ Disconnect switch
- ⑪ Weatherproof J-Box



FRONT ELEVATION
SCALE 1:8



ALTERNATE GRAPHICS
N.T.S.



SECTION A-A
SCALE 1:4

COLORS & MATERIALS

- PANTONE WHITE
- PANTONE BLACK 3C
- PANTONE 2012 C / 2012 U 'POPPY ORANGE'
- PANTONE 7409 C / 3514 U 'GOLDEN HOUR YELLOW'

- V1 3M CLEAR VINYL
- V2 TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
- V3 TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
- V4 OPAQUE VINYL, 3M 7725-10 'WHITE'
- V5 OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
- V6 BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
- V7 DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
- V8 REFLECTIVE VINYL, 3M 680-85 'BLACK'

- P1 PAINT, MAP 'WHITE'
- P2 PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
- P3 PAINT, MATCH RAL 1006 'MAIZE YELLOW'
- PC1 POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
- PC2 POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'

- A1 ACRYLIC, #2447 'WHITE'
- A2 ACRYLIC, #7328 'WHITE, NON-GLARE'
- A3 ACRYLIC, CLEAR
- A4 POLYCARBONATE, WHITE
- A5 POLYCARBONATE, CLEAR

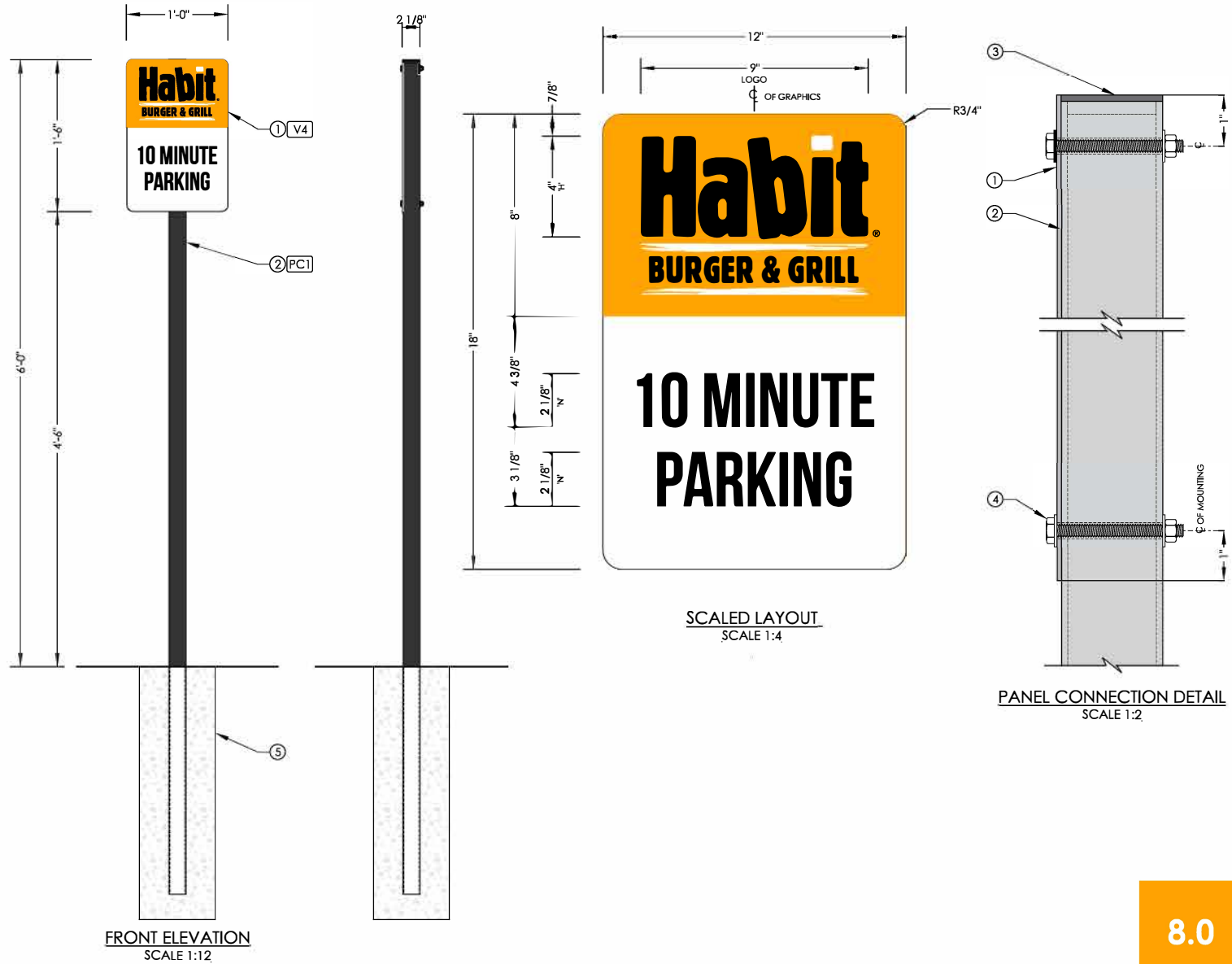
STRUCTURAL DESIGN PARAMETERS:
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ELECTRICAL PARAMETERS:
- Electrified products shall be constructed and labeled in conformance with the associated Underwriters Laboratory (UL) Standard, e.g. UL 48.
- Installation and other aspects of construction shall conform to the relevant section of the adopted local Building Code, e.g. NEC Article 600

FONT USED IS: Gothic821 CondensedBT-Regular

SIGN SPECIFICATIONS & NOTES

- ① Alum. panel w/ surface applied digital print vinyl
- colors to match Pantone colors
- ② 2" X 2" X 1/8" alum. sq. tube
- ③ 3/8" PVC cap
- ④ H.H. Bolt - qty[2]
- ⑤ 2500 PSI reinforced concrete foundation. Sizes to be determined for specific site and conditions.



COLORS & MATERIALS

- PANTONE WHITE
- PANTONE BLACK 3C
- PANTONE 2012 C / 2012 U 'POPPY ORANGE'
- PANTONE 7409 C / 3514 U 'GOLDEN HOUR YELLOW'

- V1 3M CLEAR VINYL
- V2 TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
- V3 TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
- V4 OPAQUE VINYL, 3M 7725-10 'WHITE'
- V5 OPAQUE VINYL, 3M 7725-22 'MATE BLACK'
- V6 BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
- V7 DUAL COLOR PERFORATED VINYL, 3M 3635-22Z 'BLACK'
- V8 REFLECTIVE VINYL, 3M 680-85 'BLACK'

- P1 PAINT, MAP 'WHITE'
- P2 PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
- P3 PAINT, MATCH RAL 1006 'MAIZE YELLOW'
- PC1 POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
- PC2 POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'

- A1 ACRYLIC, #2447 'WHITE'
- A2 ACRYLIC, #7328 'WHITE', NON-GLARE
- A3 ACRYLIC, CLEAR
- A4 POLYCARBONATE, WHITE
- A5 POLYCARBONATE, CLEAR

STRUCTURAL DESIGN PARAMETERS:

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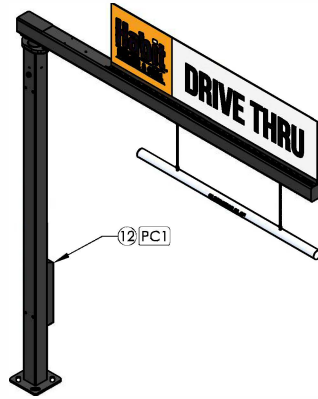
ELECTRICAL PARAMETERS:

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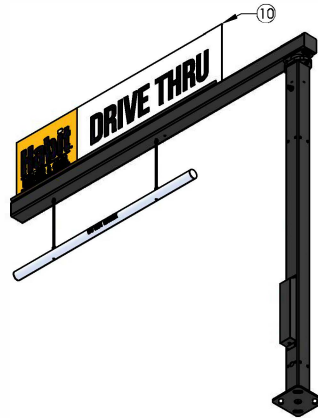
FONT USED IS: Gothic821 CondensedBT-Regular

SIGN SPECIFICATIONS & NOTES

- ① 5" x 5" x 1/8" steel tube upright
- ② 1/2" thick steel base plate w/ slotted holes - welded to upright
- ③ Anchor bolts embedded into 2500 PSI reinforced concrete foundation. Sizes to be determined for specific site and conditions.
- ④ 5" x 5" x 1/4" steel horizontal tube; end of tube is capped
- ⑤ Horizontal arm needs to break away retract with spring loaded mechanism
- ⑥ Alum. access cover plate
- ⑦ 3"Ø PVC pipe
- ⑧ 2" tall copy is vinyl first surface applied
- ⑨ Brakeformed alum. LED tray fastened to tube w/ tek screws
- ⑩ Alum. panel w/ surface applied digital print vinyl both sides - colors to match Pantone colors
- ⑪ ILT LIGHT EDGE LED module # ILT-1X1-W50-Q25 - qty. [27]
 -approved alternate LED module is AGILIGHT #LS-EDGE1-50K-W-A
- ⑫ Power supply enclosure attached to rear of column



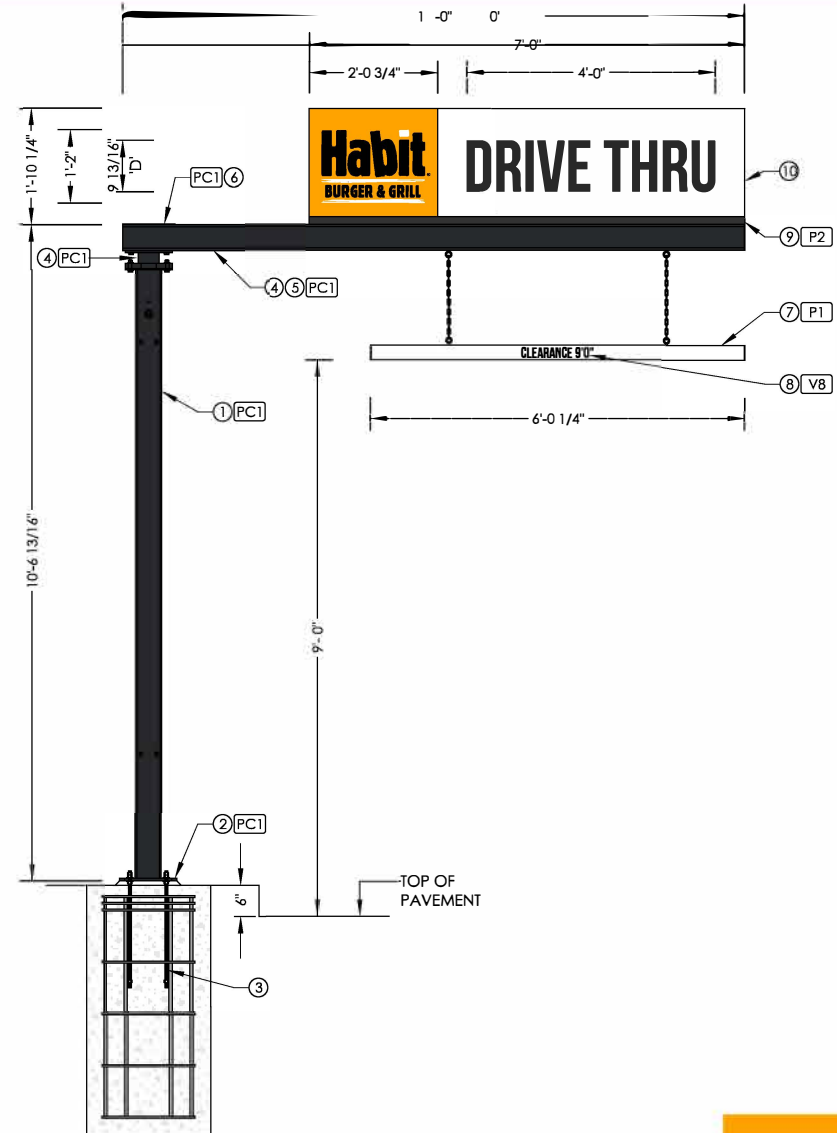
3D VIEW (FRONT)



3D VIEW (REAR)



CLEARANCE BAR REAR ELEVATION



FRONT ELEVATION
SCALE 1:24

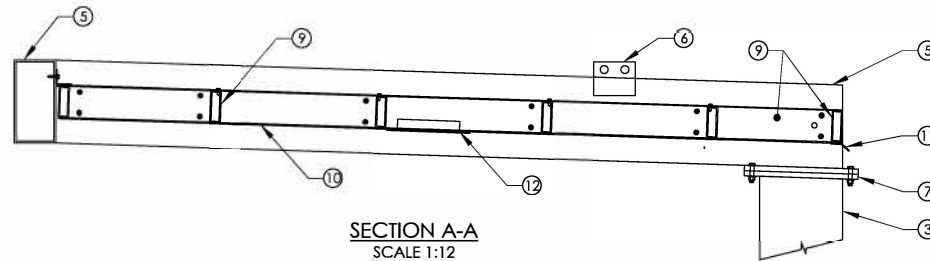
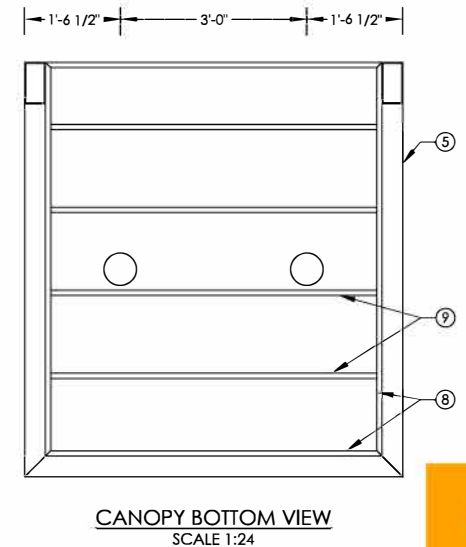
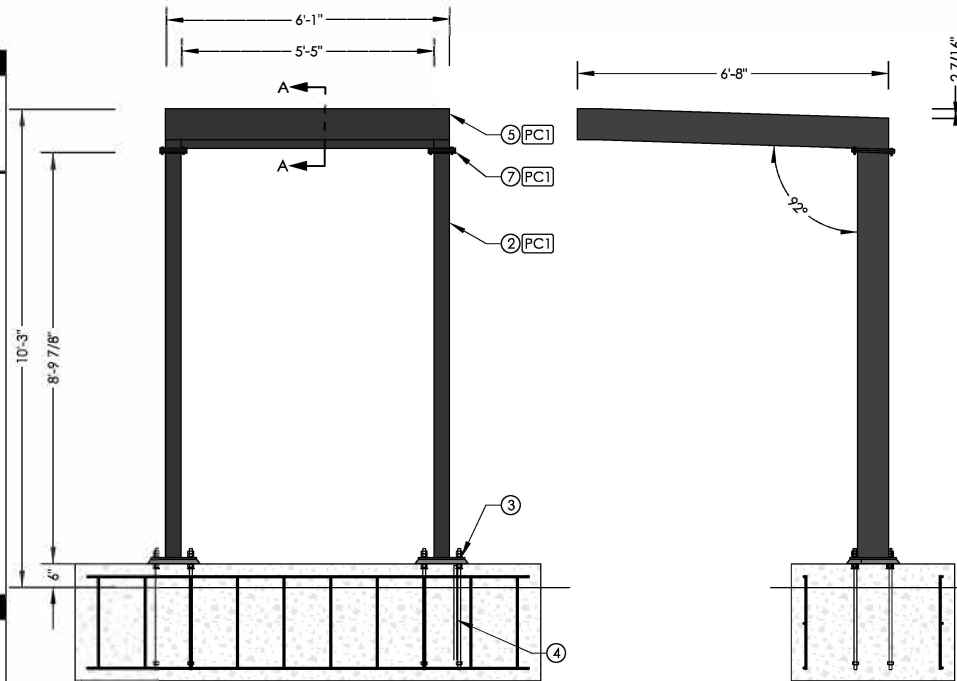
COLORS & MATERIALS	
<input type="checkbox"/>	PANTONE WHITE
<input type="checkbox"/>	PANTONE BLACK 3C
<input type="checkbox"/>	PANTONE 2012 C / 2012 U 'POPPY ORANGE'
<input type="checkbox"/>	PANTONE 7409 C / 3514 U 'GOLDEN HOUR YELLOW'
<input type="checkbox"/>	3M CLEAR VINYL
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-10 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
<input type="checkbox"/>	BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
<input type="checkbox"/>	DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
<input type="checkbox"/>	REFLECTIVE VINYL, 3M 680-85 'BLACK'
<input type="checkbox"/>	PAINT, MAP 'WHITE'
<input type="checkbox"/>	PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	PAINT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	ACRYLIC, #2447 'WHITE'
<input type="checkbox"/>	ACRYLIC, #7328 'WHITE, NON-GLARE'
<input type="checkbox"/>	ACRYLIC, CLEAR
<input type="checkbox"/>	POLYCARBONATE, WHITE
<input type="checkbox"/>	POLYCARBONATE, CLEAR

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FONT USED IS: Gothic821 CondensedBT-Regular

SIGN SPECIFICATIONS & NOTES	
①	N/A
②	4" x 8" x 3/16" alum. tube upright; slope at top for water runoff
③	1/2" thick alum. base plate welded to upright
④	Anchor bolts embedded into 2500 PSI reinforced concrete foundation. Sizes to be determined for specific site and conditions.
⑤	4" x 8" x 3/16" alum. tube frame canopy on sides and front -back is open for water runoff
⑥	Alum. plate welded to inside of frame at lifting points
⑦	Alum. match plates fastened together
⑧	Alum. tube perimeter frame
⑨	Alum. tube cross members, at 16" O.C. typ.
⑩	Alum. roof sheeting
⑪	Drip lip for panel for water runoff
⑫	6" round LOTUS LED disc light - (2) req'd



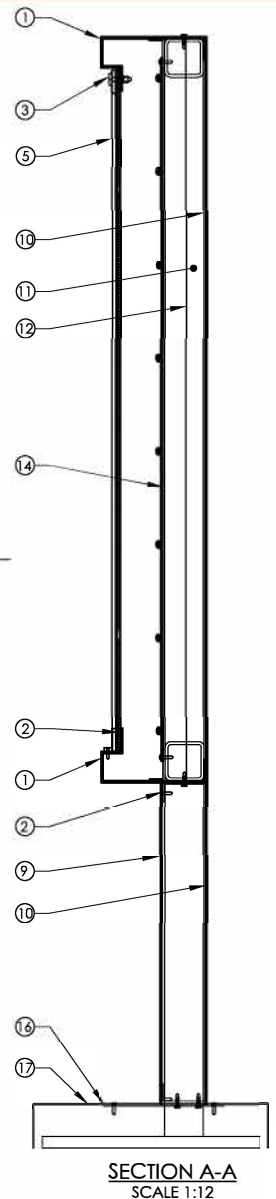
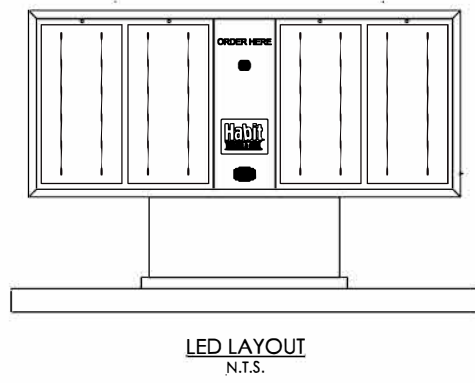
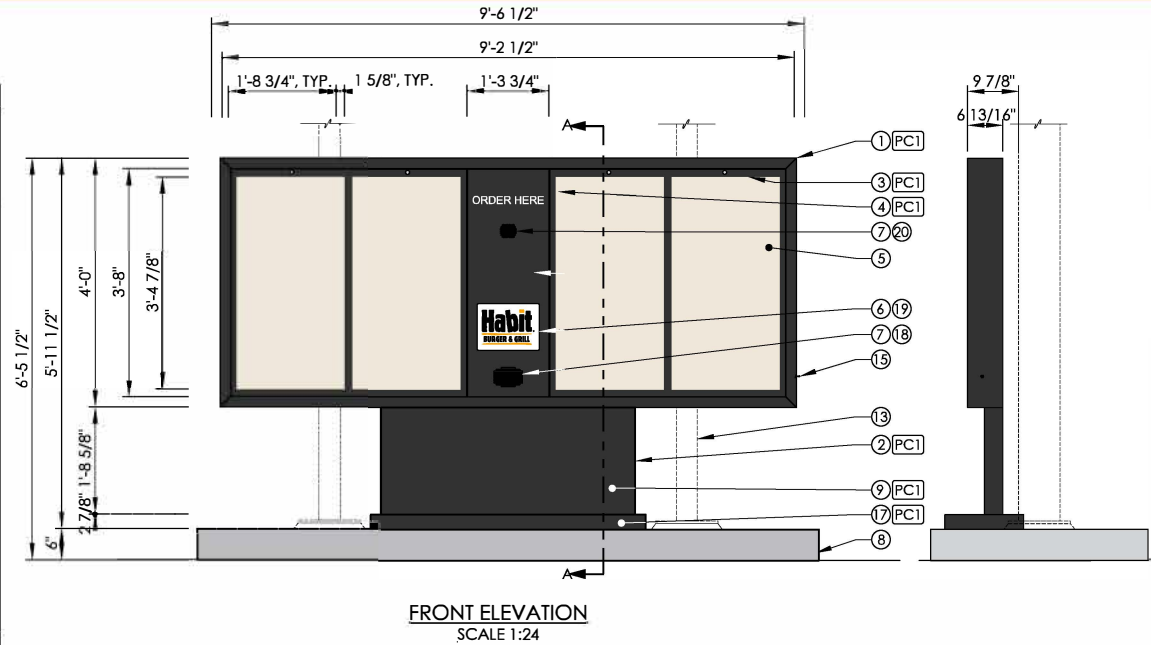
COLORS & MATERIALS	
<input type="checkbox"/>	PANTONE WHITE
<input type="checkbox"/>	PANTONE BLACK 3C
<input type="checkbox"/>	PANTONE 2012 C / 2012 U 'POPPY ORANGE'
<input type="checkbox"/>	PANTONE 7409 C / 3514 U 'GOLDEN HOUR YELLOW'
<input type="checkbox"/>	3M CLEAR VINYL
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-10 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-22 'MATE BLACK'
<input type="checkbox"/>	BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
<input type="checkbox"/>	DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
<input type="checkbox"/>	REFLECTIVE VINYL, 3M 680-85 'BLACK'
<input type="checkbox"/>	PAINT, MAP 'WHITE'
<input type="checkbox"/>	PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	PAINT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	ACRYLIC, #2447 'WHITE'
<input type="checkbox"/>	ACRYLIC, #7328 'WHITE', NON-GLARE
<input type="checkbox"/>	ACRYLIC, CLEAR
<input type="checkbox"/>	POLYCARBONATE, WHITE
<input type="checkbox"/>	POLYCARBONATE, CLEAR

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SIGN SPECIFICATIONS & NOTES	
①	1/8" back routed and folded alum. cabinet channel frame
②	Alum. channel base frame
③	1/4" alum. menu frame
④	1/4" alum. front panel
⑤	Plastic menu inserts - provided by client
⑥	Opening for OCS screen w/ 060 clear Markalon AR cover
⑦	Slotted perforation for microphone/speaker box
⑧	Concrete pad
⑨	Alum. lower cabinet face panel
⑩	Alum. backer panel
⑪	2 1/2"x2 1/2"x1/4" steel tube upright
⑫	Alum. channel stiffeners
⑬	Order Canopy uprights; refer part # HAB-OPC-73-119
⑭	AGILIGHT Ultra 60 50k LED module #LS-U670-50K-B200-A
⑮	Disconnect switch
⑯	Alum. doubler



SIGN SPECIFICATIONS & NOTES (continued)	
⑰	Alum. b/f removeable base cover
⑱	HME DM5 Microphone
⑲	Endura 15X Drive-Thru Order Confirmation System
⑳	HME SS7000 Speaker

COLORS & MATERIALS

<input type="checkbox"/>	PANTONE WHITE
<input type="checkbox"/>	PANTONE BLACK 3C
<input type="checkbox"/>	PANTONE 2012 C / 2012 U 'POPPY ORANGE'
<input type="checkbox"/>	PANTONE 7409 C / 3514 U 'GOLDEN HOUR YELLOW'
<input type="checkbox"/>	3M CLEAR VINYL
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-10 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
<input type="checkbox"/>	BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
<input type="checkbox"/>	DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
<input type="checkbox"/>	REFLECTIVE VINYL, 3M 680-85 'BLACK'
<input type="checkbox"/>	PAINT, MAP 'WHITE'
<input type="checkbox"/>	PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	PAINT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	ACRYLIC, #2447 'WHITE'
<input type="checkbox"/>	ACRYLIC, #7328 'WHITE, NON-GLARE'
<input type="checkbox"/>	ACRYLIC, CLEAR
<input type="checkbox"/>	POLYCARBONATE, WHITE
<input type="checkbox"/>	POLYCARBONATE, CLEAR

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FONT USED IS: Gothic82 | CondensedBT-Regular

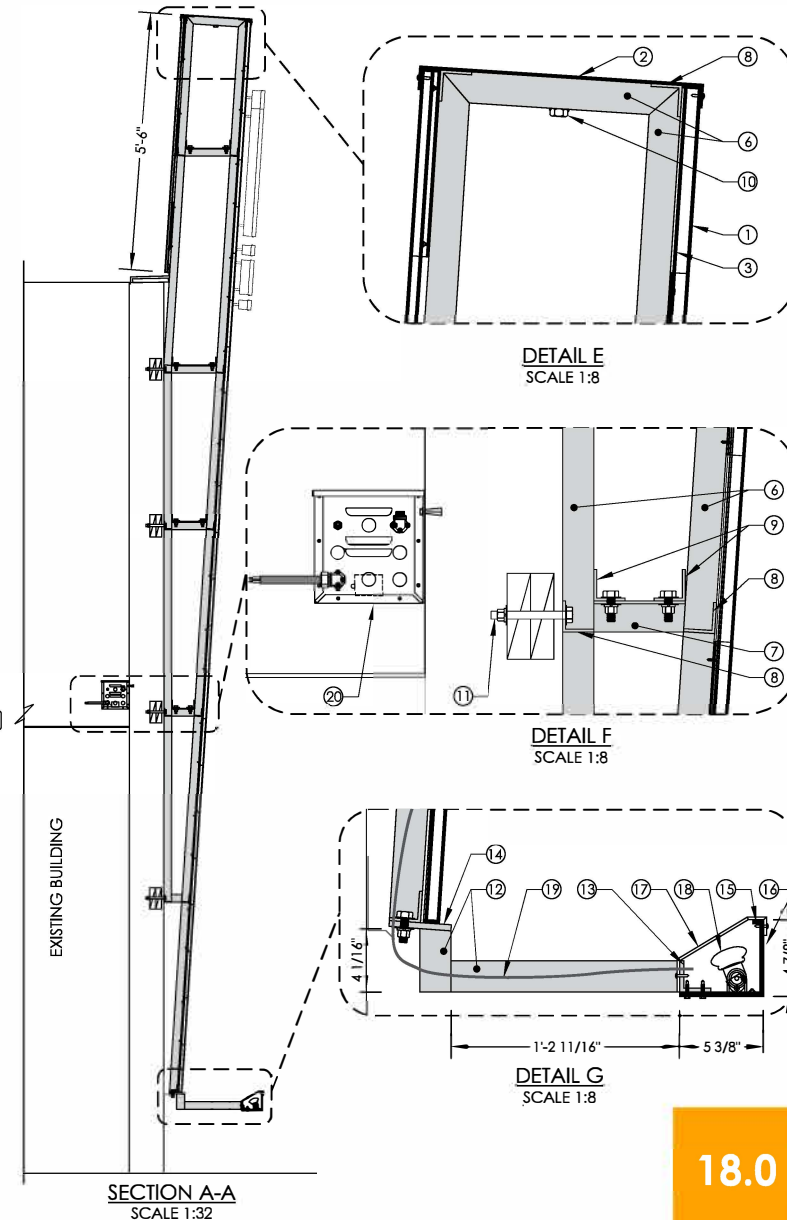
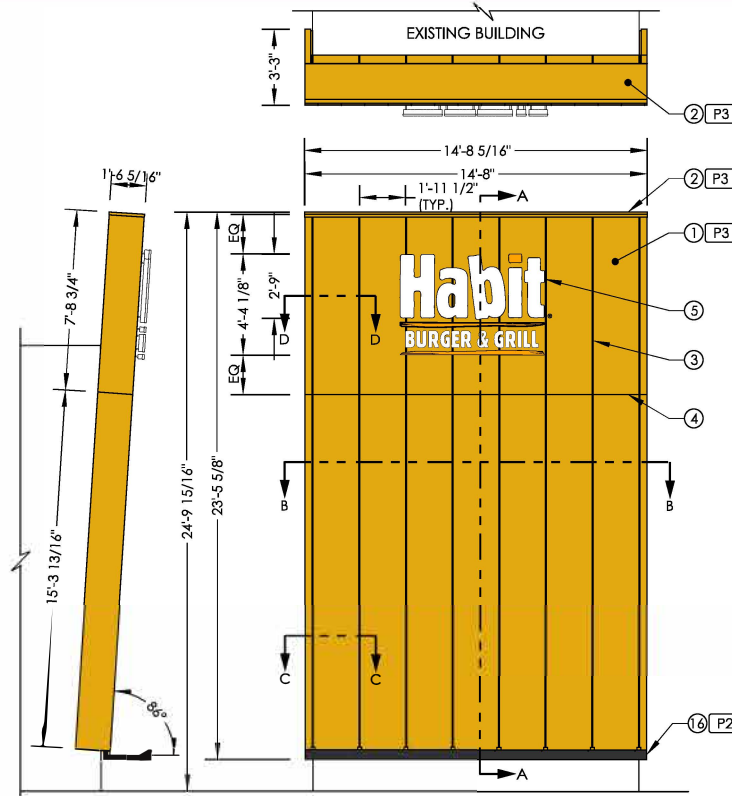
SIGN SPECIFICATIONS & NOTES

- ① 4mm ACM panel w/ staggered folded tabs; color spec T.B.D.
- ② 4mm ACM cap; color spec T.B.D.
- ③ 4mm ACM reveal, 1/2" wide
- ④ Seam location, if required
- ⑤ Channel letters, part #HAB-CL-LOGO-FHL-33RY-ST
- ⑥ 2" x 2" x 1/4" miter-cut alum. tube frame; f&b tube cross support
- ⑦ 2" x 2" x 3/16" alum. angle for (4) intermediate cross support
- ⑧ 2" x 2" x 3/16" alum. angle welded between frames - front & back
- ⑨ 2" x 2" x 3/16" alum. connection angles to join left (A) and right (B) frames; -at (4) intermediate frame angle(s)
- ⑩ 3/4" welded nut for lifting at middle center tube frames
- ⑪ 1/2" mounting hardware as req'd
- ⑫ 2" x 2" x 1/4" alum. tube - light bar outrigger
- ⑬ 2" x 2" x 1/4" continuous alum. angle
- ⑭ 4" x 6" x 3/8" alum. plate welded to light bar tube
- ⑮ .063" brakeformed alum. led tray; 1/4" weep holes at 48" O.C.

SIGN SPECIFICATIONS & NOTES (continued)

- ⑯ 4mm v-grooved and folded ACM wrap VHB taped to LED tray
- ⑰ 1/4" weep holes at 48" O.C.
- ⑱ .177" routed and folded polycarbonate lens - fastened to tray
- ⑲ SLOAN HIGHLINER 3 on adjustable hinge bracket
- ⑲ Routed LED cable through left support leg and through tower structure to remote power supply above internal ceiling
- ⑳ Power supply enclosure w/ disconnect switch
- ㉑ 1 1/2" x 1 1/2" x 3/16" alum. mounting angle
- ㉒ Reclosable 3M DUAL LOCK #SJ-3550 (BLACK)

DO NOT SHARE



18.0

COLORS & MATERIALS

<input type="checkbox"/>	PANTONE WHITE
<input type="checkbox"/>	PANTONE BLACK 3C
<input type="checkbox"/>	PANTONE 2012 C / 2012 U 'POPPY ORANGE'
<input type="checkbox"/>	PANTONE 7409 C / 3514 U 'GOLDEN HOUR YELLOW'
<input type="checkbox"/>	3M CLEAR VINYL
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-10 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
<input type="checkbox"/>	BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
<input type="checkbox"/>	DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
<input type="checkbox"/>	REFLECTIVE VINYL, 3M 680-85 'BLACK'
<input type="checkbox"/>	PAINT, MAP 'WHITE'
<input type="checkbox"/>	PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	PAINT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	ACRYLIC, #2447 'WHITE'
<input type="checkbox"/>	ACRYLIC, #7328 'WHITE, NON-GLARE'
<input type="checkbox"/>	ACRYLIC, CLEAR
<input type="checkbox"/>	POLYCARBONATE, WHITE
<input type="checkbox"/>	POLYCARBONATE, CLEAR

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FONT USED IS: Gothic821 CondensedBT-Regular

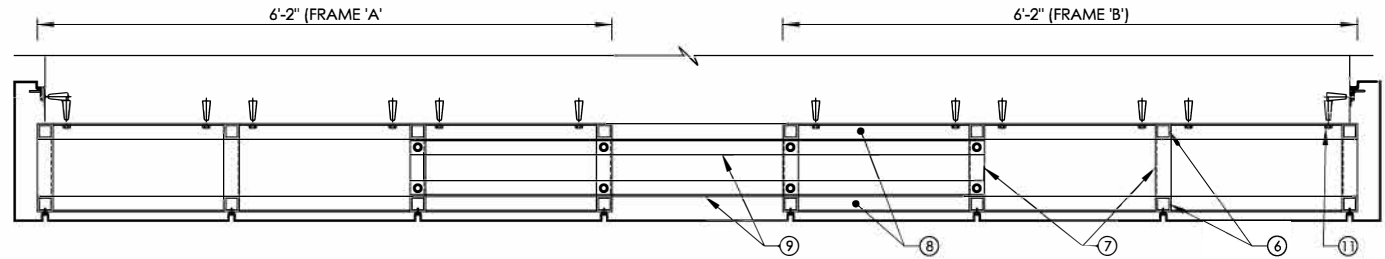
SIGN SPECIFICATIONS & NOTES

- ① 4mm ACM panel w/ staggered folded tabs; color spec T.B.D.
- ② 4mm ACM cap; color spec T.B.D.
- ③ 4mm ACM reveal, 1/2" wide
- ④ Seam location, if required
- ⑤ Channel letters outline, part #HAB-CL-LOGO-FHL-33RY-ST
- ⑥ 2" x 2" x 1/4" miter-cut alum. tube frame; 1&b tube cross support
- ⑦ 2" x 2" x 3/16" alum. angle for (4) intermediate cross support
- ⑧ 2" x 2" x 3/16" alum. angle welded between frames - front & back
- ⑨ 2" x 2" x 3/16" alum. connection angles to join left (A) and right (B) frames; -at (4) intermediate frame angle(s)
- ⑩ 3/4" welded nut for lifting at middle center tube frames
- ⑪ 1/2"Ø mounting hardware as req'd
- ⑫ 2" x 2" x 1/4" alum. tube - light bar outrigger
- ⑬ 2" x 2" x 1/4" continuous alum. angle
- ⑭ 4" x 6" x 3/8" alum. plate welded to light bar tube
- ⑮ .063" brakeformed alum. led tray; 1/4"Ø weep holes at 48" O.C.

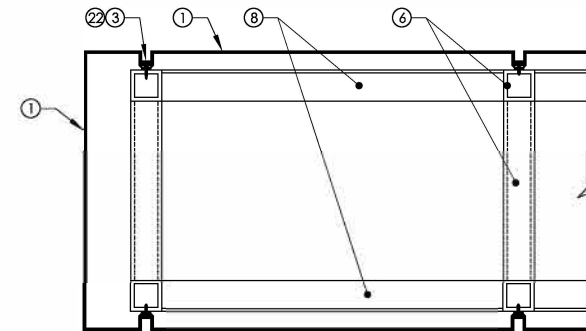
SIGN SPECIFICATIONS & NOTES (continued)

- ⑯ 4mm v-grooved and folded ACM wrap VHB taped to LED tray
- ⑰ 1/4"Ø weep holes at 48" O.C.
- ⑱ .177" routed and folded polycarbonate lens - fastened to tray
- ⑲ SLOAN HIGHLINER 3 on adjustable hinge bracket
- ⑳ Routed LED cable through left support leg and through tower structure to remote power supply above internal ceiling
- ㉑ Power supply enclosure w/ disconnect switch
- ㉒ 1 1/2" x 1 1/2" x 3/16" alum. mounting angle
- ㉓ Reclosable 3M DUAL LOCK #SJ-3550 (BLACK)

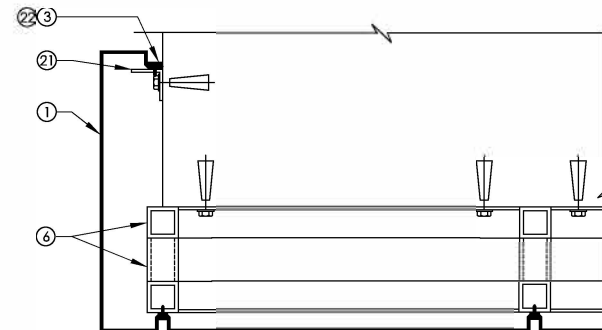
DO NOT SHARE



SECTION B-B
SCALE 1:16



SECTION D-D (AT TOP FRAME)
SCALE 1:8



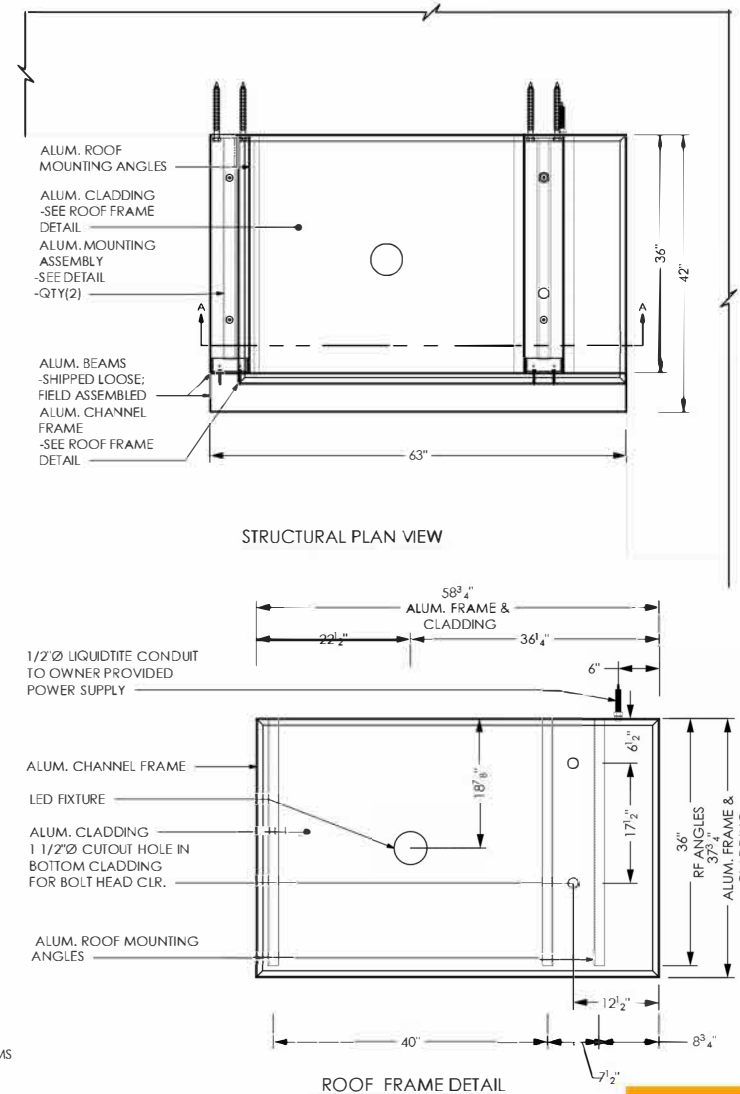
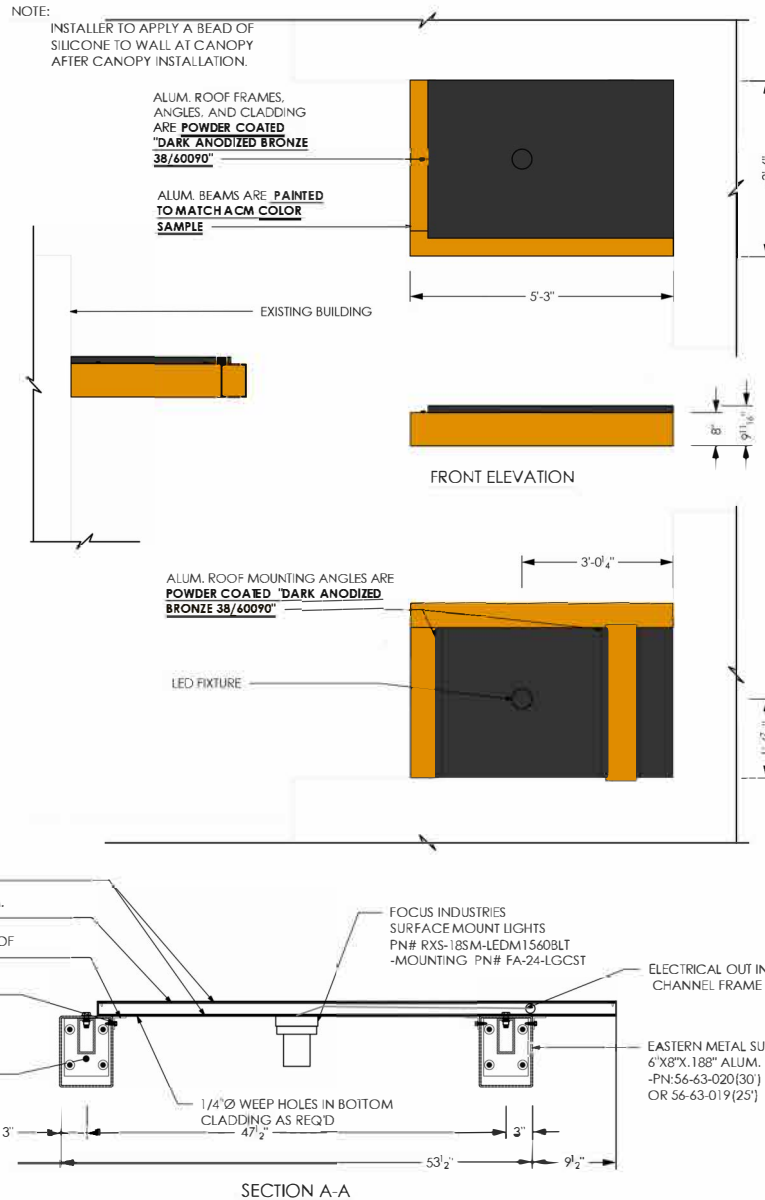
SECTION C-C (AT BOTTOM FRAME)
SCALE 1:8

COLORS & MATERIALS	
<input type="checkbox"/>	PANTONE WHITE
<input type="checkbox"/>	PANTONE BLACK 3C
<input type="checkbox"/>	PANTONE 2012 C / 2012 U 'POPPY ORANGE'
<input type="checkbox"/>	PANTONE 7409 C / 351 4 U 'GOLDEN HOUR YELLOW'
<input type="checkbox"/>	3M CLEAR VINYL
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-10 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
<input type="checkbox"/>	BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
<input type="checkbox"/>	DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
<input type="checkbox"/>	REFLECTIVE VINYL, 3M 680-85 'BLACK'
<input type="checkbox"/>	PAINT, MAP 'WHITE'
<input type="checkbox"/>	PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	PAINT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	ACRYLIC, #2447 'WHITE'
<input type="checkbox"/>	ACRYLIC, #7328 'WHITE', NON-GLARE
<input type="checkbox"/>	ACRYLIC, CLEAR
<input type="checkbox"/>	POLYCARBONATE, WHITE
<input type="checkbox"/>	POLYCARBONATE, CLEAR

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FONT USED IS: Gothic82 | CondensedB | Regular



- .090" ALUM. CLADDING -REMOVABLE TOP PANEL W/ #8 S.S.C.S. SHEET METAL SCREWS -VERSILOKED BOTTOM PANEL
- 1" X 1 1/2" X 1/8" MITER-CUT ALUM. CHANNEL ROOF FRAME
- 1 1/2" X 1 1/2" X 3/16" ALUM. ROOF MOUNTING ANGLES
- 1/4-20 TEK SCREWS AT 12" O.C.
- ALUM. MOUNTING ASSEMBLY -SEE DETAIL
- 1/4" Ø WEEP HOLES IN BOTTOM CLADDING AS REQ'D
- FOCUS INDUSTRIES SURFACE MOUNT LIGHTS PN# RXS-18SM-LEDM1560BLT -MOUNTING PN# FA-24-LGCST

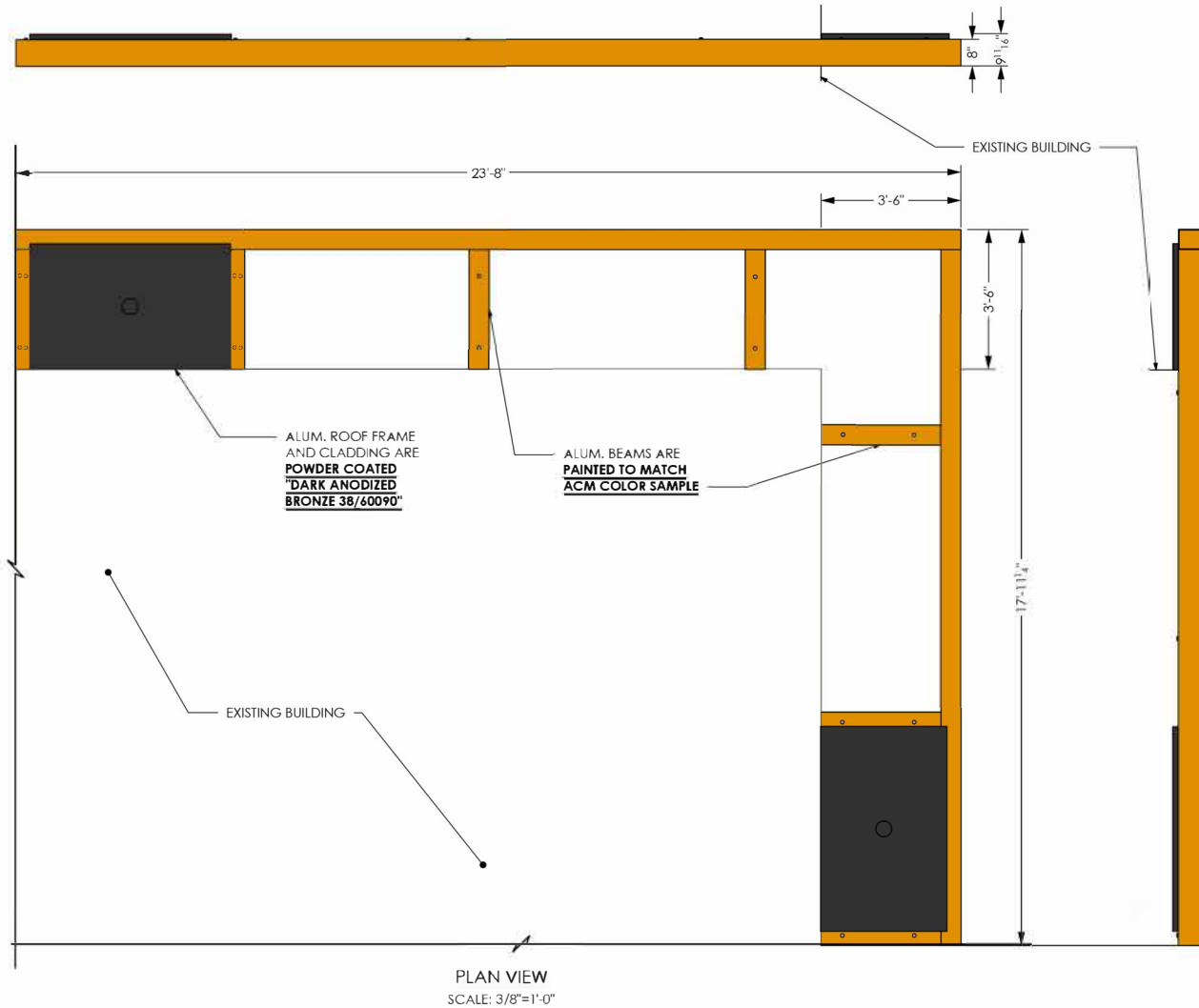
NOTE:
INSTALLER TO APPLY A BEAD OF SILICONE TO WALL AT CANOPY AFTER CANOPY INSTALLATION.

COLORS & MATERIALS	
<input type="checkbox"/>	PANTONE WHITE
<input type="checkbox"/>	PANTONE BLACK 3C
<input type="checkbox"/>	PANTONE 2012 C/ 2012 U 'POPPY ORANGE'
<input type="checkbox"/>	PANTONE 7409 C/ 351 4 U 'GOLDEN HOUR YELLOW'
<input type="checkbox"/>	3M CLEAR VINYL
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3635-70 'DIFFUSER'
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M7725-10 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
<input type="checkbox"/>	BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
<input type="checkbox"/>	DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
<input type="checkbox"/>	REFLECTIVE VINYL, 3M 680-85 'BLACK'
<input type="checkbox"/>	PAINT, MAP 'WHITE'
<input type="checkbox"/>	PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	PAINT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	ACRYLIC, #2447 'WHITE'
<input type="checkbox"/>	ACRYLIC, #7328 'WHITE, NON-GLARE'
<input type="checkbox"/>	ACRYLIC, CLEAR
<input type="checkbox"/>	POLYCARBONATE, WHITE
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ELECTRICAL PARAMETERS:
- Electrified products shall be constructed and labeled in conformance with the associated Underwriters Laboratory (UL) Standard, e.g. UL 48.
- Installation and other aspects of construction shall conform to the relevant section of the adopted local Building Code, e.g. NEC Article 600

FONT USED IS: Gothic821CondensedBTRRegular



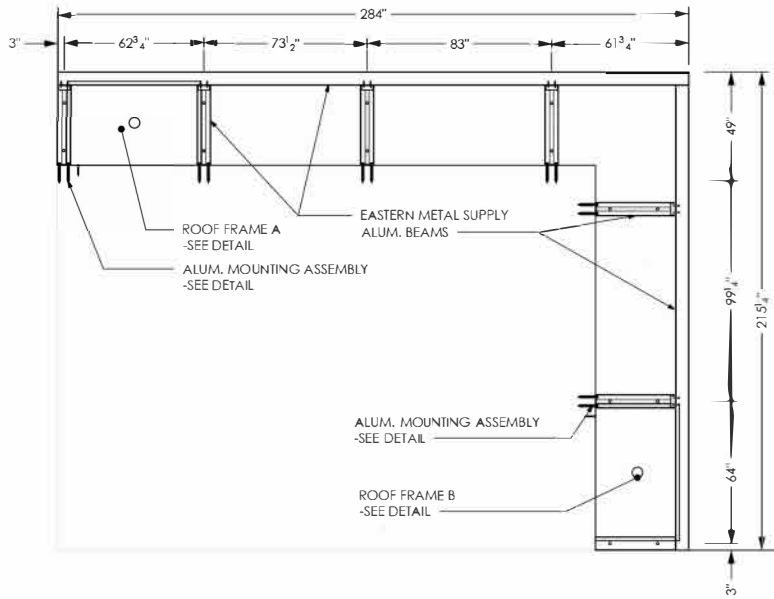
NOTE:
INSTALLER TO APPLY A BEAD OF SILICONE TO WALL AT CANOPY AFTER CANOPY INSTALLATION.

COLORS & MATERIALS	
<input type="checkbox"/>	PANTONE WHITE
<input type="checkbox"/>	PANTONE BLACK 3C
<input type="checkbox"/>	PANTONE 2012 C / 2012 U 'POPPY ORANGE'
<input type="checkbox"/>	PANTONE 7409 C / 3514 U 'GOLDEN HOUR YELLOW'
<input type="checkbox"/>	3M CLEAR VINYL
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
<input type="checkbox"/>	TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-10 'WHITE'
<input type="checkbox"/>	OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
<input type="checkbox"/>	BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
<input type="checkbox"/>	DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
<input type="checkbox"/>	REFLECTIVE VINYL, 3M 680-85 'BLACK'
<input type="checkbox"/>	PAINT, MAP 'WHITE'
<input type="checkbox"/>	PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	PAINT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
<input type="checkbox"/>	POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'
<input type="checkbox"/>	ACRYLIC, #2447 'WHITE'
<input type="checkbox"/>	ACRYLIC, #7328 'WHITE', NON-GLARE
<input type="checkbox"/>	ACRYLIC, CLEAR
<input type="checkbox"/>	POLYCARBONATE, WHITE
<input type="checkbox"/>	POLYCARBONATE, CLEAR

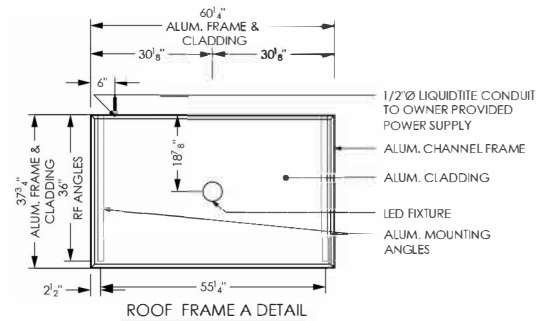
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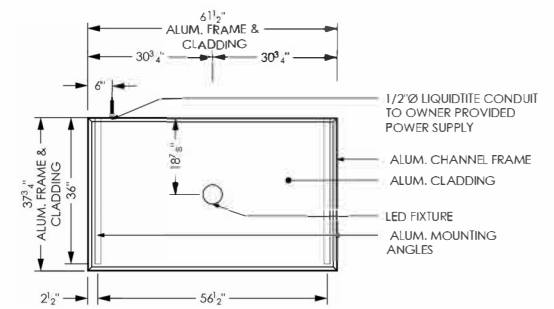
FONT USED IS: Gothic82 | CondensedB | Regular



STRUCTURAL PLAN VIEW



ROOF FRAME A DETAIL



ROOF FRAME B DETAIL

COLORS & MATERIALS

- PANTONE WHITE
- PANTONE BLACK 3C
- PANTONE 2012 C / 2012 U 'POPPY ORANGE'
- PANTONE 7409 C / 3514 U 'GOLDEN HOUR YELLOW'

- V1 3M CLEAR VINYL
- V2 TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
- V3 TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
- V4 OPAQUE VINYL, 3M 7725-10 'WHITE'
- V5 OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
- V6 BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
- V7 DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
- V8 REFLECTIVE VINYL, 3M 680-85 'BLACK'

- P1 PAINT, MAT 'WHITE'
- P2 PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
- P3 PAINT, MATCH RAL 1006 'MAIZE YELLOW'

- PC1 POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
- PC2 POWDER COAT, MATCH RAL 1006 'MAIZE YELLOW'

- A1 ACRYLIC, #2447 'WHITE'
- A2 ACRYLIC, #7328 'WHITE', NON-GLARE
- A3 ACRYLIC, CLEAR
- A4 POLYCARBONATE, WHITE
- A5 POLYCARBONATE, CLEAR

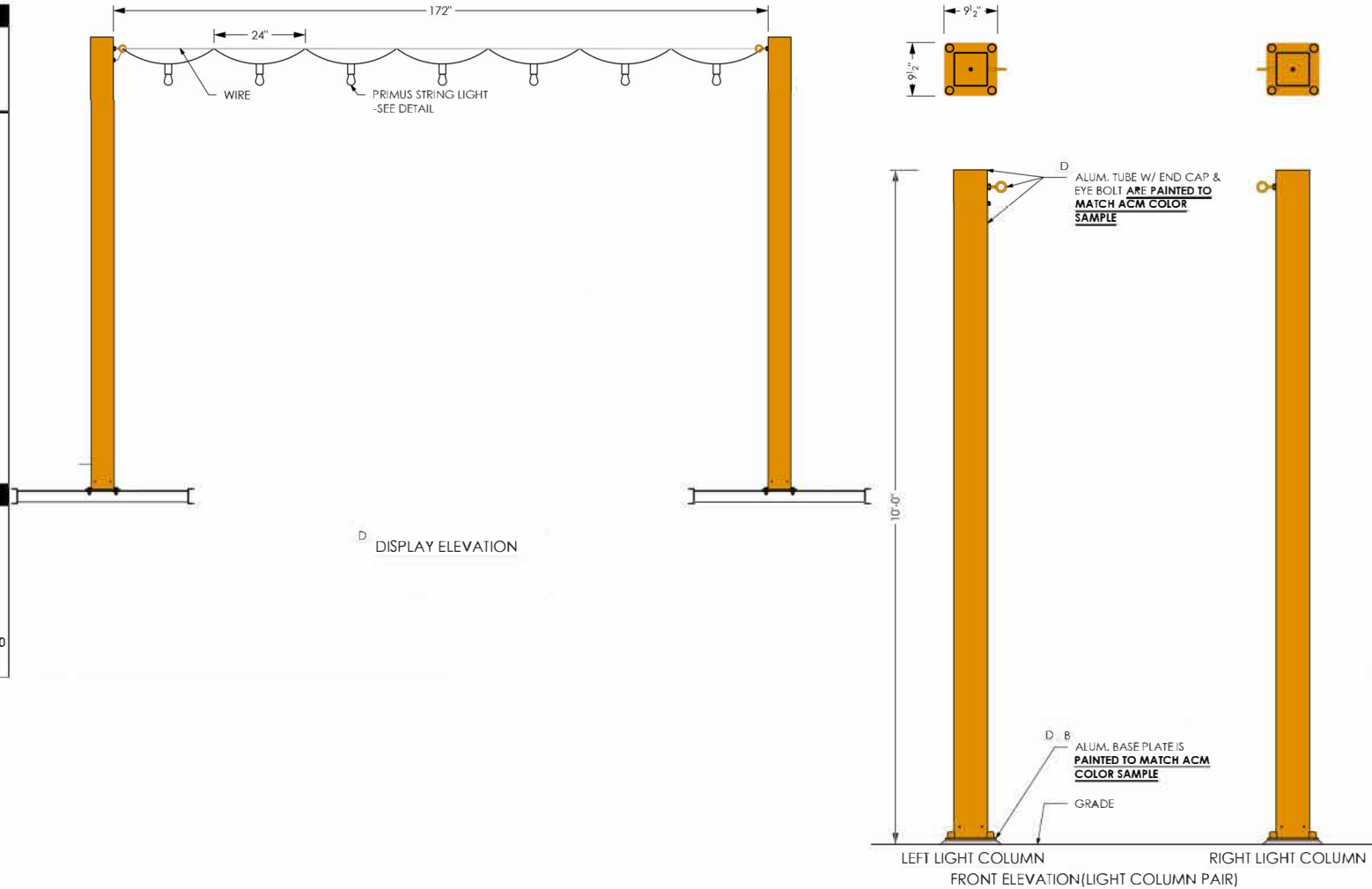
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COLORS & MATERIALS

- PANTONE WHITE
- PANTONE BLACK 3C
- PANTONE 2012 C/ 2012 U 'POPPY ORANGE'
- PANTONE 7409 C/ 3514 U 'GOLDEN HOUR YELLOW'

- V1 3M CLEAR VINYL
- V2 TRANSLUCENT VINYL, 3M 3635-70 DIFFUSER
- V3 TRANSLUCENT VINYL, 3M 3630-20 'WHITE'
- V4 OPAQUE VINYL, 3M 7725-10 'WHITE'
- V5 OPAQUE VINYL, 3M 7725-22 'MATTE BLACK'
- V6 BLOCKOUT VINYL, 3M 3635-22B 'BLACK MATTE'
- V7 DUAL COLOR PERFORATED VINYL, 3M 3635-222 'BLACK'
- V8 REFLECTIVE VINYL, 3M 680-85 'BLACK'

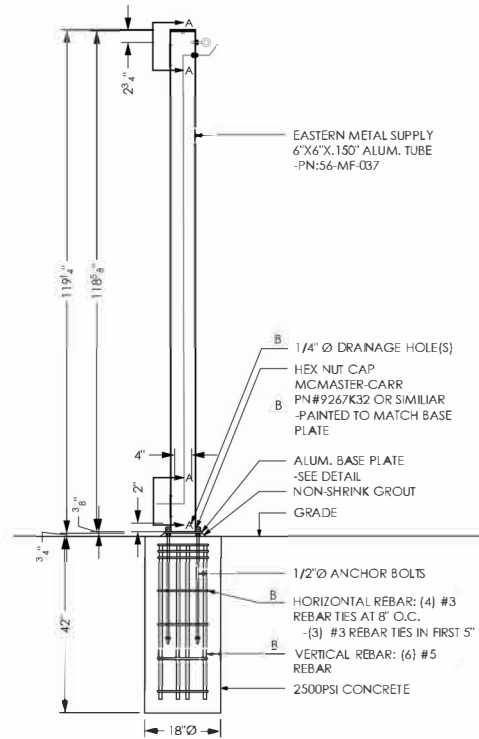
- P1 PAINT, MAT 'WHITE'
- P2 PAINT, MATCH 38/60090 'DARK ANODIZED BRONZE'
- P3 PAINT, MATCH RAL 1006 'MAIZE YELLOW'
- PC1 POWDER COAT, 38/60090 'DARK ANODIZED BRONZE'
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- A1 ACRYLIC, #2447 'WHITE'
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- A3 ACRYLIC, CLEAR
- A4 POLYCARBONATE, WHITE
- A5 POLYCARBONATE, CLEAR

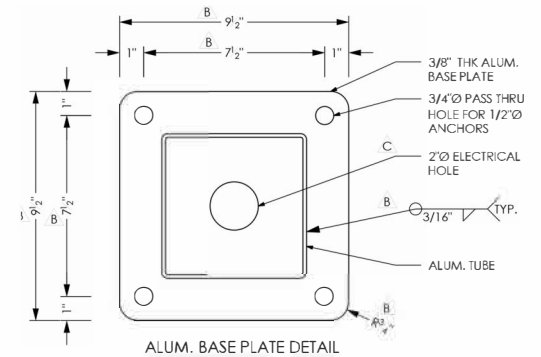
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FONT USED IS: Gothic82 | CondensedB | Regular



TYPICAL STRUCTURAL/ FOUNDATION ELEVATION



SCHEDULE

- N1 - (1) SIGN TYPE B-3: LED ILLUMINATED PEPPER LOGO & CHANNEL LETTERS
- N2 - (1) SIGN TYPE B-3: LED ILLUMINATED PEPPER LOGO & CHANNEL LETTERS
- N3 - (1) SIGN TYPE B-3: LED ILLUMINATED PEPPER LOGO & CHANNEL LETTERS
- N4 - (1) 6'-8" DIGITAL PICKUP SIGN - ROTATED VIEW
- N5 - (1) NON-ILLUMINATED S/F BREAKAWAY CLEARANCE BAR
- R1 - (2) EXISTING D/F LED ILLUMINATED ID/MULTI-TENANT MONUMENT SIGN REPLACEMENT PANELS
- R2 - (2) EXISTING D/F LED ILLUMINATED ID/MULTI-TENANT MONUMENT SIGN REPLACEMENT PANELS



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ANTIOCH TOWN CENTER
4099 LONE TREE
ANTIOCH, CA



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SIGN CODE

ALLOWABLE SQ. FT. 000

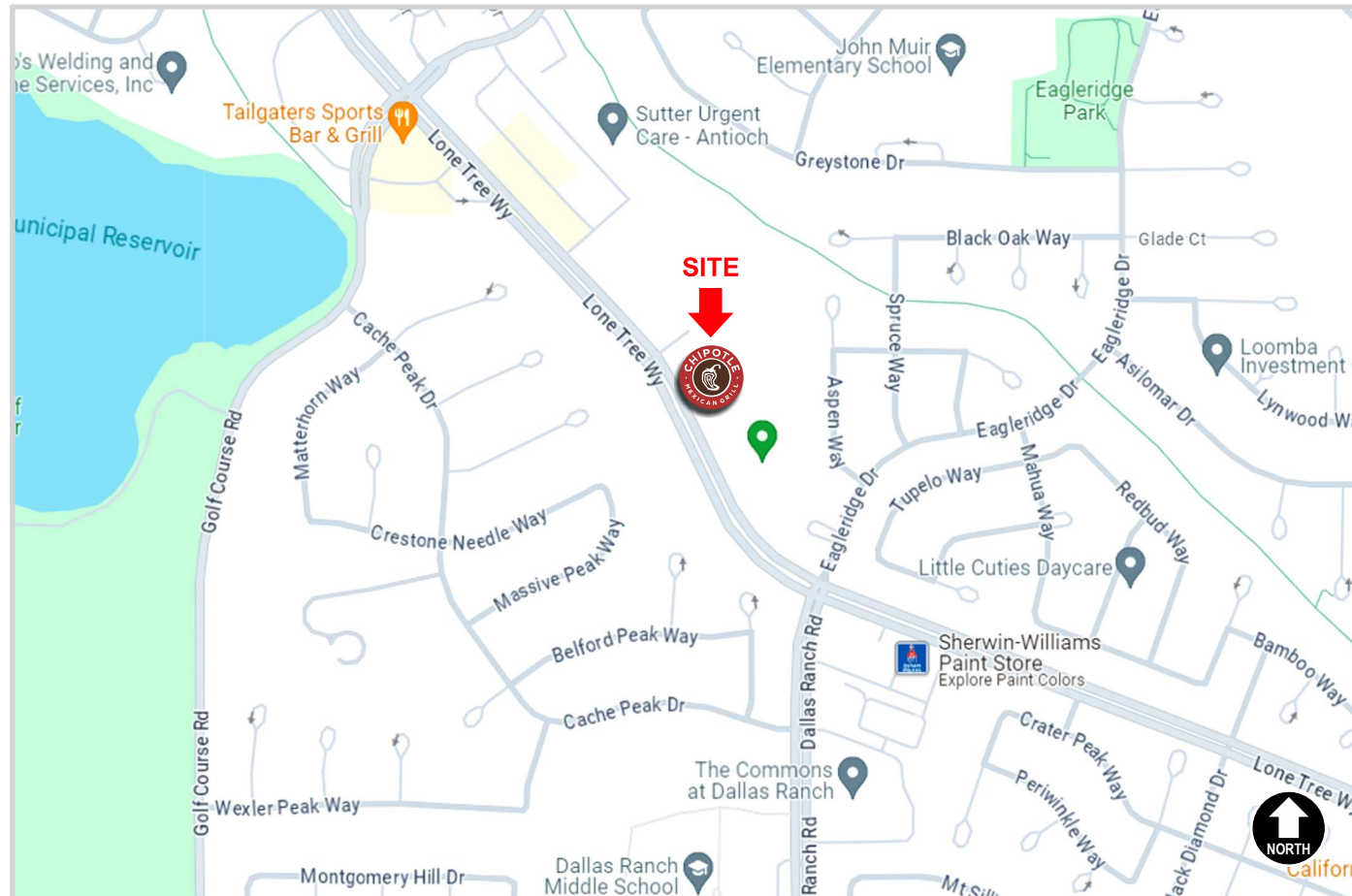
PROPOSED SQ. FT. 000

LEGEND

- N1 NEW PROPOSED
- R1 EXISTING SIGN TO BE REPLACED
- X1 EXISTING SIGN TO BE REMOVED
- S1 EXISTING SIGN TO REMAIN

APPROVAL

X	Title	Date



VICINITY MAP

NOT TO SCALE



AERIAL PHOTO / SITE PLAN

NOT TO SCALE



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05-24-0025R4

PAGE NO.:

1 OF 13

CLIENT:

CHIPOTLE

ADDRESS

**4099 LONE TREE
 ANTIOCH, CA**

Approval Signature

DATE:

05/21/2024

PROJECT MANAGER

Joanne P.

DESIGNER:

RAUL D.

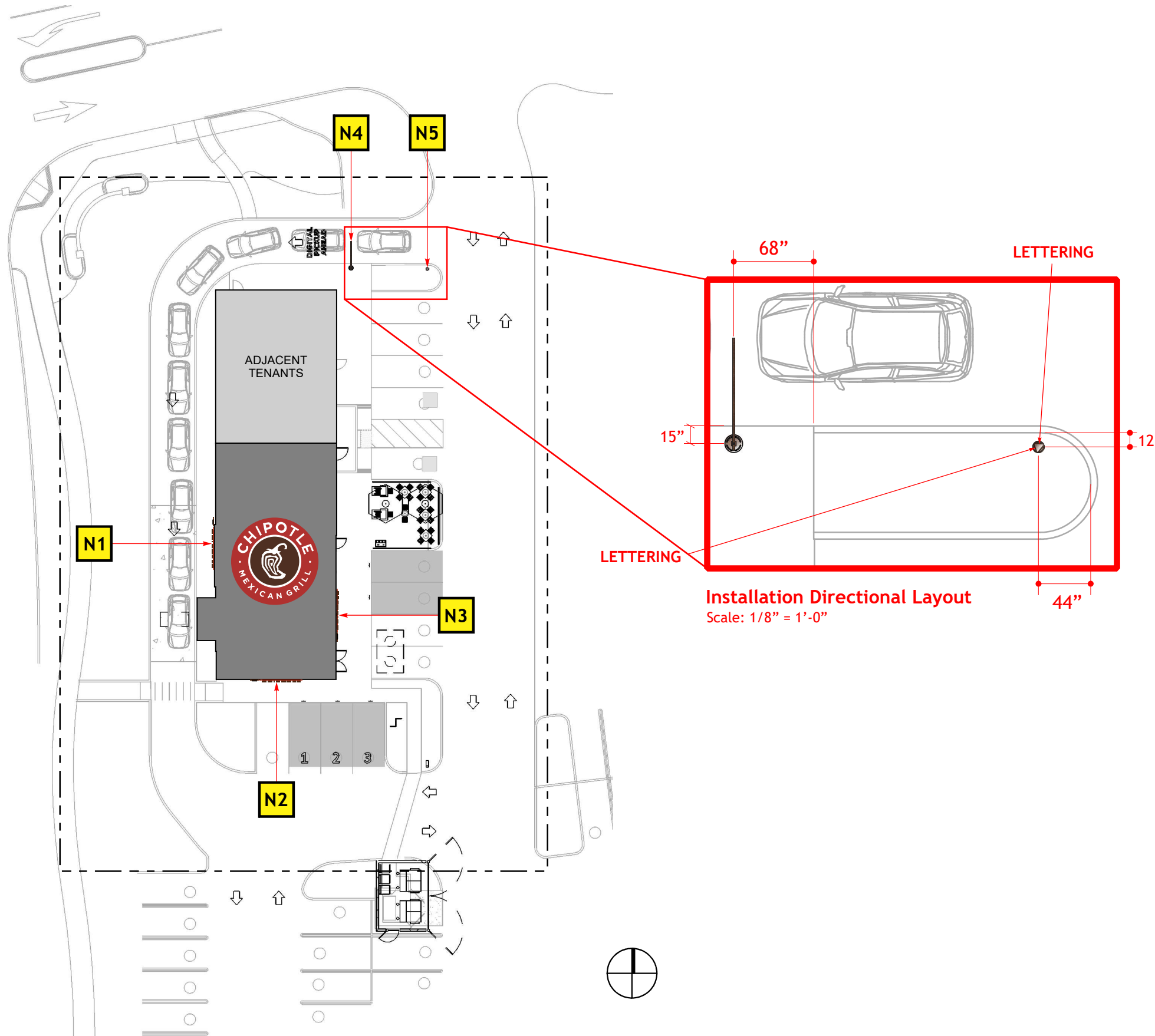
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REVISION BY:

Jose Soria

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Installation Directional Layout
Scale: 1/8" = 1'-0"



Approval Signature

DATE:
05/21/2024

PROJECT MANAGER
Joanne P.

DESIGNER:
RAUL D.

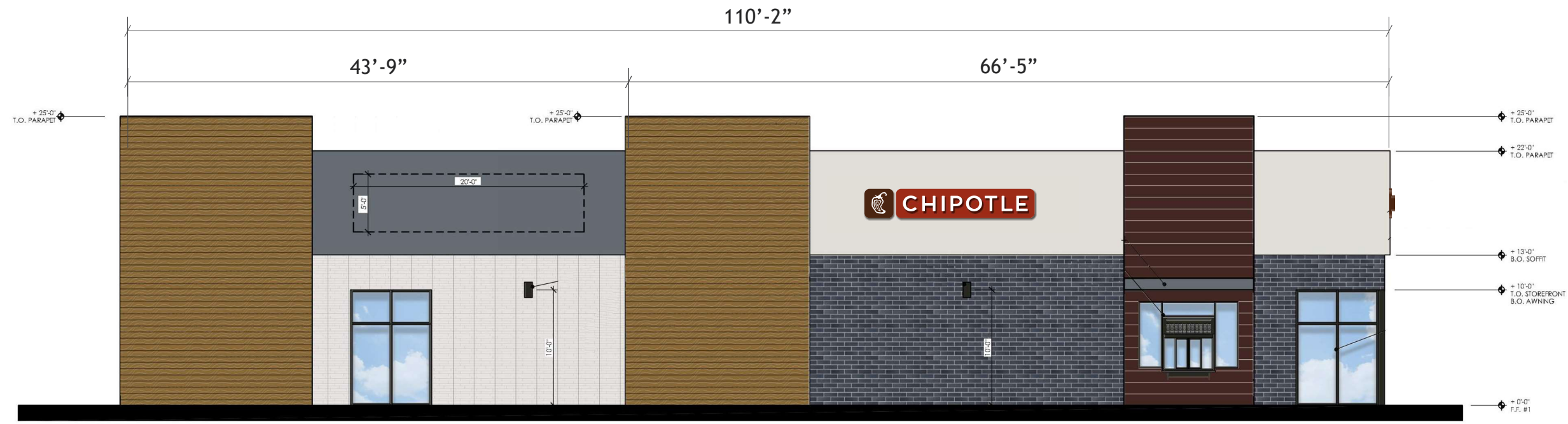
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ENLARGED WEST ELEVATION

Scale: 1/8" = 1'-0"



WEST ELEVATION

TOTAL SQ. FT.: 38.0

Scale: 3/32" = 1'-0"



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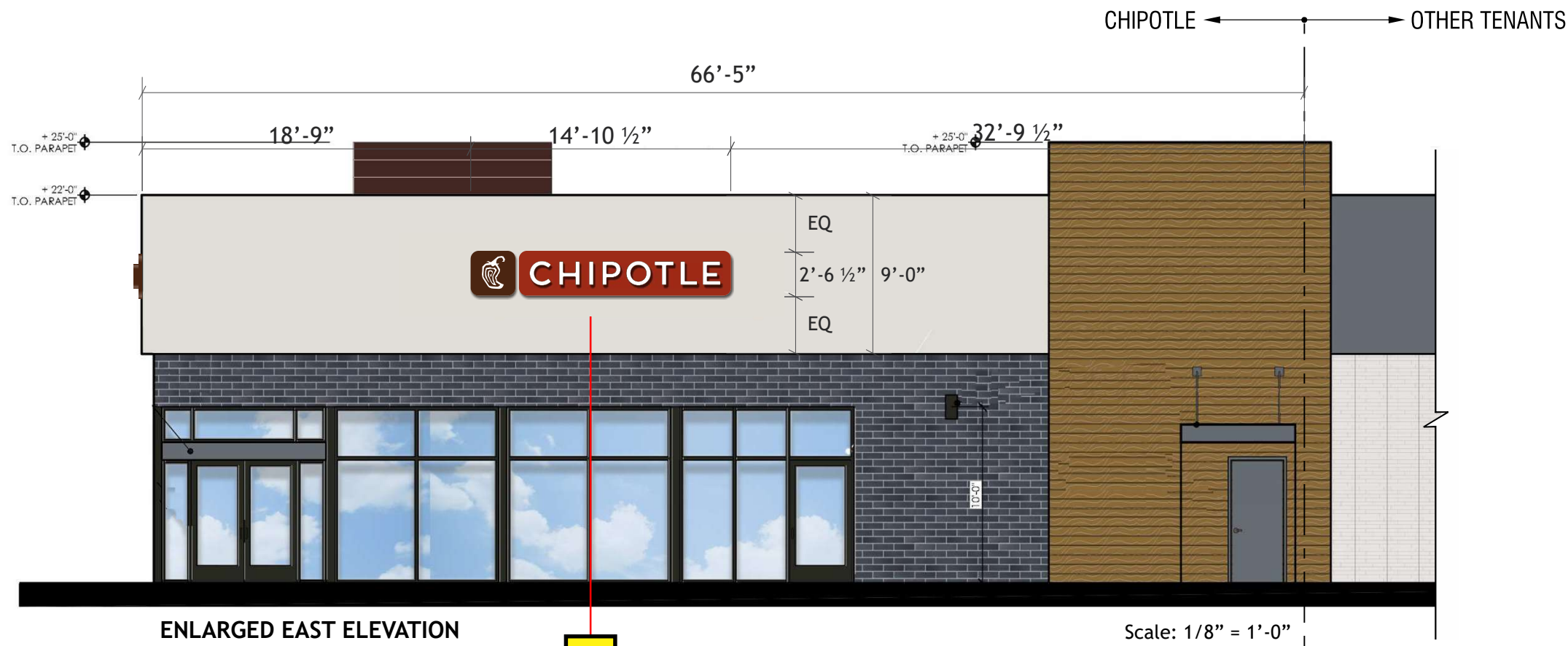
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SOUTH ELEVATION

TOTAL SQ. FT.: 38.0

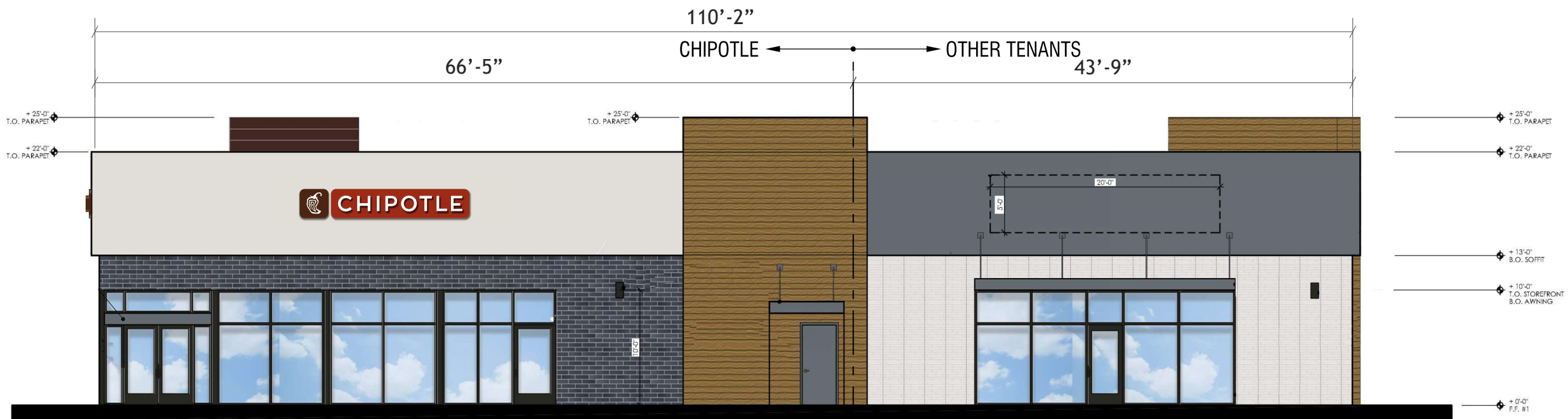
Scale: 3/16" = 1'-0"



ENLARGED EAST ELEVATION

Scale: 1/8" = 1'-0"

N3



EAST ELEVATION

TOTAL SQ. FT.: 38.0

Scale: 3/32" = 1'-0"



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Approval Signature

DATE:

05/21/2024

PROJECT MANAGER

Joanne P.

DESIGNER:

RAUL D.

REVISION DATE:

10/07/2024

REVISION BY:

Jose Soria



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N1 N2 N3

SIGN TYPE B-3: LED ILLUMINATED PEPPER LOGO & CHANNEL LETTERS

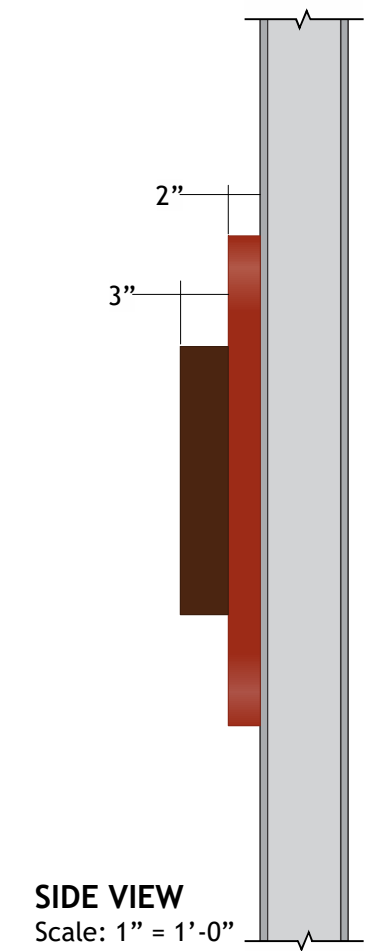
TOTAL SQ. FT.: 38.0

Scale: 3/4" = 1'-0"

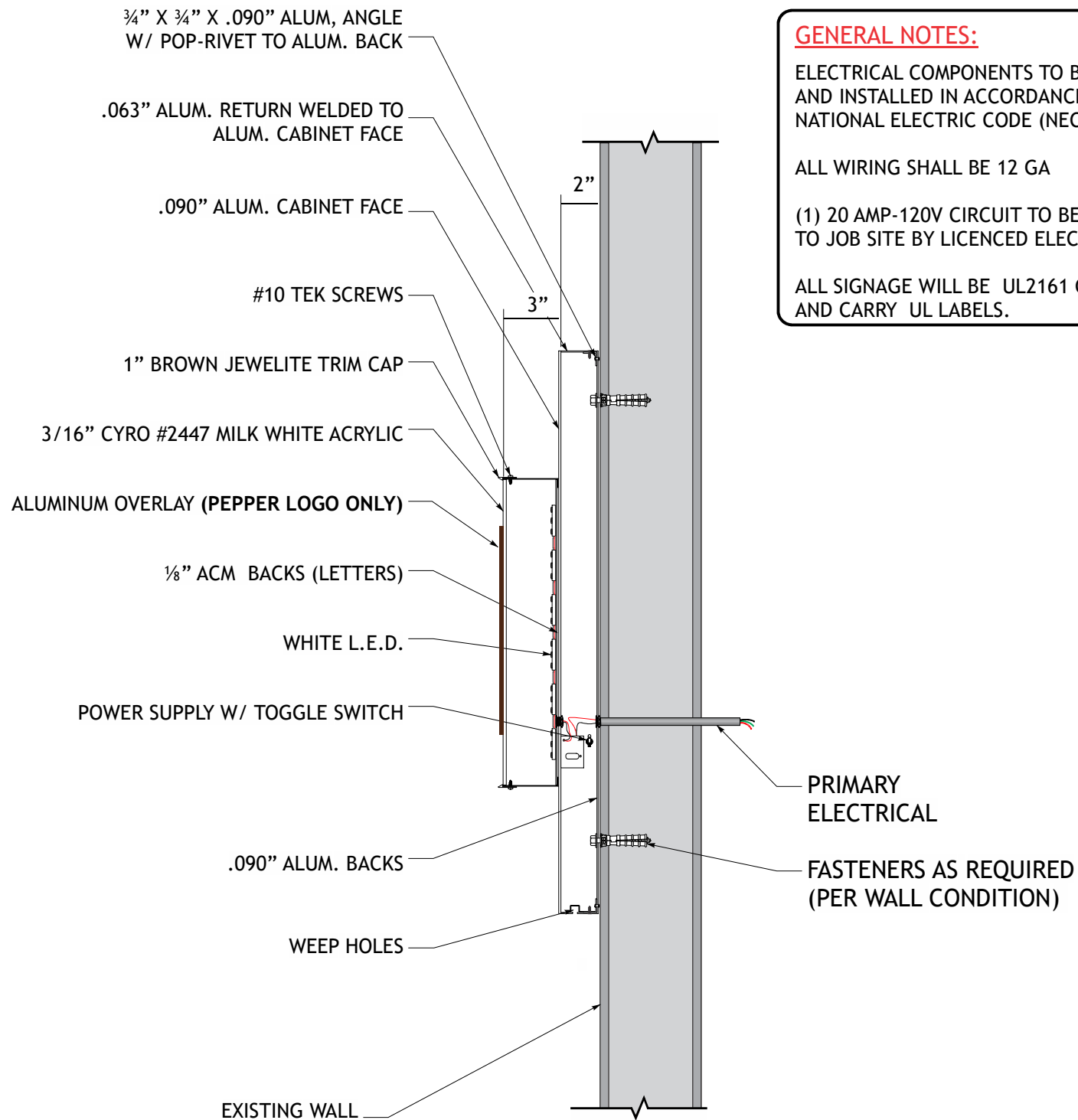
SPECIFICATIONS:
FACE LIT CHANNEL LETTERS:
FACES:..... .177" CYRO #2447 MILKY-WHITE ACRYLIC
RETURNS:..... 040"x3" PRE-FINISHED PTM PMS #4625-C "ADOBO BROWN"
BACKS:..... 1/8" ACM
TRIM CAP:..... 1" JEWELITE TRIMCAP BROWN
ILLUMINATION:.. WHITE LED'S
BACKER PANEL:
FACE:..... .090" ALUMINUM, CHANNEL LETTER PANEL TO BE PAINTED "ROASTED RED" AND PEPPER LOGO PANEL TO BE PAINTED "ADOBO BROWN"
RETURNS:..... PAINTED TO MATCH FACE COLOR
FRAME:..... 1"x2" ALUM RECT TUBE & .063" FORMED RADIUS CORNERS

COLOR SPECIFICATIONS:
■ "Roasted Red"
PAINT: PMS #484-C FINISH
■ "Adobo Brown"
PAINT: PMS #4625-C FINISH
□ .177" CYRO #2447 MILK WHITE ACRYLIC FACES
PAINT: WHITE

GENERAL NOTES:
1.) INSTALLATION OF THIS SIGN SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 600 OF NEC, UL48 AND/OR OTHER APPLICABLE LOCAL CODES.
2.) BRANCH CIRCUIT:
A.) ALL BRANCH CIRCUITS FOR SIGNS MUST BE TOTALLY DEDICATED TO SIGNS (INCLUDING DEDICATED GROUND AND DEDICATED NEUTRAL PER CIRCUIT).
B.) SIGN CIRCUITS MUST NOT BE SHARED WITH OTHER LOADS SUCH AS LIGHTING, AIR CONDITIONING AND OTHER EQUIPMENT.
C.) PROPERTY SIZED GROUND WIRE THAT CAN BE TRACKED TO THE BREAKER PANEL MUST BE PROVIDED.
3.) U.L. AND DATA LABELS REQUIRED
4.) SIGN SATISFIES ALL REQUIREMENTS OF TITLE 24.
5.) OUTDOOR SIGNAGE TO EMPLOY EITHER PHOTOCCELL OR OUTDOOR ASTRONOMICAL TIMER.





SIDE VIEW
Scale: 1" = 1'-0"



GENERAL NOTES:
 ELECTRICAL COMPONENTS TO BE UL LISTED AND INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE (NEC)
 ALL WIRING SHALL BE 12 GA
 (1) 20 AMP-120V CIRCUIT TO BE BROUGHT TO JOB SITE BY LICENCED ELECTRICIAN.
 ALL SIGNAGE WILL BE UL2161 COMPLIANT AND CARRY UL LABELS.

INSTALLATION SPECIFICATIONS:
 ALL HARDWARE SHOULD BE CORROSION RESISTANT.
RECOMMENDED MOUNTING HARDWARE:
 1/2"x8" THREADED RODS W/NUT,SPLIT WASHER & FLAT WASHERS THROUGH BOLTED TO 2"x2"x3/16" ALUMINUM ANGLE SPANNING A MINIMAL OF TWO STUDS.

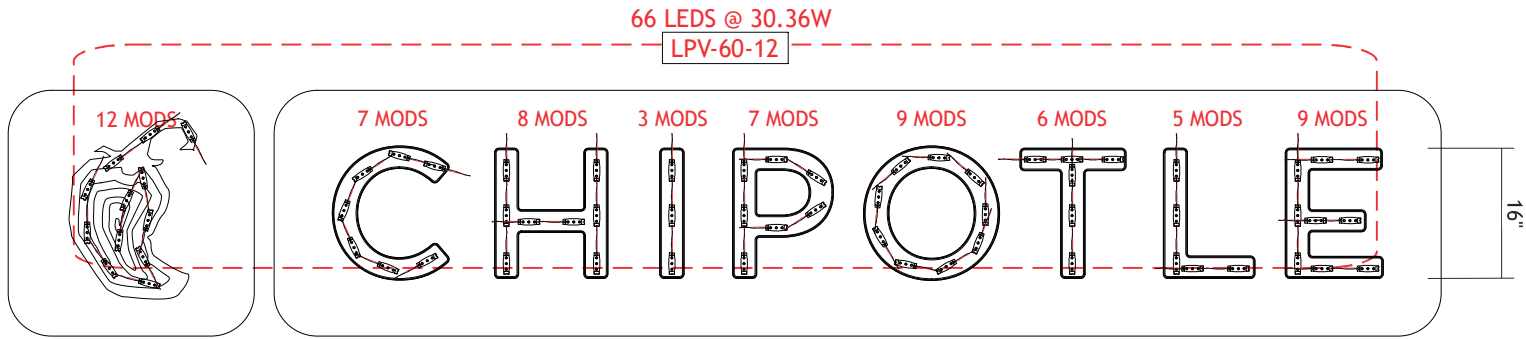
UL LISTED
ELECTRIC SIGN SECTION
 THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE & ALL OTHER APPLICABLE LOCAL CODES.
 THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

COLOR SPECIFICATIONS:
 P.T.M. PMS 484 C "Roasted Red"
 P.T.M. PMS 4625 C "Adobo Brown"



ELECTRICAL DATA:
LETTERS & LOGO
 (66 MODS) WHITE LEDS @.46 WATT EA.= 30.36 WATTS
 (1) LPV-60-12 POWER SUPPLIES @ 1.2 AMPS EACH

TOTAL LOAD: 1.2 @ 120 VAC.
(1) 20 AMP-120V CIRCUIT REQUIRED.



ELECTRICAL WIRING DIAGRAM

NTS



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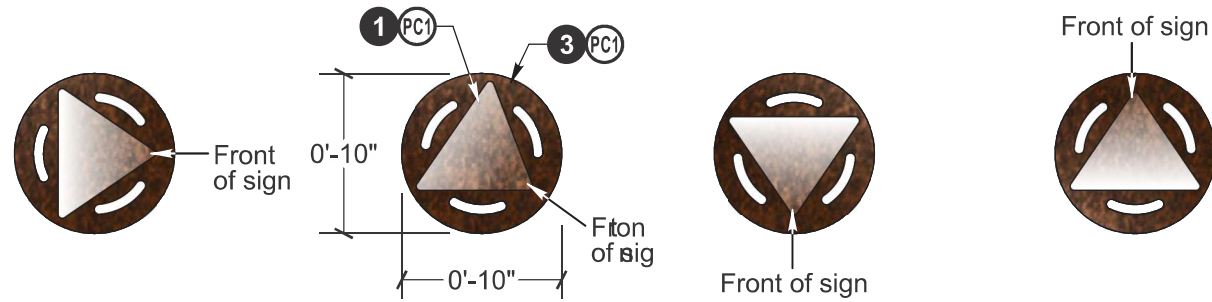
PROJECT MANAGER
Joanne P.

DESIGNER:
RAUL D.

REVISION DATE:
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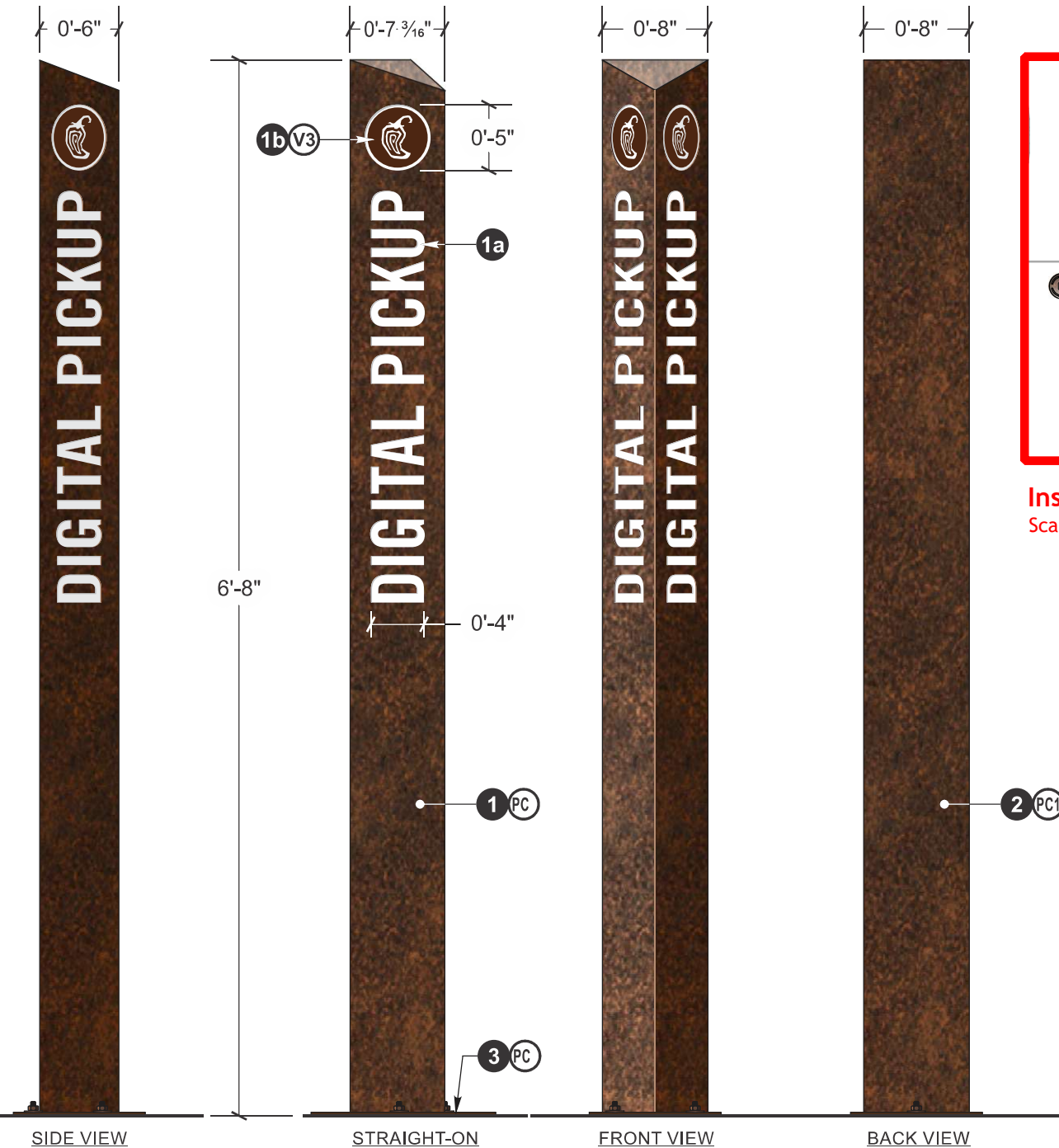


ROTATED PLAN VIEW

SPECIFICATIONS FOR (1) ILLUMINATED D/F DIGITAL PICKUP SIGN

- 1 POST=** Brake-formed 1/8" aluminum body w/ welded & finished top cap
 - 1a Text Graphics:** CNC Routed and backed w/ 3/16" Milk White acrylic
 - 1b Logo Graphic:** CNC Routed circle backed w/ 3/16" Milk White acrylic then apply opaque vinyl logo overlay
 - 2 ACCESS PANEL=** Removable full length 1/8" aluminum back panel
 - ILLUMINATION=** Internally illuminated via Sloan Prism Mini White LEDs
 - 3 MOUNTING=** 1/4" Aluminum plate w/ mounting slots to allow rotational adjustment of 25° each direction
- CAISSON=** Sonotube formed concrete caisson drilled for (3) 1/2" dia. "drop-in" anchors w/ leveling nuts as req.

Scale: 1"=1'

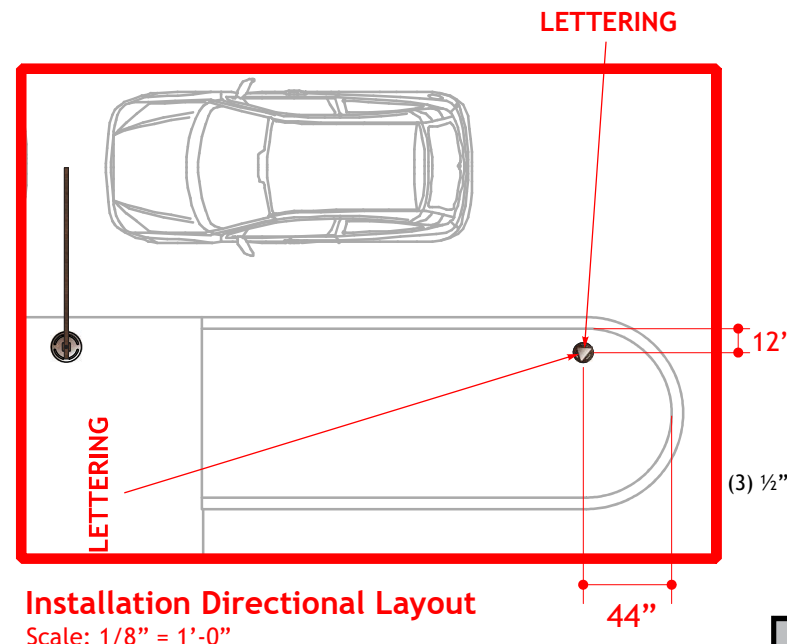


SIDE VIEW

STRAIGHT-ON GRAPHICS/FACE VIEW

FRONT VIEW

BACK VIEW



Installation Directional Layout
Scale: 1/8" = 1'-0"

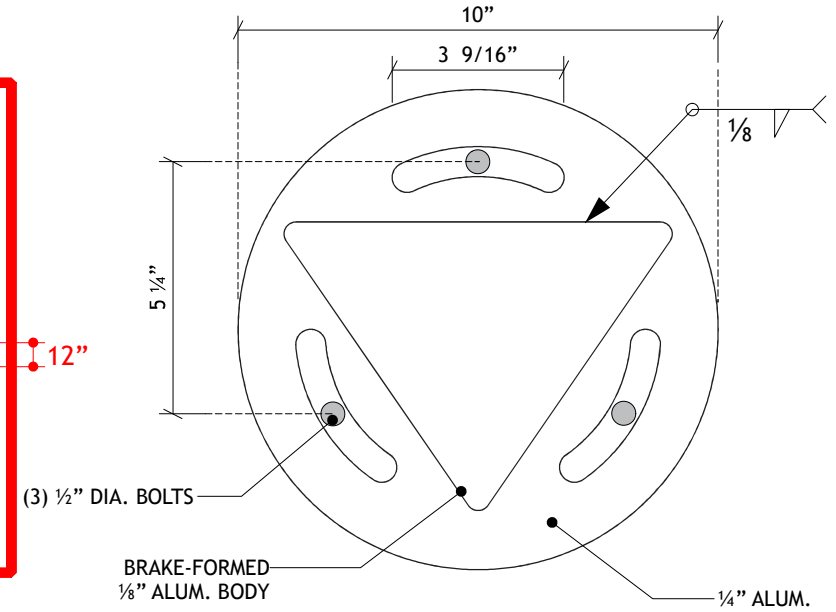
ELECTRICAL DATA:
 (16 MODS) WHITE LEDS @ .46 WATT EA. = 7.36 WATTS
 (1) LPV-20-12 POWER SUPPLIES @ .55 AMPS EACH

TOTAL LOAD: .55 @ 120 VAC.
 (1) 20 AMP-120V CIRCUIT REQUIRED.

COLORS AND FINISHES

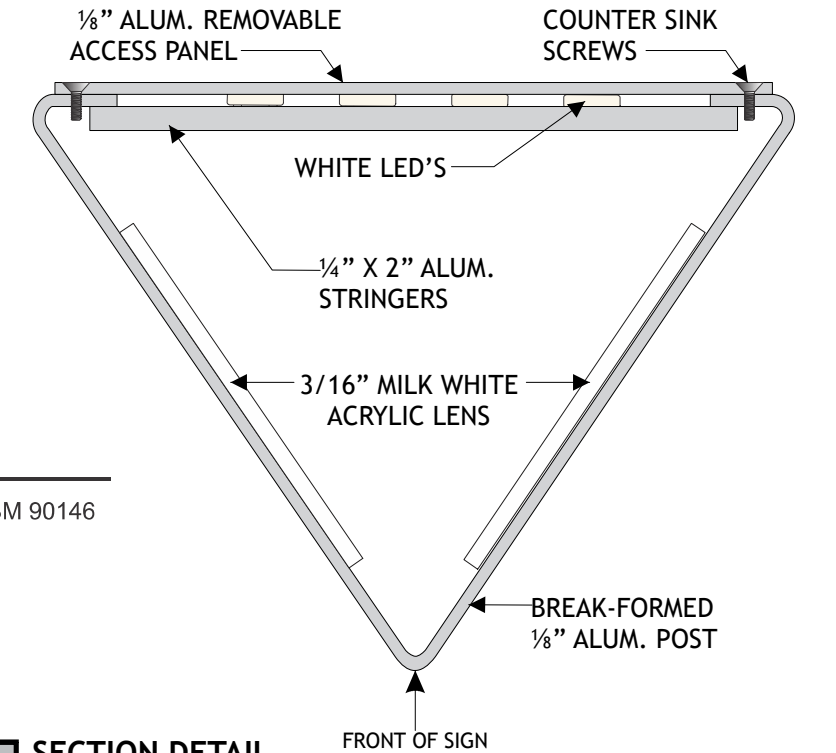
- (PC1)** Powder coat IFS Rustic SRBM 90146
- (V3)** Arlon cast vinyl #2100-3651 "Adobo Brown"

QTY: 1
Scale: 1"=1'



MOUNTING PLATE DETAIL

Scale: 3"=1'



SECTION DETAIL

Scale: 6"=1'-0"



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ANTIOCH, CA

Approval Signature

DATE:

05/21/2024

PROJECT MANAGER

Joanne P.

DESIGNER:

RAUL D.

REVISION DATE:

10/07/2024

REVISION BY:

Jose Soria

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N4

DIGITAL PICKUP SIGN - ROTATED VIEW

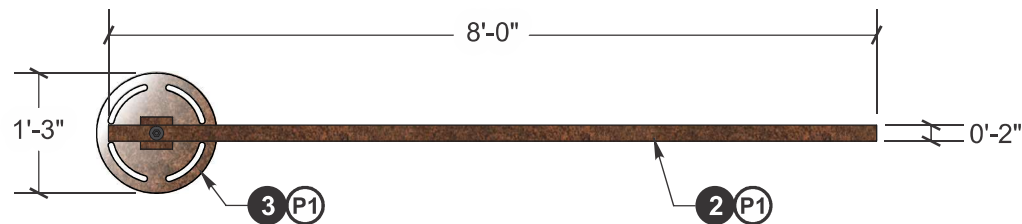
C82

SPECIFICATIONS FOR (1) NON-ILLUMINATED S/F BREAKAWAY CLEARANCE BAR

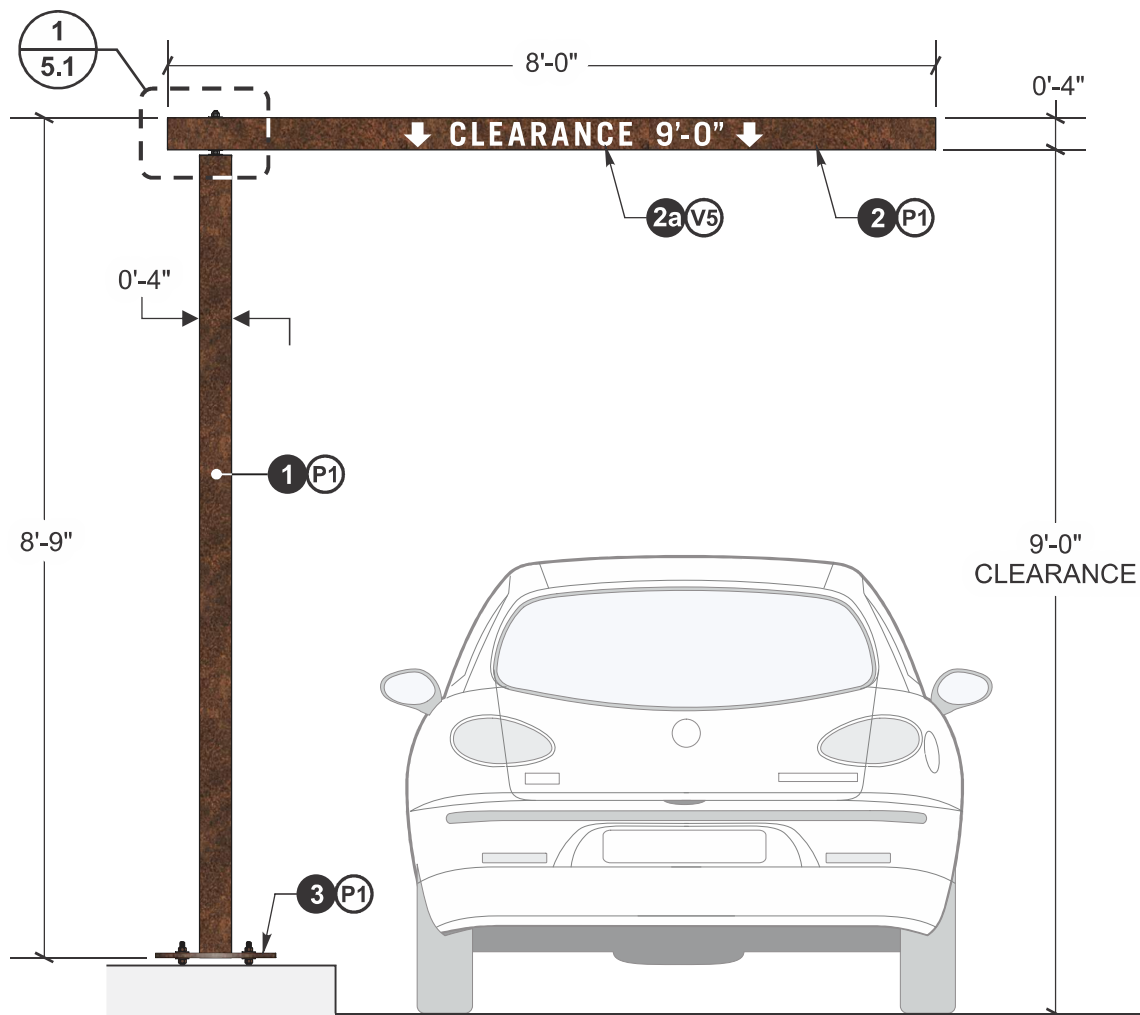
- 1 POST= 4" x 4" x 1/4" Alum. sq. tube w/ 3/8" alum top plate and pivot
- 2 CLEARANCE BAR= 2" x 4" x 1/8" Alum. rec. tube w/ black PVC end caps
 - 2a Graphics: Reflective vinyl overlay
 - Breakaway:** To minimize damage from impact, the top beam will give way and rotate when struck. Beam can then be manually rotated back to original position
 - Note:** Rotation from fixed position will break shear/alignment pin which can be easily serviced during realignment of clearance bar
- 3 MOUNTING= Slotted 1/2" alum. base plate attaches to embedded bolts in caisson

COLOR SPECIFICATIONS

- P1 Powder coat IFS Rustic SRBM 90146
- V5 Reflective White Vinyl

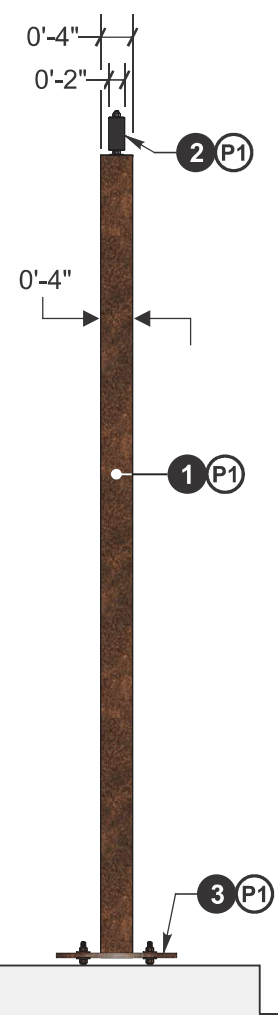


1 PLAN VIEW
5.0 SCALE: 1/2"=1'-0"

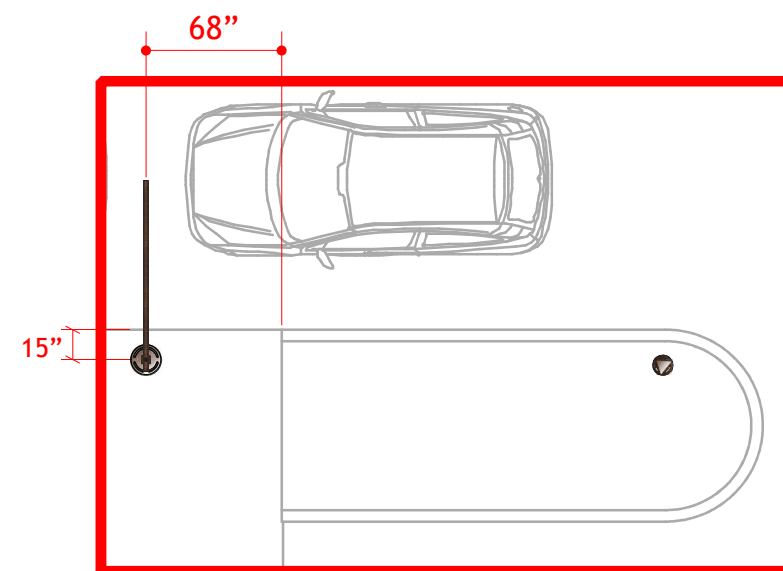


N5 ELEVATION
SCALE: 1/2"=1'-0"

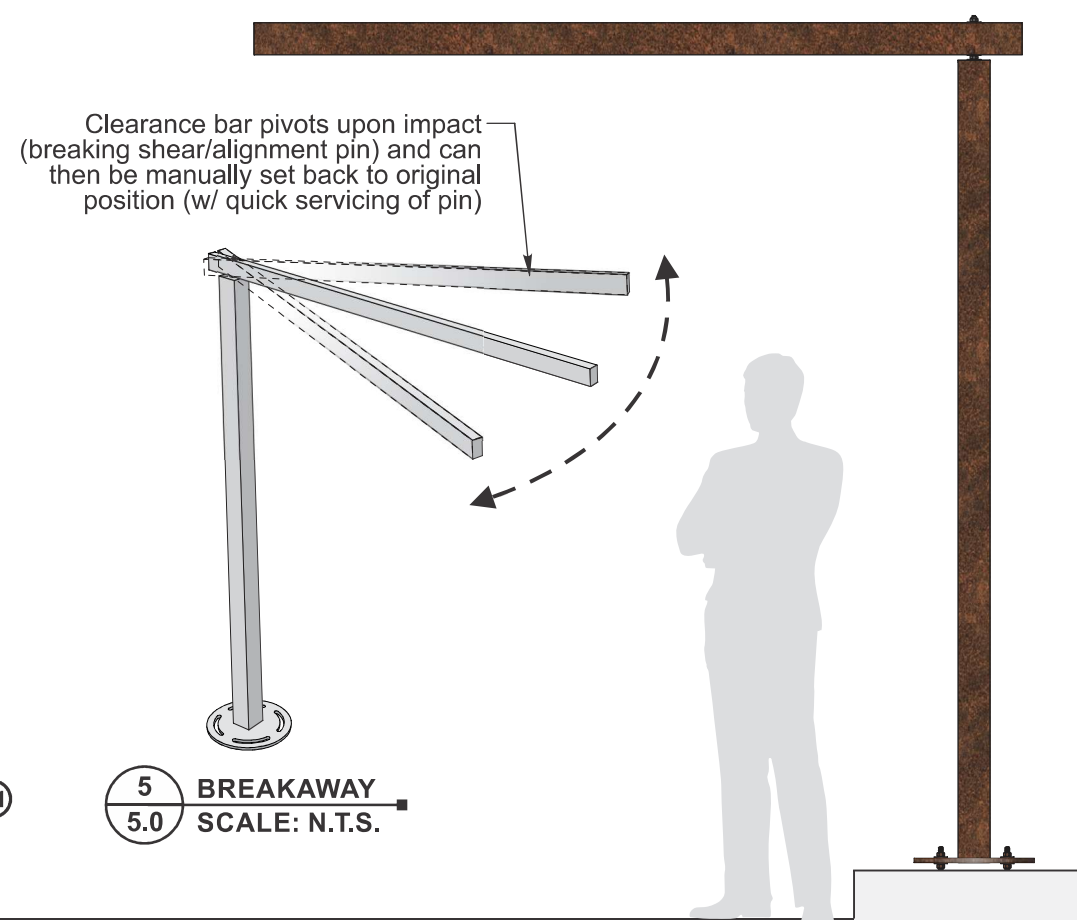
QTY: 1



3 END VIEW
5.0 SCALE: 1/2"=1'-0"



Installation Directional Layout
Scale: 1/8" = 1'-0"



5 BREAKAWAY
5.0 SCALE: N.T.S.

4 OPPOSITE ELEVATION
5.0 SCALE: 1/2"=1'-0"



12226 Coast Drive
Whittier, CA 90601
Tel: (562) 946-7545
Fax: (562) 949-5707
St. Lic.: 894662
www.fusionsign.com
Los Angeles, CA
Los Angeles, CA



DRAWING/REVISION NO.:
05-24-0025R4

PAGE NO.:
9 OF 13

CLIENT:
CHIPOTLE

ADDRESS:
4099 LONE TREE
ANTIOCH, CA

Approval Signature

DATE:
05/21/2024

PROJECT MANAGER:
Joanne P.

DESIGNER:
RAUL D.

REVISION DATE:
10/07/2024

REVISION BY:
Jose Soria

ALL IDEAS, PLANS, AND ELECTRONIC ART INDICATED ON THIS DRAWING ARE COPYRIGHTED AND OWNED BY FUSION SIGN AND DESIGN AND SHALL NOT BE REPRODUCED, USED BY OR DISCLOSED TO ANY PERSONS, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT PERMISSION OF FUSION SIGN AND DESIGN.



DRAWING/REVISION NO.:

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PAGE NO.:

10 OF **13**

CLIENT:

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ADDRESS

4099 LONE TREE
ANTIOCH, CA

Approval Signature

DATE:

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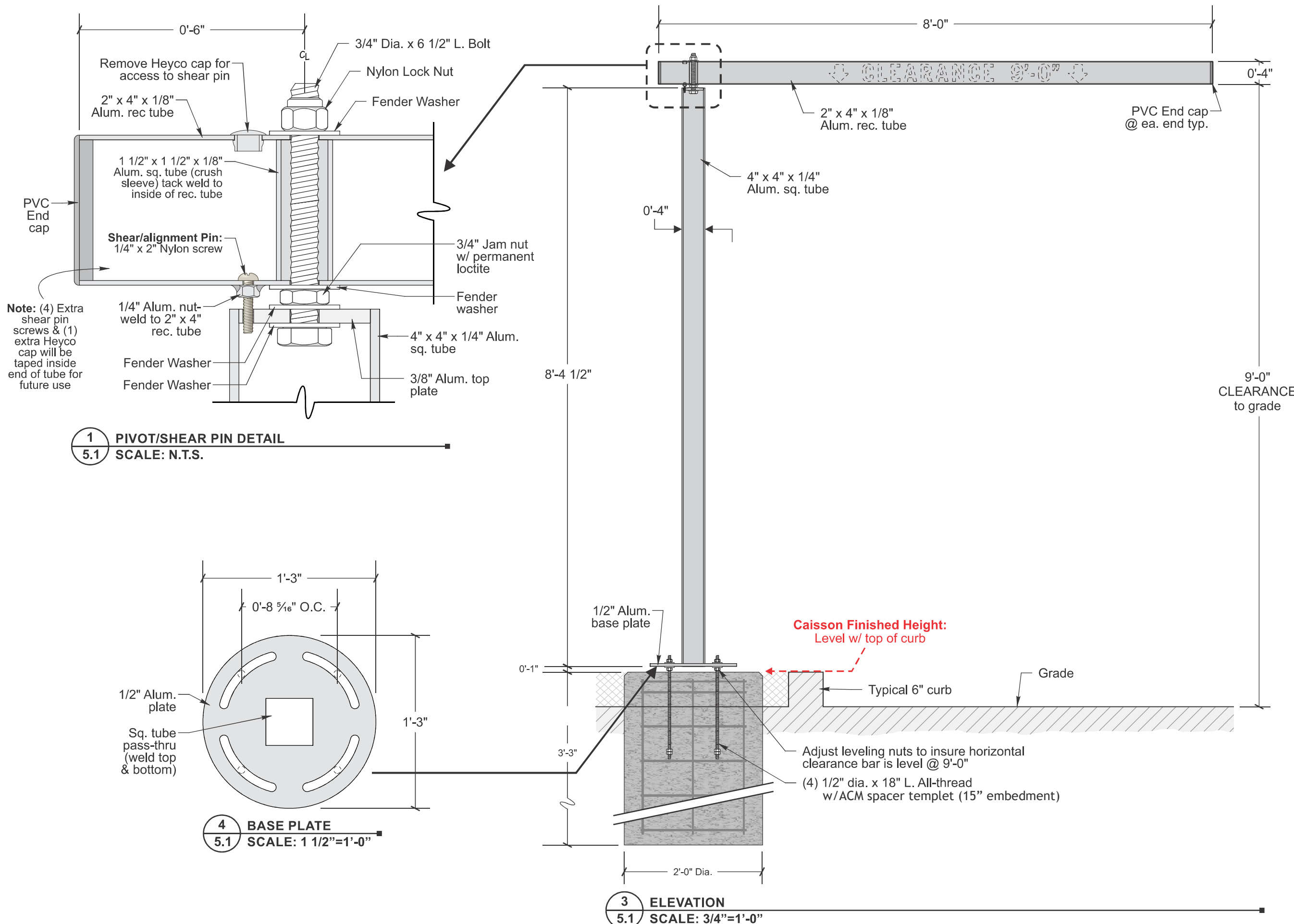
REVISION DATE:

10/07/2024

REVISION BY:

Jose Soria

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1 PIVOT/SHEAR PIN DETAIL
5.1 SCALE: N.T.S.

4 BASE PLATE
5.1 SCALE: 1 1/2"=1'-0"

3 ELEVATION
5.1 SCALE: 3/4"=1'-0"

ATTACHMENT "D"



ARCHITECTS:

Rodney C. Alonzo, A.I.A.
CEO
C26714

Joseph L. Smith, A.I.A.
President
C23440

ARCHITECTURE PLUS INC.
4335-B NORTH STAR WAY
MODESTO, CA 95356

ph. 209.577.4661
fx. 209.577.0213

www.apiarc.com

Project Description:

The approximate 18-acre property, now divided into 7 Parcels (A thru G) was previously approved under PD-04-05 and UP-04-14 which included a 126,000 sf commercial / retail center and a 60,000 sf fitness facility. The fitness facility (Parcel A) was constructed in 2007 and the balance of the property has remained substantially undeveloped and vacant.

The vacant property is now being developed by two separate entities. Approximately 9 acres (Parcels B, C and D) are being developed by a third party as luxury apartments. A separate application for the proposed residential development has previously been submitted in mid-2023 by the third party to the City of Antioch. The remainder 3 acres (Parcels E, F and G) will be developed as 3 separate commercial / retail parcels.

This application pertains to the following 3 separate commercial / retail parcels (E, F & G).

Parcel E: Approximately 1.21 acres, includes an approximate 5,434 sf Automated Car Wash facility with covered vacuum areas and associated equipment enclosures. Total onsite parking will include 2 employee parking spaces and 9 vacuum spaces. The operating hours will be from 7am to 7pm and will employ approximately 20-25 people. The current approval for this parcel includes a 10,000 sf medical office pad. Applicant has not been successful in securing a tenant for this approved use after over 17 years of marketing. Applicant has a signed lease, subject to the City approval, for this parcel as a high-quality automated car wash.

Parcel F: Approximately .96 acres, includes an approximate 2,365 sf QSR / Retail tenant building with drive-thru component. Total parking will include 17 spaces. The operating hours will be from 9am to 10 pm and will employ approximately 40 people. The current approval for this parcel includes an 8,000 square foot restaurant pad. The proposed use is in line with the current approved list of uses allowed per PD-04-05 and UP-04-14.

Parcel G: Approximately 1.05 acres, includes an approximate 3,760 sf QSR / Retail tenant building with drive-thru component. Total parking will include 19 spaces for the Retail/QSR and the remaining 16 to be shared with Parcel A. The operating hours will be from 10am to midnight and will employ approximately 40 people. The current approval for this parcel includes a 6,000 square foot restaurant pad. The proposed use is in line with the current approved list of uses allowed per PD-04-05 and UP-04-14.



ARCHITECTS:

Rodney C. Alonzo, A.I.A.
CEO
C26714

Joseph L. Smith, A.I.A.
President
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MODESTO, CA 95356

ph. 209.577.4661
fx. 209.577.0213

www.apiarc.com

There are currently 3 existing ingress/egress driveways to the 18-acre overall development. There will be no further access points developed other than what already exists on site. The primary entry is a signalized intersection located off Lone Tree Way, with a second entry from Lone Tree Way off the shared drive located northwest of the site and a third entry off Lone tree Way in front of the health club. The property is designed to allow vehicular, bicycle and pedestrian circulation throughout the site. A traffic study has been conducted and completed and is being submitted as part of this application. City comments, gained through a pre-submittal application process, have been incorporated into the site plan.

We are applying for a use permit, design review approval and an amendment to PD-04-05 Planned Development Master Use list to add a car wash.

The overall application outlines the colors, elevations, landscaping and other material requirements for this development.



ATTACHMENT "E"

CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT

4005 PORT CHICAGO HWY, STE 250, CONCORD, CA 94520 • (925) 941-3300 • CCCFPD.ORG

December 19, 2024

Mr. Nathan Tinclair
City of Antioch
Planning

Subject: Lone Tree Retail Development
4099 LONE TREE WAY, Antioch
Project # PD2024 - 0001
CCCFPD Project No.: P-2024-004040

Dear Mr. Tinclair:

We have reviewed the development plan application to establish three new commercial buildings: a drive-thru car-wash, a drive-thru quick service restaurant, and a combination retail and drive-thru quick service restaurant at the subject location. The following is required for Fire District approval in accordance with the 2022 California Fire Code (CFC), the 2022 California Building Code (CBC), and Local and County Ordinances and adopted standards:

1. The Permittee shall pay all fire facility impact fees at the time of the issuance of the first building permit, at the then-current rate.
2. The Permittee shall request that the Project site be annexed into the most current Community Facilities District for fire protection and emergency response services (if applicable), or developer will provide an alternative funding mechanism acceptable to the Contra Costa Fire Protection District for the provision of fire protection and emergency response services.
3. Access as shown on plans appears to comply with Fire District requirements.

Provide emergency apparatus access roadways with all-weather (paved) driving surfaces of not less than 20-feet unobstructed width, and not less than 13 feet 6 inches of vertical clearance, to within 150 feet of travel distance to all portions of the exterior walls of every building. Access shall have a minimum outside turning radius of 45 feet, and must be capable of supporting the imposed fire apparatus loading of 37 tons. . (503) CFC

4. Access roadways of **less than 28-foot** unobstructed width shall have signs posted or curbs painted red with the words: **NO PARKING – FIRE LANE** clearly marked. (22500.1) CVC, (503.3) CFC

Access roadways of **28 feet or greater, but less than 36-feet** unobstructed width shall have **NO PARKING – FIRE LANE** signs posted, allowing for parking on one side only or curbs painted red with the words **NO PARKING – FIRE LANE** clearly marked. (22500.1) CVC, (503.3) CFC

5. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the California Fire Code. (507.1) CFC
6. The developer shall provide an adequate and reliable water supply for fire protection with a minimum fire flow of 1500 GPM. Required flow must be delivered from not more than 1 hydrant flowing for a duration of 120 minutes while maintaining 20-pounds residual pressure in the main. (507.1), (B105) CFC
7. The developer shall provide hydrants of the East Bay type in compliance with Chapter 5 and Appendix B and C of the California Fire Code. Locations to be approved by the Fire District. (C103.1) CFC
8. Flammable or combustible liquid storage tanks shall **not** be located on the site without obtaining approval and necessary permits from the Fire District. (3401.4) CFC
9. The owner shall cut down and remove all weeds, grass, vines, or other growth that is capable of being ignited and endangering property. (304.1.2) CFC
10. The owner or the owner's authorized agent shall be responsible for the development, implementation and maintenance of a written plan in compliance with NFPA 241, establishing a fire prevention program at the project site applicable throughout all phases of the construction. The plan shall be made available for review by the fire code official upon request. (Ch.33) CFC

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

11. The developer shall submit building construction plans and specifications for the subject project to the Fire District through the public portal (<https://confire.vision33cloud.com/citizenportal/app/landing>). After the new construction / tenant improvement plans are approved, plans and specifications for all deferred submittals shall be submitted, including, but not limited to the following.

- Private underground fire service water mains
- Fire sprinklers
- Carbon Dioxide Systems

- Commercial kitchen hood extinguishing systems (if proposed)

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

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

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

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

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

Sincerely,



Michael Cameron
Fire Inspector

File: 4099 LONE TREE WAY-PLN-P-2024-004040

Handwritten text in blue ink, possibly a signature or initials, consisting of several loops and lines.



December 20, 2024

City of Antioch
 Planning Division
 200 H Street
 Antioch, CA 94509

SUBJECT: FINAL DEVELOPMENT PLAN APPROVAL FOR THE LONE TREE RETAIL DEVELOPMENT PROJECT NOS. PD2024 – 0001, APNs: 072-500-005, 072-500-006, 072-500-007, 4099 LONE TREE WAY

To Whom It May Concern:

The project referral is for the Lone Tree Retail Development Project that was received by the District for review.

The District Code requires that every property used for human occupancy, employment, or commercial or industrial purposes in the District service area be hooked up to the public sewer. In order to connect to the public sewer, property owners must submit an application and plans for approval, obtain a sewer permit when necessary, and pay all applicable fees. The fees include a Capital Facilities Capacity Charge (CFCC) and an annual Sewer Service Charge (SSC). The SSC will be charged following their connection to the sewer that will be billed annually on the property tax bill. Commercial properties are charged a minimum of one equivalent residential unit (ERU), but may be charged for additional ERUs depending on the volume and strength of the wastewater. For commercial connections, we will refer the owner to our Pretreatment Program to coordinate in obtaining a Wastewater Discharge Permit.

Based on the information submitted with the Planning Division and the attached planning package, the preliminary estimated fees are as follows:

Parcel Description	Fees
Parcel E – 5,434 sq. ft. Mister Carwash	CFCC: TBD, based on calculated sewer discharges (\$5,033 per 200 GPD).
Parcel F – 2,550 sq. ft. Habit Burger & Grill	CFCC: \$55,363.00
Parcel G – 3,760 sq. ft. Retail and Chipotle Quick Service Restaurant (QSR)	CFCC: \$53,349.80

City of Antioch
December 20, 2024

FINAL DEVELOPMENT PLAN APPROVAL FOR THE LONE TREE RETAIL DEVELOPMENT
PROJECT NOS. PD2024 – 0001, APNs: 072-500-005, 072-500-006, 072-500-007, 4099 LONE TREE
WAY

Page 2 of 2

Please note that the CFCC rate will be adjusted on February 16, 2025. The Delta Diablo Board of Directors adopted Ordinance 127 to adjust the CFCC rate from \$5,033 to \$4,886. For additional information, please contact us at permits@deltadiablo.org or call us at (925) 756 – 1900 extension 1343.

Sincerely,

A handwritten signature in cursive script that reads "Nayeli Basulto".

Nayeli Basulto
Junior Engineer

Summary of Drainage Fees

Development #: Lone Tree Retail
 APN: 072-500-006, 007
 Drainage Area: 55

Fee Schedule: **2024**

Date: 16-Dec-24
 Ordinance: 2002-23

Commercial/Industrial/Downtown
 Office (Medium)
 Office (Light)

Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 46,466	3.20	148,691.20	\$ 49,912		-
39,821		-	44,499		-
33,324		-	37,561		-

Multifamily Residences

Less than 2,500 square ft of land
 2,500-2,999 (square feet per unit)
 3,000-3,999
 4,000-4,999
 5,000-5,999
 6,000-6,999
 7,000-7,999
 8,000 +

Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 36,612		-	\$ 36,612		-
2,170		-	2,170		-
2,486		-	2,486		-
2,893		-	2,893		-
3,311		-	3,311		-
3,718		-	3,718		-
4,113		-	4,113		-
4,317		-	4,317		-

Single Family Residential

4,000-4,999 (square feet per unit)
 5,000-5,999
 6,000-6,999
 7,000-7,999
 8,000-9,999
 10,000-13,999
 14,000-19,999
 20,000-29,999
 30,000-39,999
 40,000 +

Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 3,040		-	\$ 4,870		-
3,175		-	5,074		-
3,311		-	5,277		-
3,447		-	5,481		-
3,650		-	5,774		-
4,057		-	6,362		-
4,735		-	7,322		-
5,853		-	8,780		-
7,266		-	10,486		-
8,712		-	12,080		-

(Amount Below to be added to the total.)

Amount of	Sqr Ft.	Unit Price	Amount
impervious surface.	69,654	1.13	\$ 78,709.02
to account for:			

TOTAL: \$227,400.22

Calculate DA 130 fee if checked

Mark box to add mitigation fee n/a

Comments:

This fee was calculated for Drainage Area 55 using the Lone Tree Retail Developments Proposed Planning Package, dated November 1, 2024. The commercial rate and the amount of new impervious surface was used to determine the fee for this proposed development.

Prepared by: Alexander Zandian

Lot Closure

LOT #	(square feet)				
1	-	35	-	69	-
2	-	36	-	70	-
3	-	37	-	71	-
4	-	38	-	72	-
5	-	39	-	73	-
6	-	40	-	74	-
7	-	41	-	75	-
8	-	42	-	76	-
9	-	43	-	77	-
10	-	44	-	78	-
11	-	45	-	79	-
12	-	46	-	80	-
13	-	47	-	81	-
14	-	48	-	82	-
15	-	49	-	83	-
16	-	50	-	84	-
17	-	51	-	85	-
18	-	52	-	86	-
19	-	53	-	87	-
20	-	54	-	88	-
21	-	55	-	89	-
22	-	56	-	90	-
23	-	57	-	91	-
24	-	58	-	92	-
25	-	59	-	93	-
26	-	60	-	94	-
27	-	61	-	95	-
28	-	62	-	96	-
29	-	63	-	97	-
30	-	64	-	98	-
31	-	65	-	99	-
32	-	66	-	100	-
33	-	67	-		
34	-	68	-		

Total Area (ft²): -
Total Area (Acres): -

Comments:

AREA (SF)	QTY
<2,500	-
2,500-2,999	-
3,000-3,999	-
4,000-4,999	-
5,000-5,999	-
6,000-6,999	-
7,000-7,999	-
8,000-9,999	-
10,000-13,999	-
14,000-19,999	-
20,000-29,999	-
30,000-39,999	-
40,000 +	-

From: [Nathan Tinclair](#)
To: [Nathan Tinclair](#)
Subject: FW: Lone Tree Retail Development - PD2024 - 0001
Date: Monday, December 23, 2024 12:14:56 PM
Attachments: [image001.png](#)

From: Alexander Zandian <Alexander.Zandian@pw.cccounty.us>
Sent: Thursday, December 19, 2024 1:29 PM
To: Nathan Tinclair <ntinclair@antiochca.gov>
Cc: Michelle Cordis <michelle.cordis@pw.cccounty.us>; Little, Andrew <alittle@interwestgrp.com>; rod@apiarc.com
Subject: Lone Tree Retail Development - PD2024 - 0001

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

Hello Nathan,

The Contra Costa County Flood Control and Water Conservation District (District) has reviewed the Planning Package, dated November 1, 2024, for the proposed commercial development located at 4099 Lone Tree Way (APN 072-500-005, -006, -007) in the City of Antioch. We have the following comments:

Drainage Area Fee:

1. This project is located within Drainage Area 55 (DA 55), for which a drainage fee is due in accordance with District Ordinance Number 2002-23. By ordinance, all improvements in this area are subject to the provisions of the drainage fee ordinance. Effective January 1, 2024, the current fee in this drainage area is \$1.13 per square foot of newly created impervious surface.
2. The drainage area fee for this lot should be collected prior to issuing a building permit for this project.
3. The District is not the approving local agency for this project as defined by the Subdivision Map Act. As a special district, the District has an independent authority to collect drainage fees that is not restricted by the Subdivision Map Act. The District reviews the drainage fee rate every year the ordinance is in effect, and adjusts the rate annually on January 1 to account for inflation. The drainage fee rate does not vest at the time of tentative map approval. The drainage fees due and payable will be based on the fee in effect at the time of fee collection.

4. The DA 55 fee for this project is estimated to be \$227,400 based on the commercial development rate and the amount of new impervious surface added to the site. Please see the enclosed spreadsheet for our drainage fee calculation.

While reviewing past files for this APN, the District found a Grant Deed of Development Rights Agreement, DOC-2007-0008586-00 through -0008590-00 (attached), established in January of 2007. This agreement outlines that any future development requires the approval of the Grantee, the District.

Upon receipting payment of the Drainage Area 55 fee. The Restricted Development Area shall have all rights, privileges, title, and interests returned to the property owner, In-Shape Health Clubs, Inc.. DA 55 fees were partially paid as the building permit was issued for APN 072-500-001, -007. It has also been made clear via the submittal that a future multi-family residential development is proposed for APNs 072-500-002, -003, and -004, these parcels are also included in the Restricted Development Area and thus DA 55 fees must be paid in full before development rights are given back to the property owner. Fees for the Lone Tree Retail development can be paid separately from the future housing development, but the Restricted Development Area will remain in place until those fees are collected.

The District requires that a Fee-for-Service account is established with the property owner to conduct further review, processing, and modification of the Grant Deed of Development Rights Agreement.

Flood Control Comments:

1. The improvement plans identify the future multi-family development, APN 072-500-004, -003, to the north of this proposed site. It is not clear if the entire residential development will also be utilizing the same drainage network as there appears to be lines coming from APN 072-500-004, -003. If this is the case further analysis is needed to determine appropriately sized C.3 facilities and drainage pipes.
2. The site's bioretention facilities should be sized accordingly to meet the requirements for both developments.
3. The District recommends an 18" sized pipe to be used as a minimum for all storm drain facilities on site. The current plans show sizes ranging from 6" to 24".
4. We recommend that the City condition the applicant to design and construct storm drain facilities to adequately collect and convey stormwater entering or originating within the development to the nearest adequate man-made drainage facility or natural watercourse, without diversion of the watershed.
5. The developer should be required to submit hydrology and hydraulic calculations to the

City that prove the adequacy of the in-tract drainage system and the downstream drainage system. We defer review of the local drainage to the City.

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

Clean Water Program Comments:

1. A requirement under the MRP is that there are no illicit discharges, “Only Rain down the Drain”. Training exercises using chlorinated water or foam, washing vehicles all should drain to the sanitary sewer because storm drains flow directly to creeks and soaps, oils, chlorinated waters are harmful or lethal to organisms in our creeks.
2. There is a vehicle wash area indicated within Parcel E, DMA-E8, a recirculation/treatment system is noted. It is unclear where it drains. Attached is a fact sheet related to Oil/Water (Sand/Oil) separators. The fact sheet includes items such as requiring these areas to be plumbed to the sanitary sewer. Links below:
 - a. Sand/Oil Interceptor Maintenance fact sheet - https://www.centrialsan.org/sites/main/files/file-attachments/sand_oil_interceptor_maintenance.pdf?1511394156
 - b. Sand/Oil Interceptor Pumpers Operating in Central San’s Service Area - https://www.centrialsan.org/sites/main/files/file-attachments/sand_oil_interceptor_pumpers_in_central_san.pdf?1696607661
 - c. Attached is also Section 5 from the Central San Standard Specs which include information regarding Sand-Oil Interceptors (or Oil-Water Separators), related sewer connections outside, and wash areas. – The Sand/Oil Interceptor you’re looking for will be on Section 5. Environmental Compliance (5.01 – Other Commercial Businesses and 5.04 – Sewer Connection Outside). https://www.centrialsan.org/sites/main/files/file-attachments/standard_specs_2022_final.pdf?1658154154
3. Parcel E’s car wash facilities inside floor drains as well as utility sinks should also drain to the sanitary sewer

We appreciate the opportunity to review the proposed development at 4099 Lone Tree Way and welcome continued coordination with the City. If you have any questions, please contact me at your earliest convenience.

Thank you,

Alexander Zandian

Staff Engineer



Contra Costa County Public Works Department

Flood Control & Water Conservation District

255 Glacier Drive, Martinez, CA 94553

Office: (925) 313-2052

Fax: (925) 313-2333

Website: www.cccpublicworks.org

“Accredited by the American Public Works Association”

Summary of Drainage Fees

Development #: Lone Tree Retail
 APN: 072-500-006, 007
 Drainage Area: 55

Fee Schedule: **2024**

Date: 16-Dec-24
 Ordinance: 2002-23

Commercial/Industrial/Downtown
 Office (Medium)
 Office (Light)

Multifamily Residences

Less than 2,500 square ft of land
 2,500-2,999 (square feet per unit)
 3,000-3,999
 4,000-4,999
 5,000-5,999
 6,000-6,999
 7,000-7,999
 8,000 +

Single Family Residential

4,000-4,999 (square feet per unit)
 5,000-5,999
 6,000-6,999
 7,000-7,999
 8,000-9,999
 10,000-13,999
 14,000-19,999
 20,000-29,999
 30,000-39,999
 40,000 +

Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 46,466	3.20	148,691.20	\$ 49,912		-
39,821		-	44,499		-
33,324		-	37,561		-
Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 36,612		-	\$ 36,612		-
2,170		-	2,170		-
2,486		-	2,486		-
2,893		-	2,893		-
3,311		-	3,311		-
3,718		-	3,718		-
4,113		-	4,113		-
4,317		-	4,317		-
Building			Subdivision		
Unit Price	QTY	Amount	Unit Price	QTY	Amount
\$ 3,040		-	\$ 4,870		-
3,175		-	5,074		-
3,311		-	5,277		-
3,447		-	5,481		-
3,650		-	5,774		-
4,057		-	6,362		-
4,735		-	7,322		-
5,853		-	8,780		-
7,266		-	10,486		-
8,712		-	12,080		-

(Amount Below to be added to the total.)

Amount of	Sqr Ft.	Unit Price	Amount	
impervious surface.	69,654	1.13	\$ 78,709.02	
to account for:				TOTAL: \$227,400.22

Calculate DA 130 fee if checked

Mark box to add mitigation fee n/a

Comments:

This fee was calculated for Drainage Area 55 using the Lone Tree Retail Developments Proposed Planning Package, dated November 1, 2024. The commercial rate and the amount of new impervious surface was used to determine the fee for this proposed development.

Prepared by: Alexander Zandian

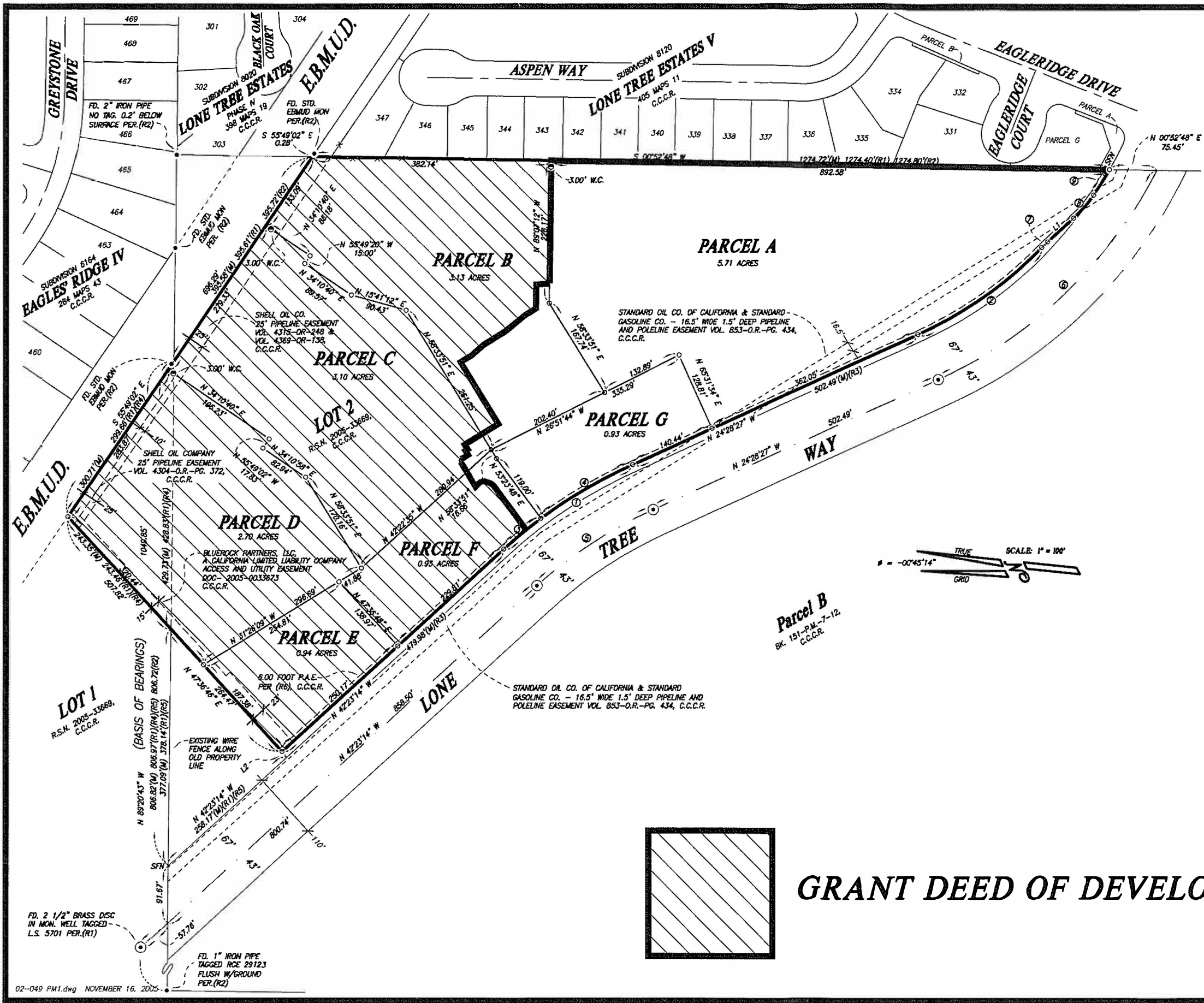
Lot Closure

LOT #	(square feet)				
1	-	35	-	69	-
2	-	36	-	70	-
3	-	37	-	71	-
4	-	38	-	72	-
5	-	39	-	73	-
6	-	40	-	74	-
7	-	41	-	75	-
8	-	42	-	76	-
9	-	43	-	77	-
10	-	44	-	78	-
11	-	45	-	79	-
12	-	46	-	80	-
13	-	47	-	81	-
14	-	48	-	82	-
15	-	49	-	83	-
16	-	50	-	84	-
17	-	51	-	85	-
18	-	52	-	86	-
19	-	53	-	87	-
20	-	54	-	88	-
21	-	55	-	89	-
22	-	56	-	90	-
23	-	57	-	91	-
24	-	58	-	92	-
25	-	59	-	93	-
26	-	60	-	94	-
27	-	61	-	95	-
28	-	62	-	96	-
29	-	63	-	97	-
30	-	64	-	98	-
31	-	65	-	99	-
32	-	66	-	100	-
33	-	67	-		
34	-	68	-		

Total Area (ft²): -
Total Area (Acres): -

Comments:

AREA (SF)	QTY
<2,500	-
2,500-2,999	-
3,000-3,999	-
4,000-4,999	-
5,000-5,999	-
6,000-6,999	-
7,000-7,999	-
8,000-9,999	-
10,000-13,999	-
14,000-19,999	-
20,000-29,999	-
30,000-39,999	-
40,000 +	-

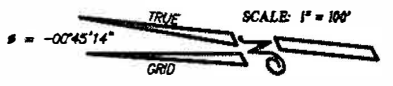


CURVE	RADIUS	LENGTH	DELTA	CHORD	CH. BEARING
1(R3)	787.00'	246.05'	17°54'48"	245.05'	N 33°25'51" W
2(R3)	653.00'	244.00'	21°24'33"	242.58'	S 35°10'43" E
3(R3)	787.00'	77.22'	8°37'19"	77.19'	N 39°34'35" W
4(R3)	787.00'	168.63'	12°17'29"	168.51'	S 30°37'12" E
5(R3)	708.00'	221.35'	17°54'47"	220.45'	N 33°25'51" W
6(R3)	732.00'	493.99'	38°39'56"	484.67'	S 43°48'28" E
7(R3)	200.00'	13.17'	3°46'23"	13.17'	N 43°29'48" W
8(R3)	200.00'	48.93'	14°01'07"	48.81'	N 49°07'10" W
9(R3)	665.00'	48.31'	4°09'45"	48.30'	S 58°12'36" E

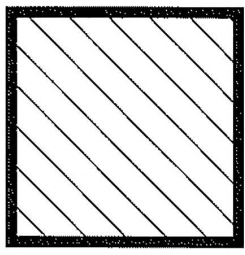
LINE	BEARING	LENGTH
L1(R3)	S 47°16'06" E	66.51'
L2(R3)	S 47°35'46" E	12.00'

LEGEND

- ⊙ - FD. MONUMENT IN MONUMENT WELL AS NOTED
- - FD. AS NOTED
- - SET 3/4" x 24" IRON PIPE TAGGED L.S. 6805
- ⊙ - INDICATES A SET WITNESS CORNER, MEASURED ALONG THE LOT LINE, 3.00' FROM ACTUAL LOT CORNER
- - BOUNDARY LIMITS LINE OF THIS PARCEL MAP
- C.C.C.R. CONTRA COSTA COUNTY RECORDS
- O.R. OFFICIAL RECORDS
- P.M. PARCEL MAP
- SFN SEARCHED, FOUND NOTHING, NOTHING SET, UNLESS SHOWN OTHERWISE
- R.S.N. RECORDER'S SERIAL NO.
- (R) RADIAL BEARING
- (T) CURVE SYMBOL
- L1 LINE LABEL
- P.A.E. PEDESTRIAN ACCESS EASEMENT
- W.C. WITNESS CORNER



GRANT DEED OF DEVELOPMENT RIGHTS





December 17, 2024

Nathan Tinclair
City of Antioch
PO Box 5007
Antioch, CA 94531

Re: PD2024-0001
Lone Tree Retail project

Dear Nathon Tinclair,

Thank you for giving us the opportunity to review the subject plans. The proposed PD2024-0001 project appears to be within the same vicinity of PG&E's existing facilities that may impact this project.

PG&E has existing electric and gas facilities in the vicinity of this project's location. Please provide an updated site plan showing the distribution facilities relative to where this proposed development will take place. This will give us a better idea of the potential impacts to our facilities and whether any modifications need to be made.

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

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

If you have any questions regarding our response, please contact me at M71A@pge.com

Sincerely,

Matthieu McNair
Land Management
925-804-5736

RE: City of Antioch Project Routing Lone Tree Retail Project 4099 Lone Tree Way

From Greensides, Jessica <JGreensides@republicservices.com>

Date Wed 12/4/2024 11:08 AM

To Monique Villagrana <mvillagrana@antiochca.gov>; Nathan Tinclair <ntinclair@antiochca.gov>

 1 attachment (1 MB)

PF596-215-New-Enclosure Dimensions-Clearances-Information-Sheet-v9A.pdf;

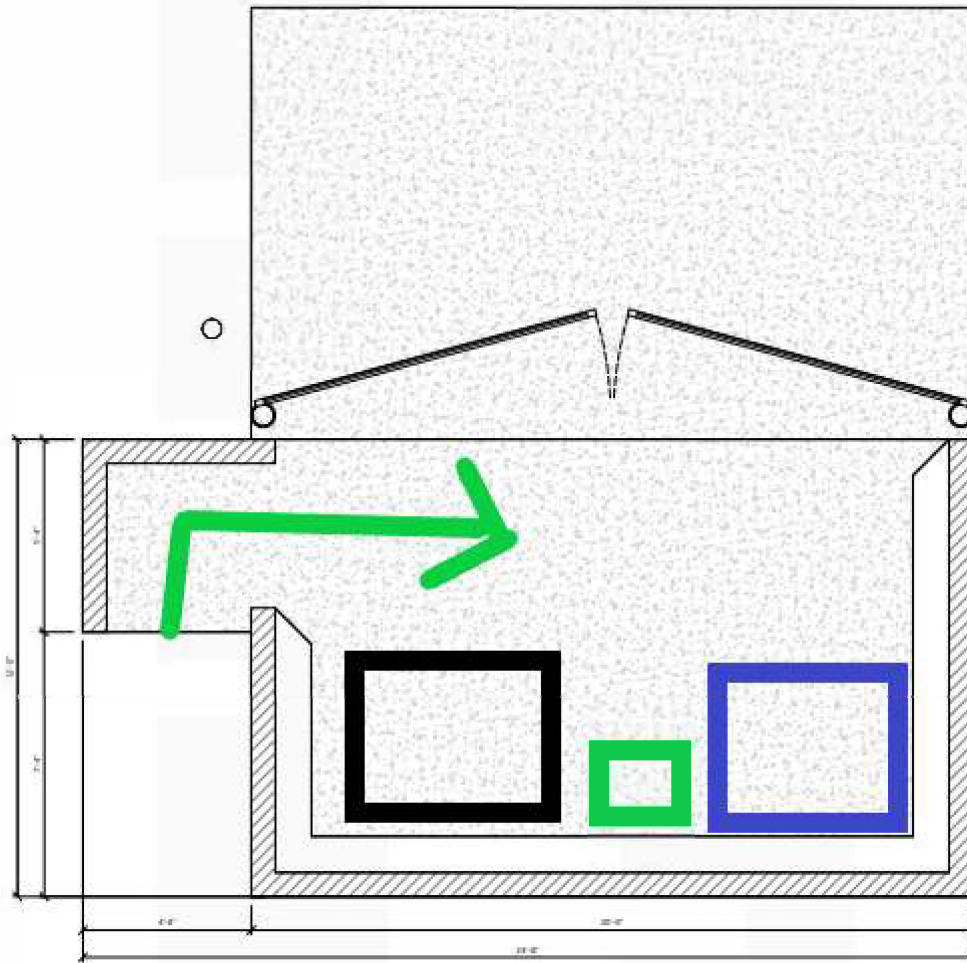
CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Nathan Tinclair,

I have each site location labeled below with changes/updates to plans that would need to occur to approve on our end.

Each location needs the **suggested or planned route of service our truck would take to service drawn out**. Two of the trash enclosures only show 2 bins without spacing/size drawn out, this needs to change to **show three bins (trash, organics and recycling) to scale at each location**. Please keep in mind side doors need to be accessible for employees to walk by bins to easily access all three bins as shown in my rough drawing below.

I have attached our sizing as well as truck turning/servicing guides to help with adding in the dimensions of the bins as well as the truck route.

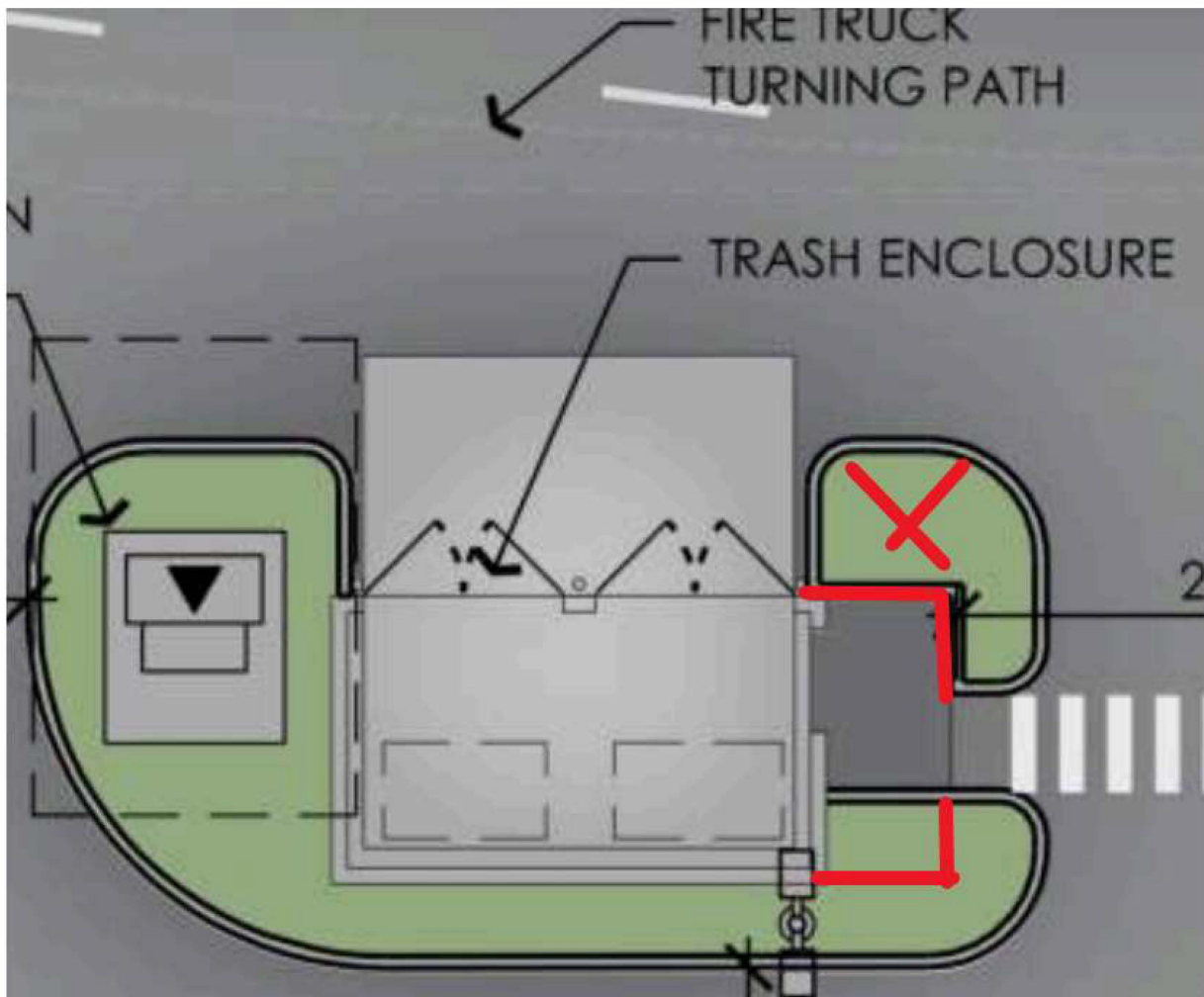


Site E- mister car wash

Location would have minimal organic material- suggested sizes for bins to draw would be 4yd Trash, 4yd Recycling and 1- 64 Gal organics bin

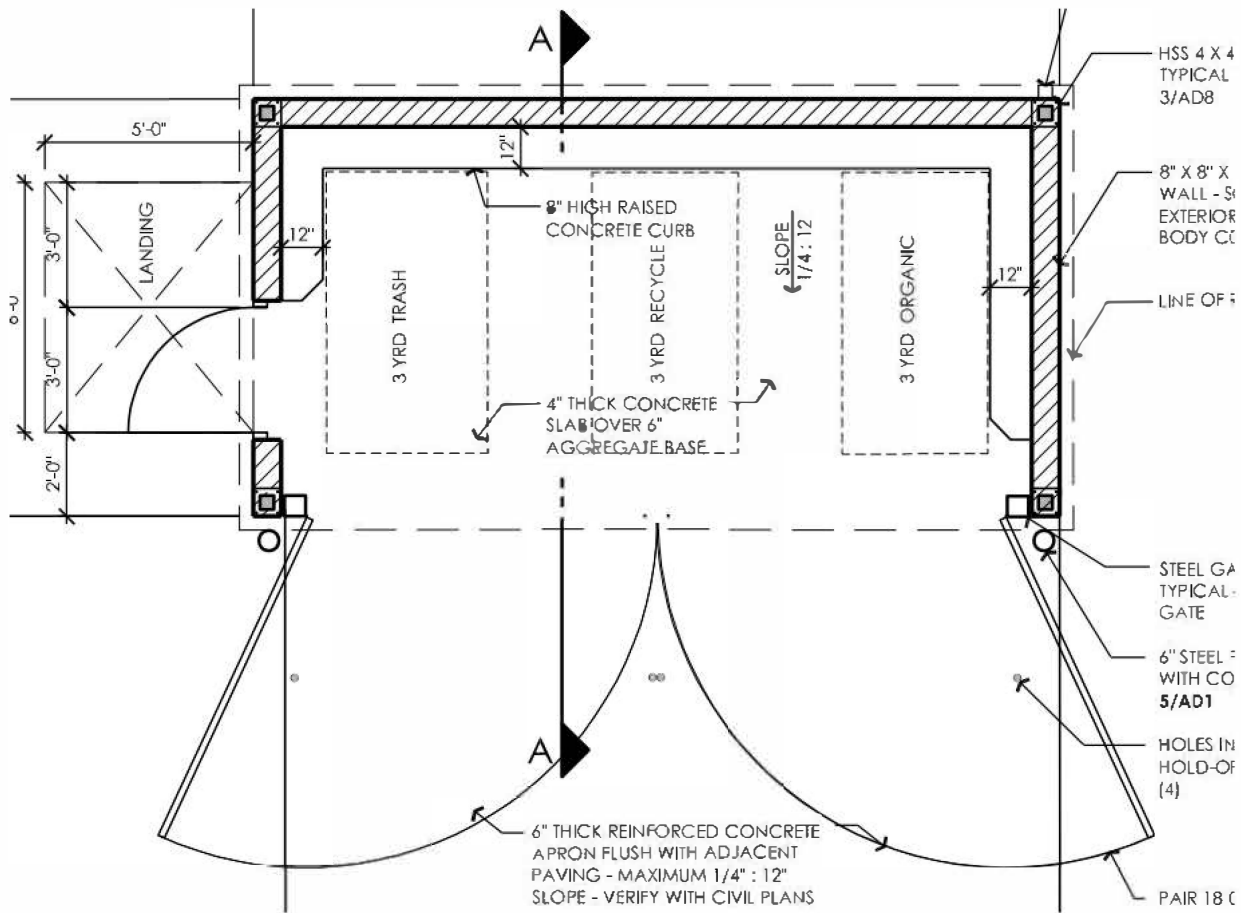
Site F- Habit-

Location would be a large food producer and would be projected to need a 4yd Trash, 4yd Recycling and either 1 yard Organics or 2 64 Gal organic carts and potentially a grease/oil collection bin. The size is not laid out but assumingly is the same size as the prior enclosure (20 ft) which is not long enough to fit all four bins and ensure a walking path for employees. Can we expand the trash enclosure and remove the landing pad space before the start of the enclosure as shown by the red drawing below.

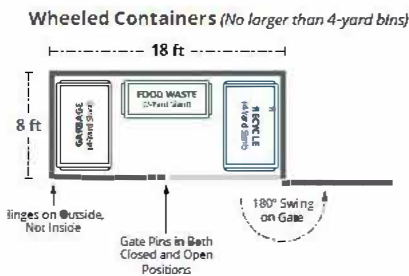


Site G- Chipotle plus a retail space-

As mentioned above for the Site F- location would need space for a 4yd trash, 4 yard recycling and 1yd org or 2-64 gal Organics carts. The enclosure is 19 ft and the bins have been drawn out but there would be no clear walking path from a side door, trash enclosure would need to be expanded as well. The length and width of the bins and spacing needs to be drawn out as well.



If we cannot have a direct walking path from a side door for employees to access all three bins easily it is instead suggested to remove the side entrances from each enclosure and only have one entrance to the enclosures as highlighted by the 18ft option shown below and in the attached document.



Hope this helps and please let me know if you have questions.

Thank you,

Jessica Greensides
Sustainability Advisor
Antioch

441 N Buchanan Circle
Pacheco, CA 94553
e jgreensides@republicservices.com
c 925.839.3645



Sustainability in Action

From: Monique Villagrana <mvillagrana@antiochca.gov>
Sent: Tuesday, December 3, 2024 11:45 AM
Subject: Fw: City of Antioch Project Routing Lone Tree Retail Project 4099 Lone Tree Way

This Message Is From an External Sender

[Report Suspicious](#)

This message came from outside your organization.

Good Morning,

I wanted to send a quick reminder that the deadline for submitting your comments is fast approaching — **Friday, December 20th.**

Please refer to the attached document to review the project details and send your responses to Nathan Tinclair at NTinclair@antiochca.gov.

Your input is greatly appreciated, and we look forward to receiving your feedback.

Monique Villagrana

Community Development Technician | Planning Division

☎: (925) 779-6163 (Direct)

☎: (925) 779-6159 (Main)

☎: (925) 779-7034 (Fax)

✉: mvillagrana@antiochca.gov

🌐: www.antiochca.gov

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



From: Nathan Tinclair <ntinclair@antiochca.gov>
Sent: Friday, November 22, 2024 2:17 PM
To: Nathan Tinclair <ntinclair@antiochca.gov>
Cc: Monique Villagrana <mvillagrana@antiochca.gov>
Subject: City of Antioch Project Routing Lone Tree Retail Project 4099 Lone Tree Way

Good Afternoon,

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

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

Responses are requested at your earliest availability, by or before **December 20, 2024**, to Nathan Tinclair at NTinclair@antiochca.gov.

Thank you in advance for your time and collaboration.

Nathan Tinclair
Associate Planner

(: 925-779-6113 (Direct)
(: 925-779-6159 (Main)
:: www.antiochca.gov

City of Antioch | P.O. Box 5007, Antioch, CA 94531-5007





CONTRA COSTA
HEALTH

2120 Diamond Blvd. Suite 100 | Concord, CA 94520
Phone: 925-608-5500 | Fax: 925-608-5502
cchealth.org

12/19/2024

CITY OF ANTIOCH
Attn: TINCLAR, NATHAN
P.O BOX 5007
ANTIOCH, CA94509

RE: PD20240001
4099 LONE TREE WY
APN: 072 500 005, 072 500 006
Service Request #: SR0023771

Dear TINCLAR, NATHAN :

Contra Costa Environmental Health (CCEH) has received a request for agency comment regarding the above referenced project. See below for our comments grouped by environmental health program:

- If an onsite water supply well is used for this project, it must meet current standards, including construction, yield, water quality, and setbacks. A hydrogeological study may be required to ensure adequate water supply.
- A permit from CCEH is required for any well or soil boring prior to commencing drilling activities, including those associated with water supply, environmental investigation and cleanup, or geotechnical investigation.
- Any abandoned wells (water, environmental, or geotechnical) and septic tanks must be destroyed under permit from CCEH. If the existence of such wells or septic tanks are known in advance or discovered during construction or other activities, these must be clearly marked, kept secure, and destroyed pursuant to CCEH requirements.
- If this project is not served by sanitary sewer and an onsite wastewater disposal system (septic system) is needed for this project, a permit from CCEH is required prior to installation. The new septic system, including disposal field replacement area must comply with current standards. Holding tanks for sewage disposal are prohibited unless these are owned and maintained by a public entity.
- For proposed subdivisions/minor subdivisions served by onsite wastewater disposal systems (septic systems). It must be demonstrated that each lot can accommodate a septic system meeting current standards, including disposal field replacement area.
- For proposed subdivisions/minor subdivisions served by onsite private water wells. It must be demonstrated that each lot has a water supply well meeting current standards, including construction, yield, water quality, and setbacks. A hydrogeological study may be required to ensure adequate water

supply.

- If the project will require a small public water system, these systems must operate under permit from CCEH. The water supply (e.g. well) must meet current standards, including construction, yield, water quality, and setbacks. A hydrogeological study may be required to ensure adequate water supply.
- If the proposed lot line adjustment involves properties served by an onsite waster disposal system (septic system). The new lot configurations must accommodate the septic system(s), including the disposal field replacement area(s), without conflicting with current standards(e.g., setbacks to property lines).
- If the proposed lot line adjustment involves properties served by an onsite water well. The new lot configurations must not conflict with current standards(e.g., setbacks to property lines).
- Horse boarding facilities are subject to the requirements of the Contra Costa County Cleanwater Program, including routine inspections. The applicant can contact CCEH for details.
- It is recommended that the project be served by public sewer and public water wherever possible.
- A health permit is required for retail food facilities. Food facilities include restaurants, stores, bars, cafeterias, snack bars, kiosks at transit sites, and any business or operation that sells or gives food away to the public (including employees or students).
- Plans must be submitted to CCEH and approved prior to the issuance of building permits for such facilities. Prior to the submission of plans, CCEH staff is available to meet with prospective developers/operators to discuss the requirements for these facilities and the plan review process.
- Dumpster areas serving retail food facilities are required to have a drain to the sanitary sewer and provided with a hot/cold water supply. It is recommended that developers be informed of this requirement, since it is usually easier to plan for the installation of sewer and water in dumpster areas during initial construction rather than install these afterwards
- All retail food facilities must have approved restrooms. This includes kiosks located at transit sites. It is recommended that developers be informed of this requirement, since it is usually easier to plan for the installation of restrooms during initial construction rather than install these afterwards
- Some kitchens at church sites may be exempt from requirements to have plans approved by CCEH and may not require a health permit if it is not used for any retail use. Please note that retail use includes any of the following:
 - Providing school lunches.
 - Operating a homeless or senior feeding program
 - Catering.
 - Events open to the general public where food is sold or given away**.

If the future use of the kitchen includes any activity considered retail in nature, a health permit will be required prior to commencing such an activity. In this case a plan review would be required as part of the application process. Any required upgrades to the kitchen and associated facilities (e.g., dumpster area, restrooms, janitorial area) would need to be completed before the issuance of a health permit.

***Please note, a temporary event, open to the general public, where food will be sold or given away requires a temporary event food permit whether or not they are held at the church site or somewhere else.*

- If the project utilizes a mobile food facility (MFF), in addition to a required health permit, MFFs are also subject to Contra County Ordinance Section 413-3.1612. This ordinance contains subsections that limit the amount of time a vehicle can remain in one location and the hours of operation, and also prohibits alcohol sales.
- Mobile food facilities that park in one location for more than one hour must have access to approved restroom facilities.
- Plans must be submitted to CCEH and approved prior to the issuance of building permits for such facilities. Prior to the submission of plans, CCEH staff is available to meet with prospective developers/operators to discuss the requirements for these facilities and the plan review process.
- CCEH is designated by the California Department of Resources Recycling and Recovery (CalRecycle) as the Local Enforcement Agency (LEA) for solid waste facilities, including but not limited to landfills, transfer/processing stations, composting facilities, chipping and grinding facilities, and waste tire generators and haulers. The prospective operators of such facilities should be directed to contact CCEH for information regarding requirements.
- If any recycling facilities are proposed, please include the LEA in the review process to ensure that all solid waste regulations are met. For example, if the recycling facility does not meet the definition described in the California Code of Regulations, Title 14, Section 17402.5(d), "Recycling Center," then the facility is required to obtain a solid waste facility permit as a transfer station/operation from the LEA. This may require a California Environmental Quality Act (CEQA) review prior to the issuance of a solid waste facility permit. Recycling facilities are subject to periodic inspection by the LEA to ensure they meet the criteria described above.
- Substantial construction and demolition (C & D) waste could result from this project. Hazardous construction and demolition materials should be separated from those that can be recycled or disposed.
- If the proposed project is on or adjacent to an active/former landfill, CCEH must approve post-closure uses on or near a landfill. Please note that landfills are monitored for the migration of leachate and landfill gasses (e.g., methane), which may pose a health or safety risk to neighboring properties.
- Debris from construction or demolition activity must go to a solid waste or recycling facility that complies with the applicable requirements and can lawfully accept the material (e.g., solid waste permit, EA Notification, etc.). The debris must be transported by a hauler that can lawfully transport the material. Debris bins or boxes of one cubic yard or more owned by the collection service operator shall be identified with the name and telephone number of the agent servicing the container.
- Non-source-separated waste materials must not be brought back to the contractor's yard unless the facility has the appropriate solid waste permit or EA Notification.

These comments do not limit an applicant's obligation to comply with all applicable laws and regulations. If the proposed project is subject to regulation by CCEH, the project tenant must apply for all applicable health permits. Should you have any questions, please do not hesitate to contact Environmental Health at (925) 608-5500 or CoCoEH@cchealth.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Kristian Lucas". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kristian Lucas, REHS
Director of Environmental Health



Jose Antonio Lopez, Jr.
Sr. Land Representative, Land Department

January 3, 2025

Via E-mail

The City of Antioch Planning Division
c/o Nathan Tinclair
P.O. Box 5007
Antioch, CA 94531-5007
ntinclair@antiochca.gov

Re: Lone Tree Retail Development – PD2024 - 0001
CPL File Number: CA_2024-053

Mr. Wong,

Chevron Pipe Line Company has reviewed your correspondence regarding the Lone Tree Retail Development – PD2024 - 0001; wherein the project proposes the development of three commercial buildings at 4099 Lone Tree Way. The site is zoned PD – Planned Development District, and currently is partially developed. The proposed project will develop three commercial buildings – a drive-thru car wash, a drive-thru quick service restaurant, and a combination retail and drive-thru quick service restaurant. Proposed site work includes construction of stormwater infrastructure, new internal driveways and walkways, lighting, signage and new landscaped areas.

Cursory reviews of available records indicate that there are no Chevron Pipe Line Company-owned/operated facilities within the area in question. Please be advised that there may be other Chevron entities with facilities at that location.

Please remember to notify Underground Service Alert at (800) 227-2600, at least two working days before starting any excavation.

If you have any questions or need any additional information, please contact me at (925) 753-2002. When inquiring, please refer to the above-referenced file number 2024-053.

Regards,

Jose Antonio Lopez, Jr. (Tony)
Sr. Land Representative
Chevron Pipe Line Company
E-mail – tonylopez@chevron.com

Chevron Pipe Line Company
2360 Buchanan Rd, Pittsburg, CA 94565
tonylopez@chevron.com

ATTACHMENT "F"



February 14, 2025

Chair Riley and Members of the Commission
Antioch Planning Commission, City of Antioch
200 H Street
Antioch, CA 94509

Subject: Support for ISHC Properties, LLC, Proposed Commercial/Retail Development on Lone Tree Way

Dear Chair Riley and Commissioners,

On behalf of the Spanos Corporation, I am pleased to express our strong support for the ISHC Properties proposed commercial and retail development that will include a Chipotle, Habit Burger, and Mister Carwash on Lone Tree Way. This project is planned adjacent to our forthcoming market-rate multifamily residential development, and we believe these businesses will serve as valuable amenities that enhance the appeal and convenience of our community.

Spanos Corporation has a long history of developing high-quality multifamily housing that caters to modern lifestyles, particularly for young professionals and busy commuters. Our communities are designed to offer convenience, connectivity, and access to services that complement the active routines of our residents. The inclusion of two restaurants and a car wash, as well as the existing In-Shape health club within walking distance of our development, will significantly contribute to creating a vibrant mixed-use environment where residents can seamlessly integrate daily needs into their routines.

Beyond benefiting our residents, this commercial project will contribute positively to the broader community by activating the area with increased economic activity, job creation, and improved consumer services. The synergy between our multifamily development and this commercial project reflects a smart-growth approach that supports Antioch's vision for a well-balanced, sustainable, and thriving community.

For these reasons, the Spanos Corporation strongly supports the approval of this commercial and retail development, and we respectfully urge the Planning Commission to approve the project. We appreciate your leadership in guiding thoughtful development that aligns with the city's goals, and we look forward to seeing this exciting addition come to fruition.

Sincerely,

Nicolas Ruhl

Nicolas Ruhl
Spanos Corporation