



155 Mason Circle
Concord, CA 94520
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www.contracostamosquito.com

November 26, 2024

Adrian Veliz
Contra Costa County
Department of Conservation and Development
Community Development Division
30 Muir Road
Martinez, CA 94553

Re: Project Location CDDP24-03051 Bella Vista Apartments (Address: 2867 & 3105 WILLOW PASS RD, BAY POINT, CA 945653236), (APN: 093081027) Additional APNs: 093-081-027 (1.98 AC), 093-081-028 (0.509 AC)

Dear Adrian Veliz,

Thank you for the opportunity to express the position of the Contra Costa Mosquito & Vector Control District (the District) regarding the proposed project located at 2867 Willow Pass Road, APN 093081027 and Additional APNs: 093-081-027 (1.98 AC), 093-081-028 (0.509 AC) in Bay Point, CA.

As a bit of background, the District is tasked with reducing the risk of diseases spread by vectors in Contra Costa County by controlling them in a responsible, environmentally-conscious manner. A “vector” means any animal capable of transmitting the causative agent of human disease or capable of producing human discomfort or injury, including, but not limited to, mosquitoes, flies, mites, ticks, other arthropods, and rodents and other vertebrates. Under the California Health and Safety Code, property owners retain the responsibility to ensure that the structure(s), device(s), other project elements, and all additional facets of their property do not produce or harbor vectors, or otherwise create a nuisance. Owners are required to take measures to abate any nuisance caused by activities undertaken and/or by the structure(s), device(s), or other feature(s) on their property. Failure by the owner(s) to adequately address a nuisance may lead to abatement by the Contra Costa Mosquito & Vector Control District and civil penalties up to \$1,000 per day pursuant to California Health and Safety Code §2060 et seq.

All mosquitoes require water to complete their life cycle. Projects that construct impervious surface, alter water flow or drainage, introduce irrigation, contain water conveyance or treatment elements, etc. have the potential to produce standing water and vector breeding habitat, creating a potential health hazard for area citizens, pets, and wildlife. Vector species that may breed in such locales have the ability to not only affect nearby individuals, but potentially spread disease viruses to persons and other animals several miles away.

This project design includes impervious features which can create areas of stagnant water to pond. Careful considerations for design and construction should be employed for all facets of the project in order to prevent creating suitable vector habitat. No feature of the project should create areas of

stagnant water that remain in excess of 72 hours. A thorough operation and maintenance plan should include steps to preclude vector production and contingencies to remedy such issues if they arise.

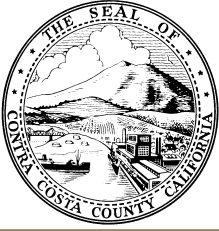
Additionally, efforts should be made to keep the grounds, office, storage areas, trash enclosure, etc. from becoming attractive harborage for rodents. The trash enclosure should have sealed containers and be kept clean. Thorough exclusion work on structures, paired with eradicating available food and water sources, should reduce the attractiveness of the site to these animals, thus limiting potential for diseases spread by rodents and rodent-associated vectors.

Addressing these concerns in the project planning phases can not only better protect public health and reduce the need for vector control efforts, but avoid costly retrofits and fines for property owners in the future. Please don't hesitate to contact the District should you have any questions or need anything further.

Sincerely,

A handwritten signature in cursive script that reads "Heidi Budge".

Heidi Budge
Vector Control Planner
925-771-6126
hbudge@contracostamosquito.com



CONTRA COSTA COUNTY
DEPARTMENT OF CONSERVATION & DEVELOPMENT

30 Muir Road

Martinez, CA 94553

Telephone: (925) 655-2709 **Fax:** (925) 655-2750

TO: Adrian Veliz, Project Planner

FROM: Robert Sarmiento, Transportation Planning Section

(RS)

DATE: December 3, 2024

SUBJECT: Bay Point Affordable Multi-Family Project (LP22-02029)

The Transportation Planning Section has reviewed the subject project, located at the intersection of Willow Pass Road and Clearland Drive in Bay Point. Comments are below; in summary, they pertain to level of service, bicycle facilities, parking (bicycles and electric vehicles), and transportation demand management. Details are below. Please let me know if you have any questions.

Background

The project is subject to the following policies and plans:

Vehicle Miles Traveled (VMT): On June 23, 2020, in compliance with SB 743 (2013), the Board of Supervisors adopted Transportation Analysis Guidelines¹ (TAG), which defines the County's approach to analyzing VMT impacts from certain projects. As a result of SB 743, VMT is the metric used to define transportation impacts in a CEQA review.

Level of Service (LOS): The County and the Contra Costa Transportation Authority (CCTA) require an LOS analysis in order to comply with the Growth Management Program. CCTA maintains the Technical Procedures Manual², which defines the approach to analyzing LOS impacts from certain projects. While LOS is no longer considered an impact under CEQA, SB 743 does allow local jurisdictions to maintain LOS-based policies and standards.

Contra Costa County Complete Streets Policy³: In July 2016, the County adopted the Complete Streets Policy, which ensures that the needs of travelers of all ages and abilities, in a wide variety of travel modes, are considered in all planning, programming, design, construction, operations, and maintenance activities.

¹ County Transportation Analysis Guidelines:

<https://www.contracosta.ca.gov/DocumentCenter/View/70739/FINAL-CCC-Transportation-Analysis-Guidelines-v3-5-10-21>

² CCTA Technical Procedures: https://ccta.net/wp-content/uploads/2018/12/Final_Technical_Procedures_Full_Jan2013-1.pdf

³ Complete Streets Policy:

2016: Complete Streets Resolution - [link](#), CS Policy - [link](#)

Contra Costa County Active Transportation Plan (ATP): The ATP⁴ identifies opportunities to improve bicycling and walking throughout the unincorporated areas of the County. The ATP identifies Willow Pass Road in Bay Point as a high-priority corridor for future Class IV separated bicycle facilities.

Comments

1. The project will not require a VMT analysis, based on the following:

Project Characteristics

- ½ mile away from the Pittsburg/Bay Point BART Station

VMT Screening Criteria

- Residential, retail, office projects, or mixed-use projects proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor
2. In accordance with the CCTA Measure J Growth Management Program, a traffic study that includes an evaluation of LOS impacts is required to be conducted for the project.
 3. Any proposed frontage improvements along Willow Pass Road should not conflict with the existing Class II bicycle facility or a future Class IV separated bicycle facility.
 4. Please have the applicant identify the number of short-term bicycle parking facilities that are proposed for the project. In addition, consistent with the County's Off-Street Parking Ordinance⁵, the project is required to provide long-term bicycle parking facilities.
 5. Consistent with the County's Electric Vehicle Ordinance⁶, the project is required to provide a minimum of thirteen fully operational electric vehicles charging spaces (EVCS). The project proposes only eleven EVCS.
 6. Consistent with the County's Transportation Demand Management (TDM) Ordinance, which requires a residential project with 13 or more units to develop a TDM program⁷, a TDM program⁸ must be developed for the project, reviewed by County staff, and subsequently approved prior to issuance of the first building permit. As a part of the TDM Ordinance requirement, the applicant shall consult with Tri Delta Transit⁹ on the need to provide infrastructure to connect the project with Tri Delta Transit services. Evidence of compliance with this requirement may include correspondence from the Tri Delta Transit regarding the potential need for installing bus turnouts, shelters, or bus stops at the project site.

cc: John Cunningham, DCD
Maureen Toms, DCD

⁴ County Active Transportation Plan: <https://www.contracosta.ca.gov/8533/Active-Transportation>

⁵ Long-term bicycle parking requirements can be found in the following link-
<https://www.contracosta.ca.gov/DocumentCenter/View/8843/off-street-parking-ord---final#page=15>

⁶ County's EV Ordinance: [link](#)

⁷ TDM Ordinance: [link](#)

⁸ The County's TDM Ordinance Guide ([link](#)) provides guidance on developing a TDM program.

⁹ Please contact Agustin Diaz (adiaz@eccta.org), Tri Delta Transit staff.

Raquel de la Torre, DCD
Jerry Fahy, PWD
Joe Smithonic, PWD
Monish Sen, PWD

To: Adrian Veliz Planner
From: Christine Louie, Planner
Date: June 20, 2025
Subject: **County File #CDLP22-02029, 2855-2867 Willow Pass Rd. Bay Point, CA 94565**
Second Agency Comments Response
Project Name: **Willow Pass Apartments**

Dear Adrian,

The following is Housing and Community Improvement's response to a second Agency Comments Request dated May 14, 2025, for the 124-unit, 100% affordable multi-family apartment project in Bay Point proposed under County File #CDDP24-03051. (APNs: 093-081-027 and 093-081-028).

Inclusionary Housing Ordinance

It is our understanding that the applicant is proposing an alternative Inclusionary Housing Plan (IHP) to comply with the County's Inclusionary Housing Ordinance (IHO). The IHP proposal is in conjunction with the submitted State Density Bonus request. The density bonus request includes multiple concessions, two which relate to the IHO requirements.

The following is a summary of the applicant's IHP proposal:

- The applicant proposes all 124 units in the project as inclusionary, as an alternative proposal to the ordinance requirements.
- 100 base units at lower income (80% Area Median Income (AMI)) affordability. 24 bonus units at moderate income (120% AMI) affordability.
- The affordability levels of the proposed inclusionary units are 80% AMI and 120% AMI; this is a concession requested in conjunction with the density bonus request. The required affordability levels of the inclusionary units are 50% AMI and 80% AMI.
- Rents for the lower income units to be set at levels determined by the California Tax Credit Allocation Committee. This is a concession requested in conjunction with the density bonus request.
- Rents for the moderate-income units to be set at an affordable rent, as defined in Section 50053 of the Health and Safety Code. This is consistent with the County's Inclusionary Housing Ordinance.

Unless otherwise noted above or proposed as part of the density bonus request, all inclusionary units are subject to the requirements and standards set forth in the Inclusionary Housing Ordinance.

Density Bonus Request

The following is a summary of the applicant's density bonus request:

- A proposal to construct a housing development pursuant to Government Code Section 65915(b)(1)(G), for the construction of a project where one hundred percent of all units in the development, including the total units and density bonus units, but exclusive of the manager's unit or units, are for lower income households, except up to 20 percent of the units in the development including total units and density bonus units, may be for moderate-income households.
- The applicant is proposing 100 units at 80% AMI and 24 units at 120% AMI, which complies with the above-referenced Government Code Section.
- The applicant is proposing to use the rents for the base units and density bonus units pursuant to Government Code Section 65915(c)(1)(B)(ii).
- The applicant is allowed a density bonus up to 80% as referenced under Government Code Section 65915(f)(3)(D)(i). The applicant is only proposing a density bonus of 24 percent over the base density.

- The applicant is allowed up to five incentives or concessions for their proposed project. The application is requesting the following concessions/incentives for the project:
 1. Bus Stop. The applicant is requesting a concession to not be required to relocate the existing bus stop on Willow Pass Road to the west side of Clearland Drive and install an enhanced crosswalk across Willow Pass Road to the existing bus stop on the north side of the road. According to the applicant, this concession will result in a cost reduction for the project. Staff is deferring the details of this concession to the appropriate agencies for review and consideration.
 2. County Inclusionary Housing Ordinance. The applicant is requesting a modification to the unit affordability levels to allow for lower income and moderate-income units pursuant to Government Code Section 65915(b)(1)(G).
 3. County Inclusionary Housing Ordinance. The applicant is requesting a modification to the affordable rents calculation to be consistent with the rents calculation of Government Code Section 65915(c)(1)(B)(ii) for lower income and moderate-income units.
 4. Height. The applicant is requesting a concession to increase the allowable building height to four stories and 55 feet, where 50 feet and three stories are permitted in the zoning district. The applicant has not provided information regarding whether the project meets the conditions listed under Government Code 65915(d)(2)(D) so the referenced additional height increase provision cannot be used. However, the applicant does have five possible concessions to allow for this request. Staff is deferring the determination of this concession to the land use/zoning staff for review and consideration.

No Net Loss Findings

The project is located on parcels listed in the County's Housing Element Sites Inventory with a total of 76 low and very low units and one above moderate unit. The project is proposing a different affordability level than the number of affordable units assumed for the sites and the following findings must be made.

(b) (1) No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel identified to meet its current share of the regional housing need or any unaccommodated portion of the regional housing need from the prior planning period to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g), unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:

(A) The reduction is consistent with the adopted general plan, including the housing element.

(B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

(2) If a city, county, or city and county, by administrative, quasi-judicial, legislative, or other action, allows development of any parcel with fewer units by income category than identified in the jurisdiction's housing element for that parcel, the city, county, or city and county shall make a written finding supported by substantial evidence as to whether or not remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

HCI Staff Comments

- At this time, staff is not making a determination on the applicant's interpretation that State Density Bonus law preempts local inclusionary ordinances. The submitted HCD memo allows a density bonus request to use a concession to modify an inclusionary requirement, and staff is reviewing the density bonus request in conjunction with the requested concessions and associated with the alternative inclusionary housing ordinance compliance proposal. If the applicant wishes the county to concur with their interpretation of the law, additional time will be required for staff review.
- Staff is accepting the submitted IHP as summarized above, and density bonus request as summarized above, as complete and consistent with the inclusionary ordinance requirements as the proposal is in conjunction with the density bonus request and the applicant's number of allowed concessions/incentives.
- The applicant has submitted sufficient information to comply with the Inclusionary Housing Plan (IHP) submittal requirement and the project is deemed complete pursuant to Section 822-4.414 of the County Ordinance Code.
- The Inclusionary Housing Plan for the project proposes an alternative method of compliance for on-site construction of 100 units for 80% AMI households, and 24 units for 120% AMI households. The inclusionary housing plan is in conjunction with the density bonus request and includes concessions to the inclusionary unit affordability requirements and the calculation of rents requirements of the County Ordinance Code.
- The density bonus requested by the applicant is a qualified density bonus project and proposes four concessions, which is allowed by the Government Code. The concessions related to the Inclusionary Housing Ordinance requirements are acceptable. Staff defers the determination of the proposed concessions for the bus stop and height to be determined by the appropriate agency and staff. Please note that any denial of a concession or incentive requested must make a written finding based on substantial evidence that the request does not comply with any of the conditions listed under Government Code 65915(d)(1).
- The subject property is comprised of two APNs, which are both listed on the Housing Element Sites Inventory with an aggregate number of units that includes 76 low and very low units, and one above moderate unit. You will need to make findings pursuant to Government Code 65863(b).
- The recommended conditions of approval relating to inclusionary housing requirements and the density bonus request will be forthcoming.

Sincerely,

Christine Louie, Planner
Contra Costa County
Department of Conservation & Development
Housing & Community Improvement Division



CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT

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

December 18, 2024

Adrian Veliz
Contra Costa County
DCD-CDD

Subject: New 124 unit Four Story Apartment Building
2867 Willow Pass Rd, Bay Point
Project # CDDP24-03051
CCCFPD Project No.: P-2024-004055

Dear Adrian Veliz:

We have reviewed the design review application to establish a new four story 124 unit, 116000 SF, apartment building of Type VA construction at the subject location. The following is required for Fire District approval in accordance with the 2022 California Fire Code (CFC), the 2022 California Building Code (CBC), the 2022 California Residential Code (CRC), and Local and County Ordinances and adopted standards:

1. A **pre-construction conference** with the design and construction team for the developer shall be held at the Fire District Offices in Concord before any CCCFPD Permitted work commences. The conference shall consist of design professionals, general contractors, project managers, superintendents, responsible for CCCFPD permitted work. CCCFPD personnel shall consist of the reviewing Fire Inspector, a Permit Technician, the Engineering Unit Captain, and either the Deputy Fire Marshal, the Fire Marshal, or both.
2. 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.
3. 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.
4. 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

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

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

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

6. Access gates for Fire District apparatus shall be a minimum of 20-feet wide. Access gates shall slide horizontally or swing inward and shall be located a minimum of 30 feet from the street. Electrically operated gates shall be equipped with a Knox Company key-operated switch. Manually operated gates shall be equipped with a non-casehardened lock or approved Fire District lock. Contact the Fire District for information on ordering the key-operated switch. (D103.5) CFC.
7. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the California Fire Code. (507.1) CFC
8. The developer shall provide an adequate and reliable water supply for fire protection with a minimum fire flow of 3125 GPM. Required flow must be delivered from not more than 3 hydrants flowing simultaneously for a duration of 180 minutes while maintaining 20-pounds residual pressure in the main. (507.1), (B105) CFC
9. 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. The plans show onsite Fire Hydrants. Two additional public Fire Hydrants are required, one on Clearland Dr and one on Willow Pass. Locations to be approved by Fire District. (C103.1) CFC
10. Location of FDC to be determined during Fire Sprinkler Plan Review.

11. Provide emergency escape and rescue openings in Group R occupancies of type V construction. Basements and sleeping rooms below the fourth story above grade plane shall have at least one exterior emergency escape and rescue opening. Such openings shall open directly into a public way or to a yard or court that opens to a public way.

Landscaping, signage and other obstructions must not hinder the positioning of firefighting ground ladders from apparatus access to the rescue windows.

12. A land development permit is required for access and water supply review and approval prior to submitting building construction plans.

The developer shall submit scaled site improvement plans indicating:

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

This is a separate submittal from the building construction plans. These plans shall be approved prior to submitting building plans for review. (501.3) CFC

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

Note: A temporary aggregate base or asphalt grindings roadway is not considered an all-weather surface for emergency apparatus access. The first lift of asphalt concrete paving shall be installed as the minimum roadway material and must be engineered to support the designated gross vehicle weight of 37 tons.

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

15. New buildings shall have approved radio coverage for emergency responders. An emergency responder radio coverage system shall be installed when the conditions of CFC 510.4.1 are not met. Testing shall be conducted and the results submitted to the Fire District prior to the building final. (510.1) CFC
16. The developer shall provide traffic signal pre-emption systems (Opticom) on any new or modified traffic signals installed with this development. (21351) CVC
17. 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
18. 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
19. 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

20. 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
- Standpipe
- Fire alarm
- Fire pump if required
- Emergency Responder Radio Coverage System (ERRCS)

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,

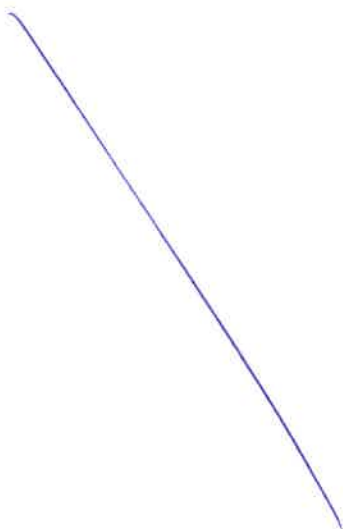
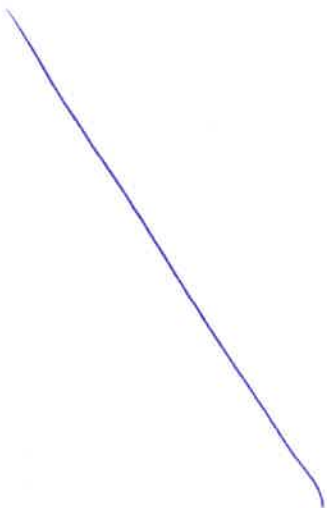


Michael Cameron
Fire Inspector

cc: Department of Conservation and Development
30 Muir Rd.
Martinez, CA 94553

File: 2867 WILLOW PASS RD-PLN-P-2024-004055

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CONTRA COSTA COUNTY
DEPARTMENT OF CONSERVATION AND DEVELOPMENT
COMMUNITY DEVELOPMENT DIVISION
30 Muir Road
Martinez, CA 94553-4601
Phone: 925-655-2700
Fax: 925-655-2758



CONTRA COSTA
CONSERVATION & DEVELOPMENT

AGENCY COMMENT REQUEST

Date 11/25/24

We request your comments regarding the attached application currently under review.

DISTRIBUTION

INTERNAL

- | | |
|---|--|
| <input checked="" type="checkbox"/> Building Inspection | <input type="checkbox"/> Grading Inspection |
| <input checked="" type="checkbox"/> Advance Planning | <input checked="" type="checkbox"/> Housing Programs |
| <input checked="" type="checkbox"/> Trans. Planning | <input type="checkbox"/> Telecom Planner |
| <input type="checkbox"/> ALUC Staff | <input checked="" type="checkbox"/> HCP/NCCP Staff |
| <input checked="" type="checkbox"/> County Geologist | |

HEALTH SERVICES DEPARTMENT

- | | |
|--|--|
| <input checked="" type="checkbox"/> Environmental Health | <input type="checkbox"/> Hazardous Materials |
|--|--|

PUBLIC WORKS DEPARTMENT

- | | |
|--|--|
| <input checked="" type="checkbox"/> Engineering Services | <input type="checkbox"/> Special Districts |
| <input checked="" type="checkbox"/> Traffic | |
| <input type="checkbox"/> Flood Control (Full-size) | |

LOCAL

- ☒ Fire District _____

San Ramon Valley – (email) rwendel@srvfire.ca.gov

- ☒ Consolidated – (email) fire@cccfd.org

- ☒ Sanitary District Delta Diablo

- ☒ Water District CCWD; Golden State Water

- ☒ City of Pittsburg

- ☒ School District(s) Mt. Diablo Unified

- ☒ LAFCO

Reclamation District # _____

East Bay Regional Park District

Diablo/Discovery Bay/Crockett CSD

- ☒ MAC/TAC Bay Point

Improvement/Community Association

- ☒ CC Mosquito & Vector Control Dist (email)

OTHERS/NON-LOCAL

- ☒ CHRIS (email only: nwic@sonoma.edu)

CA Fish and Wildlife, Region 3 – Bay Delta

Native American Tribes

ADDITIONAL RECIPIENTS

District 5 _____

Please submit your comments to:

Project Planner Adrian Veliz

Phone # 925-655-2879

E-mail Adrian.Veliz@dcd.cccounty.us

County File # CDDP24-03051

Prior to December 20, 2024

We have found the following special programs apply to this application:

☐ Landslide ☐ Active Fault Zone (A-P)

☐ Liquefaction ☐ Flood Hazard Area

- ☒ 60-dBA Noise Control

☐ CA EPA Hazardous Waste Site

☐ High or Very High FHSZ

AGENCIES: Please indicate the applicable code section for any recommendation required by law or ordinance. Please send copies of your response to the Applicant and Owner.

Comments: None Below Attached

The applicant must apply directly with Golden State Water Company for water service. The applicant is responsible for related fees and may also be responsible for funding improvements or new infrastructure based on the project's impact on the existing system. The New Business narrative and application can be found at:

<https://www.gswater.com/information-contacts-consultants>

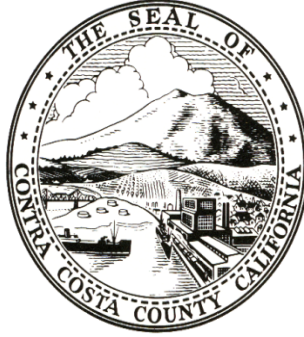
Print Name Scott McGourty

12/6/2024

Signature _____ DATE

Agency phone # (909) 305-5427

Bay Point Municipal Advisory Committee



Debra Mason Chair
Shanelle Scales-Preston, District V
Supervisor

*The Bay Point Municipal Advisory Committee serves as an advisory body to the
Contra Costa County Board of Supervisors and the County Planning Agency.*

Record of Actions

6:00 pm
April 1, 2025

1. Call to Order/Roll Call/Pledge of Allegiance

Council members present; Mason, Lessley, Garcia, Garcia-Lopez, Shah and Tremaine, and Torres

2. Approval of Agenda – Motion to approve agenda by Member Lessley, second by Member Garcia-Lopez, motion carried 7/0.

3. Approval of Minutes for November 5, 2024 – motion made by Member Lessley second by Member Garcia-Lopez, motion carried 7/0.

4. Public Comment – none

5. Agency Reports

- a. **Supervisor Scales-Preston – Armando Carrasco** - gave us an update on the Community Clean up that will be taking place on April 26, 2025 from 8:30-12:00pm or until containers are full. The Community Resource Fair which will now be in the Fall
- b. **Contra Costa County Sheriff's Office – Lt. Daniels** – shared that Deputy Diaz had been nominated for Officer of the Year. He shared that crime continues to be down with a 2% drop, vandalism remains high. They have added some new cameras in addition to the Flok, they have been effective in catching people doing illegal dumping.
- c. The Sheriff's plan to hold a Basketball Camp at Riverview Middle School on April 10 serving up to 30 youth. The Bike Rodeo will be on May 10th at Shore Acres Elementary, it will have a safety and educational focus this year. Any vendors wishing to participate can contact the Lt.
- d. **Contra Costa County Code Enforcement – Joe Lasado** was unable to attend so Armando reported that there were 21 new cases opened, 10 existing cases closed with 57 still active.

- e. **Golden State Water – Tina Gonzalez** – Tina reported that annual maintenance continues, they are currently working on a new water main.
 - f. **MOTCO – Chief Armacost** – gave us an update on the Coyote Shield activity that will take place in June, the MAC is participating in the planning meetings.
6. **Items for Discussion and/or Action:**
- a. **District Chief Vito Impastato – Quarterly Contra Costa Fire Update** – Reported there are 35 stations in the district and 41 companies. Station 86 in Bay Point has a high volume of rescue calls.
 - b. **DCD Planner – Emily Groth** – Gave an update on the Bay Point/Pittsburg Energy Enhancement Pilot Program, the first phase of the program ends June 30, 2025 She also reported on the BayREN EASE (Efficiency and Sustainable Energy) Home Program.
 - c. **Achal Adhikari, Project Director, Alliant Communities and Katia Kamranger, Consultant – Willow Pass Apartments Proposal** – Katia gave an update and overview of where the project is and changes they have made. Community concerns were voiced about distance between the apartments and the church on the corner, was there notification to existing homeowners, would there be parking on the street for residents and would they be using Contra Costa Labor Standards regarding prevailing wages.

Adjourn to May 6, 2025



December 23, 2024

Adrian Veliz, Project Planner
Contra Costa County
Department of Conservation & Development
Community Development Division
30 Muir Road
Martinez, CA 94553

Subject: **Geologic Peer Review / 30-Day Comments**
CDDP24-03051 / APN 093-081-027 & -028
J. Shaw, Alliant Communities (applicant)
D. Jacobson & V. Davis, Co-Trustees (owner)
Bella Vista Apartments Development (2.57 ac.)
Bay Point Area, Contra Costa County
DMA Project #3036.24

Dear Adrian,

Based on your authorization, we have reviewed the application materials submitted by the project proponent. This letter is organized to first outline the purpose and scope of our review, followed by a discussion of our understanding of the project. We then provide background information on the geologic and seismic setting of the site, followed by our evaluation, recommendations and a statement of limitations.

Purpose

The purpose of our review is to provide the professional opinion of an engineering geologist on the adequacy of the project plans and civil engineering drawings in combination with the geologic-related documents reviewed herein for the limited purposes of deeming the application complete with respect to *Geologic and Soils* issues and concerns. The project architects are Y&M Architects (Y&M).¹ The project civil engineers are not identified on the although the project plans include a *Preliminary Site & Grading Plan* (Sheet C1.1), *Preliminary Utility Plan* (Sheet C1-2) and *Preliminary Stormwater Control Plan* (Sheet C1-4). It is standard practice in Contra Costa County for applications to identify California licensed civil engineer that prepared the plans. Additionally, the application was not accompanied by a geotechnical report. For the application to be deemed to be complete, these documents submitted by the project proponent must provide a suitable basis to allow for the full processing of the application. With respect to *Geology and Soils*, the County expects sufficient data to allow: (i) delineation of the potential geologic hazards based on adequate subsurface data, and (ii) the data must be sufficient to serve as the primary basis for preparation of the “Geology and Soils” chapter of the CEQA document. Appendix G of the CEQA Guidelines issued by the State of California identifies the potential geologic and seismic hazards to be evaluated. The project geotechnical engineer must provide effective measures to mitigate significant impacts that are confirmed to be present. Table 1 provides a list of the potential hazards that must be addressed by the CEQA document.

¹ Y&M Architects, 2024, *Architectural drawings, including Site Plan, Elevations, Floor Plans, and Roof Plan for Bella Vista Apartments*. Y&M Plans dated November 8, 2024).

Scope

Our scope of work review included the following: (i) geologic analysis of vertical angle aerial photographs using a mirror stereoscope equipped with 3x and 8x binoculars,² (ii) review of pertinent published geologic reports and maps, including the Seismic Hazard Zone (SHZ) map³ and accompanying SHZ report⁴ (iii) Soil Survey of Contra Costa County, (iv) Safety Element hazard maps and liquefaction-related Safety Element policies. With this background (v) we reviewed project plans, followed by (vi) evaluation of the data gathered, and (vii) preparation of our peer review letter. The concern of the County at this point in the processing of the application is evaluation of potential geologic, seismic and geotechnical hazards. Detailed technical data on the design of planned improvements is not required by CEQA.

Table 1
Appendix G of State CEQA Guidelines

7. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

² Pacific Aerial Surveys, 1973, Aerial Photographs #CC3526-3-157 & -158; scale 1:12,000 (flown May 2, 1973).

³ California Geological Survey, 2019, *Earthquake Zones of Required Investigation, for the Honker Bay Quadrangle*, (official map released April 4, 2019).

⁴ California Geological Survey, 2019, *Seismic Hazard Zone Report for the Honker Bay 7.5-Minute Quadrangle, Contra Costa County, California*, SHZ Report 127.

Understanding of Project

Figure 1, Vicinity and Alquist-Priolo Map, shows the location of the site with respect to major roads, major open space areas (shaded green), intermittent / perennial creeks, as well as Honker and Suisun Bays (shaded blue). The boundary of the project site is located within the Pittsburg-Antioch Plain. This plain slopes gently to the north, and elevations on the site slope 64 to 73 ft., with the slope of 2% toward Honker Bay. A few hundred feet south of the site is State Route 4, which is located at the toe of a northwest-trending ridge named the Los Medanos Hills. For reference purposes, Figure 1 also shows the location of the Alquist-Priolo (A-P) Earthquake Fault Zone that encompasses recently active and potentially active traces of the Concord fault. This northwest-trending fault zone is shaded orange and passes 6 miles southwest of the project site. Figure 1 also shows the boundaries of nearby cities (brown line). Architectural drawings prepared by Y&M Architects

The project, named Bella Vista Apartments, is located on the southeast corner of Willow Pass Rd./ Clearland Dr. intersection in the Bay Point Community. The total area of the site is 2.48 ac. The developer is requesting a Density Bonus for the project. As proposed, all 124 units are to be compliant with the standards for lower income households, as defined by Section 50079.5 of the Health and Safety Code. The regulations allow up to 20% of the units to be for moderate-income households as defined in Section 50053 of the Health and Safety Code. The types of units include a) studio, b) 1-bedroom and c) 2-bedroom. The project architect has prepared a Site Plan that shows the footprint of the multifamily building, including internal roads and surface parking spaces. The architectural drawings indicate the multifamily building is up to four-story in height (65 ft.). The building extends along the south side of the property, and it wraps around the east and west flanks of the site, along and a portion of the north flank. Other exhibits provide elevations, anticipated exterior colors and floor plans. Project plans indicate 129 parking spaces; on-site amenities include a children's play area, activities area, learning center, community room, dog park, shaded sitting areas and a central open space courtyard. The project will have two managers who will live on-site, in apartments located above the community room; and approximately 1,488 sq. ft. of commercial space is proposed. That space will have frontage on Willow Pass Road near the northwest corner of the project site. The tenement(s) of this commercial space has not yet been identified.

Background

1. Active Faults

The nearest fault that is considered active by California Geological Survey (CGS) is the northwest trending Concord fault, which passes approximately 6 mi. southwest of the site. The A-P Earthquake Fault Zones encompass the recently active and potentially active traces faults considered active by the CGS. In addition to the active Concord fault, the active Calaveras and Hayward faults pass approximately 14½ and 16½ miles to the south and southwest of the site, respectively. The earthquake fault zone that encompasses the active trace of the Greenville fault passes approximately 17½ miles to the southeast of the project site.

According to the CGS, recently active and potentially active traces of the active faults may be present anywhere in the A-P zones. The location of future surface rupture generally can be assumed to be along an active major fault trace. Because the subject property is not within the A-P zone, the probability of the project experiencing surface rupture can be considered very low.

2. USGS Geologic & Quaternary Geology Maps

In 1994 the U.S. Geological Survey (USGS) issued a digitized bedrock geology map of Contra Costa County.⁵ Quaternary alluvial deposits (Qu) are mapped on the floor of the Pittsburg- Antioch Plain. In 1997 the USGS issued a Quaternary Geologic Map.⁶ This map classified the alluvial deposits on the project site as Alluvial Fans and Fluvial Deposits of Pleistocene age, which were described as follows:

Brown, dense gravelly and clayey sand or clayey gravel that fines upward to sandy clay. They are distinguished from younger alluvial fans and fluvial deposits by higher topographic position, greater degree of dissection and stronger soil profile development. They are less permeable than Holocene deposits and locally contain freshwater mollusks and extinct late Pleistocene vertebrate fossils.

3. Seismicity

The San Francisco Bay Region is considered one of the most seismically active regions of the United States. Consequently, it can be assumed that the proposed improvements on the project site will be subject to one or more major earthquakes during their useful life. Earthquake intensities vary depending on numerous factors, including (i) earthquake magnitude, (ii) distance of the site from the causative fault, (iii) geology of the site, (iv) duration of earthquake shaking, and other factors. The USGS has stated that there is a 72 percent chance of at least one magnitude 6.7 or greater earthquake striking the Bay Region between 2014 and 2043.⁷ The California Building Code (CBC), that the design of structures requiring building permits consider both foundation conditions and proximity of active faults and their associated ground shaking characteristics. Design-level geotechnical reports provide CBC seismic design parameters. Those parameters are used by the structural engineer in the design of civil engineering structures. All grading on the site must comply with the provisions of the County Grading Ordinance. Compliance with building and grading regulations can be expected to keep risks within generally accepted limits.

The risk of damage from ground shaking is controlled by using sound engineering judgment and compliance with the latest provisions of the California Building Code (CBC), as a minimum. The seismic design provisions of the CBC prescribe minimum lateral forces applied statistically to the structure, combined with the gravity forces and dead-and-live loads. The code-prescribed lateral forces are generally considered to be substantially smaller than the comparable forces that would be associated with a major earthquake. The intent of the code is to enable structures to a) resist minor earthquakes without damage, b) resist moderate earthquakes without structural damage but with some non-structural damage, and c) resist major earthquakes without collapse but with some structural and non-structural damage.

4. Soils

According to the Soil Survey of Contra Costa County,⁸ the soil series mapped on the site is the Antioch loam (AdC; 2 to 9 percent slopes). This gently- to- moderately sloping terrace deposits that have a typical

⁵ Graymer, R., D.L. Jones & E.E. Brabb, 1994. *Preliminary Geologic Map Emphasizing Bedrock Formations in Contra Costa County, California*. U.S. Geological Survey Open File Report 94-622.

⁶ Helley E.J. and R.W. Graymer, 1997. *Quaternary Geology of Contra Costa County and Surrounding Parts of Alameda, Marin, Sonoma, Solano, Sacramento and San Joaquin Counties, California. A Digital Database*. U.S. Geological Survey, Open File Report 97-98.

⁷ Aagaard, Blair, Boatwright, Garcia, Harris, Michael, Schwartz, and De Leo, 2016, *Earthquake Outlook for the San Francisco Bay Region, 2014-2043*, USGS Fact Sheet 2016-3020, revised August 2016; ver. 1.1)

⁸ Welch, L.E. et. al., 1977, Soil Survey of Contra Costa County, California, USDA Soil Conservation Service

soil profile that is 60 inches thick. Regarding engineering properties, the expansivity of the soil varies with depth. Specifically, the AdC soil profile is 60 inches deep. The A-horizon extends from the surface to a depth of 17 inches, and it is only *slightly expansive but highly corrosive to uncoated steel*. The B-horizon, which extends from 17-36 inches below the ground surface, is rated *highly expansive and highly corrosive to uncoated steel*. The C-horizon extends from 36-60 inches below the ground surface, and is described as a loam, heavy loam or clay loam. The C-horizon is rated *moderately expansive and highly corrosive to uncoated steel*. Expansive soils are soils that expand when water is added and shrink when they dry out. This continuous change in soils volume causes homes and other structures to move unevenly and crack. Corrosive soils tend to damage uncoated steel and/or concrete that is in contact with the ground. Testing is needed to confirm foundation conditions, and all geotechnical reports have responsibility to provide specific criteria and standards to mitigate and adverse effects of expansive and corrosive soils.

5. Regulatory Framework

- A. Seismic Hazard Zone Mapping Act. The provisions of the Seismic Hazard Mapping Act can be found in the California Public Resources Code, Chapter 7.8, Sections 2690-2699.6. This law is similar in many respects to the Alquist-Priolo Earthquake Fault Zone Mapping Act, which has been implemented by the County for nearly 50 years. However, the official Seismic Hazard Zone (SHZ) maps issued by the California Geological Survey (CGS) identify areas that are at-risk of earthquake triggered landslides and earthquake triggered liquefaction. The procedure for issuance of official SHZ maps is to distribute preliminary review copies of the SHZ maps and invite local jurisdictions, public agencies, and property owner/ general public to comment on the map, particularly is there is technical data to submit for consideration. The CGS professional staff reviews the comments/ technical data provided. Based on input provided on the preliminary map(s), the CGS may modify the Preliminary Map. Finally, a public hearing is held before the State Mining and Geology Board with a recommendation from the CGS that the map(s) be approved. When SHZ maps are accepted as adequate by the Mining and Geology Board, they are distributed to local jurisdictions and public agencies. Nearly all land development projects that are located within areas at-risk of earthquake-triggered landslide displacement or liquefaction (or both) and which will eventually lead to construction of structures for human occupancy will require comprehensive geological/ geotechnical investigation.

Accompanying each SHZ map is a Seismic Hazard Zone Report.⁹ Those reports explain the approach used by the CGS staff in their analysis and it presents technical data on a) geology, b) groundwater, c) geologic probabilistic seismic hazard analysis model and its application to liquefaction and landslide hazard assessment d) results of materials testing, d) ground motion assessment, e) lists key references and f) explains the associated zoning techniques. The project site is located within Honker Bay Quadrangle (official SHZ map issued April 4, 2019). Background information on this SHZ map is provided in the accompanying SHZ Report 127, including techniques used by the California Geological Survey (CGS) to evaluate earthquake-induced landslide hazards (see Section 4 of the SHZ report). Figure 1 presents an enlargement of the SHZ Map showing the project site and vicinity at a scale of 1 in.=1,500 ft. The base is map for this figure shows topography (10 ft. contour interval) and the local road network. The boundary of the project site is outlined in red. Note that significant portion of the Pittsburg-Antioch Plan is included in the SHZ where there is a substantial risk of earthquake induced liquefaction (area shaded yellow ochre). In the flanking hillside area south of State Route 4,

⁹ California Geological Survey, 2021, *Seismic Hazard Zone Report for the Honker Bay 7.5-Minute Quadrangle, Contra Costa County, California*, SHZ Report 127.

areas are identified in the SHZ map that are at-risk of *Earthquake-Induced Landslide Hazard Zone*. In making its determination the CGS considers the engineering properties of native soils/ alluvial deposits and bedrock formations, as well as available information on the water table, slope steepness and local seismic conditions and the results of laboratory shear strength testing.

In summary, the SHZ Map presented in Figure 2 indicates that the alluvial deposits on the project site are not subject to liquefaction. The SHZ map indicates that within the upper portion (i.e., south portion) of the Pittsburg-Antioch Plain, the only areas deemed to have a risk of liquefaction are areas where recent stream channels are present (i.e., the presence of creeks indicates a potential for loose, saturated and relatively clean stream channel sands may be present). Consequently, the project is exempt from SHZ requirements for a rigorous evaluation of liquefaction. Nevertheless, in compliance with the provisions of the Health and Safety Element of the County General Plan, it is expected that the project the geotechnical engineer will provide at least a preliminary assessment of the liquefaction hazard, based on borehole logs, adequate to confirm (or modify) the interpretation presented in Figure 2.

B. County General Plan: Health & Safety Element Geo Hazards Policies

Operative County General Plan policies pertaining to liquefaction are presented in Table 2. Note that Policy HS-P11.1 has the following components: (i) define and delineate the hazardous geologic conditions, (ii) geotechnical report to recommend means of mitigating the adverse conditions that were confirmed to be present on the project site, and (iii) identify the means to assure that the geotechnical recommendations are properly interpreted and implemented by the developer and contractor. Policy HS-P11.4 indicates that the reports are subject to technical review by the County Peer Review Geologist for compliance with the requirements of the SHZ Mapping Act, report guidelines and County policies and regulations administered by the Department of Conservation & Development.

Table 2
County Liquefaction Hazard Policies

HS-P11.1

For projects in Alquist -Priolo Earthquake Fault Zones or Seismic Hazard Zones (areas considered at-risk of earthquake triggered liquefaction or landslide displacement) delineated by the California Geological Survey, as well as any other areas of steep slopes or areas of suspected ground failure known to the County, require submittal of appropriately detailed engineering geologic or geotechnical investigations. The reports must be compliant with State Guidelines and include:

- a) A map showing the outline of any geologic or potentially hazardous soil conditions and areas subject to inundation.
- b) Recommended means of mitigation of any adverse condition representing a hazard to improvements.
- c) Recommendations to assure proper implementation of mitigation measures during construction.

HS-P11.2

Prohibit construction of buildings intended for human occupancy in areas where seismic and other geologic hazards (e.g. landslides, liquefaction and fault lines) cannot be adequately mitigated.

HS-P11.3

Discourage construction of critical facilities and buildings intended for human occupancy in Alquist-Priolo Fault Zones and encourage earthquake retrofitting where such development already exists. If there is no feasible alternative to siting critical facilities and buildings intended for human occupancy in the Fault Zones, buildings must be sited, designed and constructed to withstand the anticipated seismic stresses.

HS-P11.4

Refer geotechnical and engineering geologic reports to the County Peer Review Geologist for evaluation of their adequacy, as required by State Law for projects in State-designated hazard zones. Reports deemed inadequate will require further engineering analysis and revision until the findings/ opinions of the Peer Review Geologist have been addressed to the County's satisfaction.

Source: Contra Costa County 2045 General Plan – Health and Safety Element, pages 9-52 & -53

DMA Evaluation

The immediate need of the Department of Conservation & Development is to determine if there is sufficient data to allow the processing of the pending applications, including preparation of the California Environmental Quality Act (CEQA) document. The provisions of CEQA and associated case law acknowledge that final design studies are not needed for the purposes of CEQA compliance. However, there must be sufficient information on the extent of potential geologic and geotechnical hazards, and guidance must be provided to the project designers pertaining to the layout of the planned improvements. Therefore, the type of data needed at this stage of the land development process is limited to the following:

- Evaluation of the project plans by the geotechnical engineers to ensure the layout is sensitive to geologic and geotechnical constraints.
- Assessment of potential geologic, seismic, and geotechnical hazards identified in Appendix G of the CEQA Guidelines issued by the State of California (see Table 1). In our experience, the expectation of the County is that the project geologists and geotechnical engineers provide at least a preliminary evaluation of potential geologic hazards and provide recommendations to mitigate any significant hazards that are confirmed to be present. (e.g. presence of any undocumented fill, and expansion and corrosion potential of soils.

It is our opinion that the available data is not adequate to deem the application complete. A factor that we considered significant is that the proposed project is approval of a 3- to 4-story apartment building, designed to accommodate 124 residential units. Furthermore, the proposed building has an unusually complex footprint, making it substantially more vulnerable to earthquake damage. The application was not accompanied by a geotechnical report, and hence there is no evidence that the project geotechnical engineer has been provided the opportunity to comment on the project. We are not comfortable proceeding with our peer review until the project geotechnical engineer has performed an investigation that provides at least a preliminary assessment of potential geologic, geotechnical and seismic hazards listed in the CEQA Guidelines (see Table 1). The anticipated scope of that investigation will include review of project plans and adequate subsurface exploration of the site. Our objective of the subsurface investigation will be to a screening investigation of the liquefaction potential of the sediments penetrated in the geotechnical borings, with the objective of confirming (or modifying) the assessment of liquefaction potential provided by the SHZ map. Additionally, the scope of the investigation shall include retrieving soil samples from the borings and provide ASTM testing of samples (i.e., moisture content, dry density, compressibility and other engineering properties of the soil, including its expansion and corrosion potential. We wish to note that General Plan Policies that are pertinent to this investigation are HS11.1 and HS11.4 (see Table 2).

DMA Recommendations

GEO-1 The project proponent shall submit a report that a) evaluates the potential geologic, geotechnical and seismic hazards including those listed in Table 1 of this peer review letter, and b) comment on the design of the project, and providing preliminary design-level recommendations for the project, based on adequate subsurface exploration, laboratory testing and engineering analysis. Additional comments are presented in Table 3

GEO-2 The geotechnical report shall be subject to review by the County's peer review geologist, and review/approval of the Zoning Administrator. Improvement, grading and building plans shall carry out the recommendations of the approved report.

Table 3
Comments Pertinent to the Require Geotechnical Investigation

- | |
|---|
| <p>A. Include at least 3 borings that extend to a minimum depth of 25 ft. We recommend the borings be utilized for preparation of an east-west geologic cross-section that extends from P/L to P/L. If any sand bodies are encountered, perform gradation testing and evaluation of liquefaction potential.</p> <p>B. The subsurface investigation shall include recording STP blow counts and retrieving samples for laboratory testing. Anticipated tests include moisture, dry density, gradation testing of any sand layers, strength/ compressibility characteristics, expansivity of the native soils and their corrosion potential.</p> <p>C. Provide a screening investigation for liquefaction and compressibility of the soils on the site, and provide an estimate of total and differential settlement across the building site; the proposed apartment building will need to be designed to accommodate this amount of differential settlement. Note that this estimate is not for final design purposes. The geotechnical design-level report may include additional subsurface exploration and testing to provide more accurate/ final estimate of total and differential settlement.</p> <p>D. Provide data on the depth of the water table. A shallow water table can impede grading and underground utility installation; and transmit moisture vapor through slabs causing a variety of problems.</p> <p>E. Provides seismic design parameters that are based on the 2022 CBC. A site-specific seismic hazard analysis can optimize the spectral values at the short period range, and perhaps the project geotechnical engineer could extend an offer to collaborate with the project structural engineer to further evaluate the effects of taking the advantage of the exceptions on the structural design; and identify the potential advantages of performing a site-specific seismic hazard analysis.</p> <p>F. There may be areas of weak fills on the site associated with the historic agricultural use. This is a subject that will need to be evaluated at the time of the design level geotechnical report. It is anticipated that all undocumented fills on the site will be over-excavated during site grading and replaced with engineered fill.</p> <p>G. Provide at least preliminary recommendations for (i) foundation design details, including design recommendations for any driveway or garage slabs, (ii) pavement design and subgrade recommendations, (iii) retaining wall design, (iv) flatwork and walkways, (v) measures to protect ground level apartment from moisture, (vi) laboratory testing to fully evaluate the expansion and corrosion potential of soils, and measures designed to protect improvements that are in contact with the ground from any adverse soil properties confirmed to be present on the project site, (vii) evaluation of the drainage design, including the proposed bio-retention facilities, and control of roof gutter water, (viii) address temporary shoring and support of excavations,</p> |
|---|

GEO-3 The geotechnical report required by GEO-1 routinely includes recommended geotechnical observation and testing services during construction. These services are essential to the success of the project. They allow the geotechnical engineer to (i) ensure geotechnical recommendations for the project are properly interpreted and implemented by contractors, (ii) allow the geotechnical engineer to view exposed conditions during construction to ensure that field conditions match those that were the basis of the design recommendations in the approved report, and (iii) provide the opportunity for field modifications of geotechnical recommendations (with BID approval), based on exposed conditions. The monitoring shall commence during clearing, and extend through grading, placement of engineered fill, installation of recommended drainage facilities, and foundation related work. A **hard hold** shall be placed on the “final” grading inspection, pending submittal of a report from the project geotechnical engineer that documents their observation and testing services to that stage of construction, including monitoring and testing of backfilling required for utility and drainage facilities.

Limitations and Purpose

This review has been performed to provide technical advice to assist the Community Development Division with discretionary permit decisions. Our services have been limited to the review of documents identified in this peer review letter. Our opinions and conclusions are made in accordance with generally accepted principles and practices of the engineering geology profession.

We trust this letter provides the evaluation and comments that you requested. Please call if you have any questions.

Sincerely,
DARWIN MYERS ASSOCIATES



Darwin Myers, CEG 946
Principal

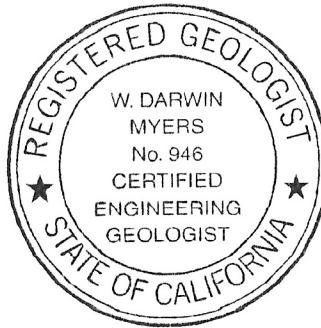
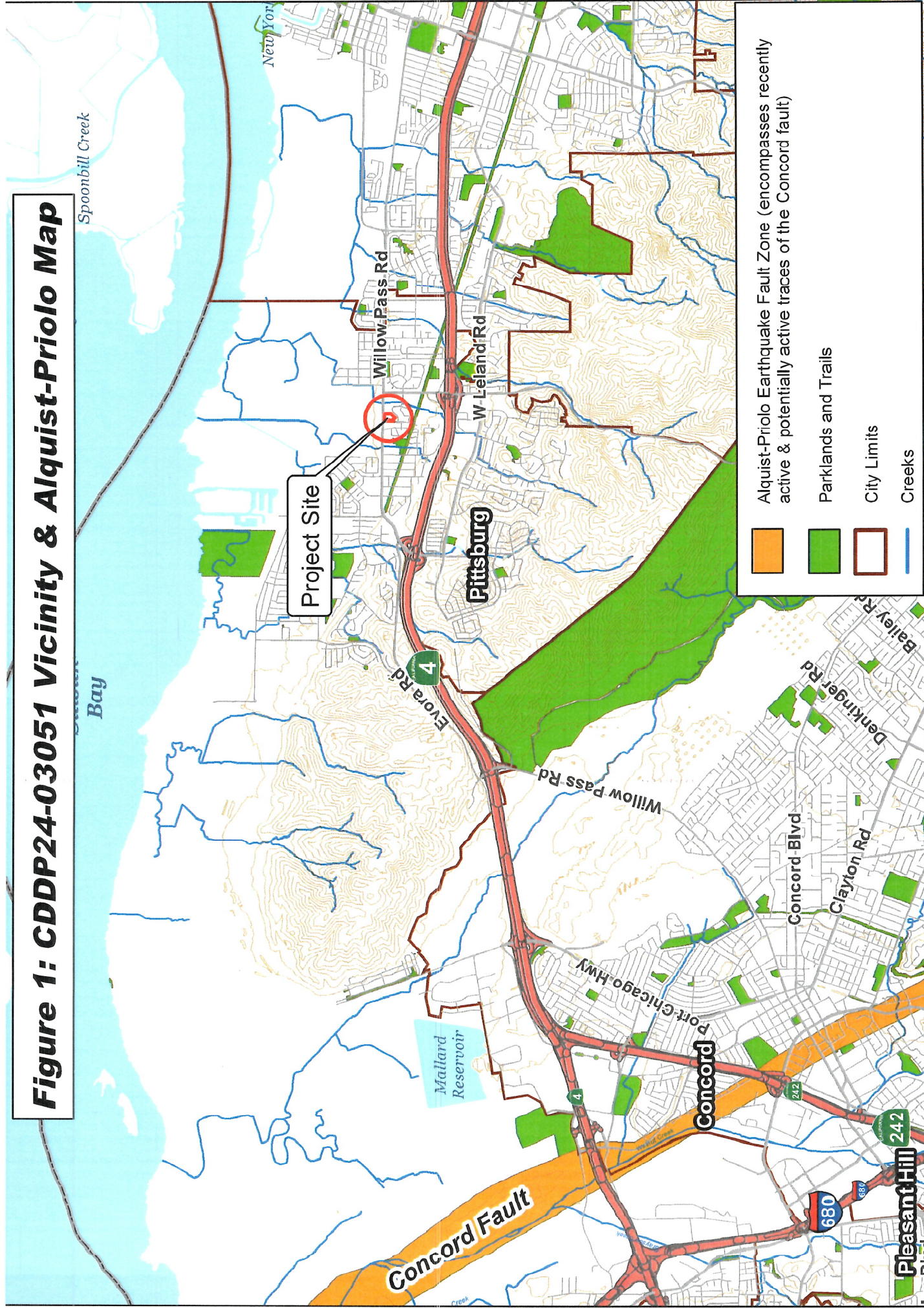


Figure 1: CDDP24-03051 Vicinity & Alquist-Priolo Map



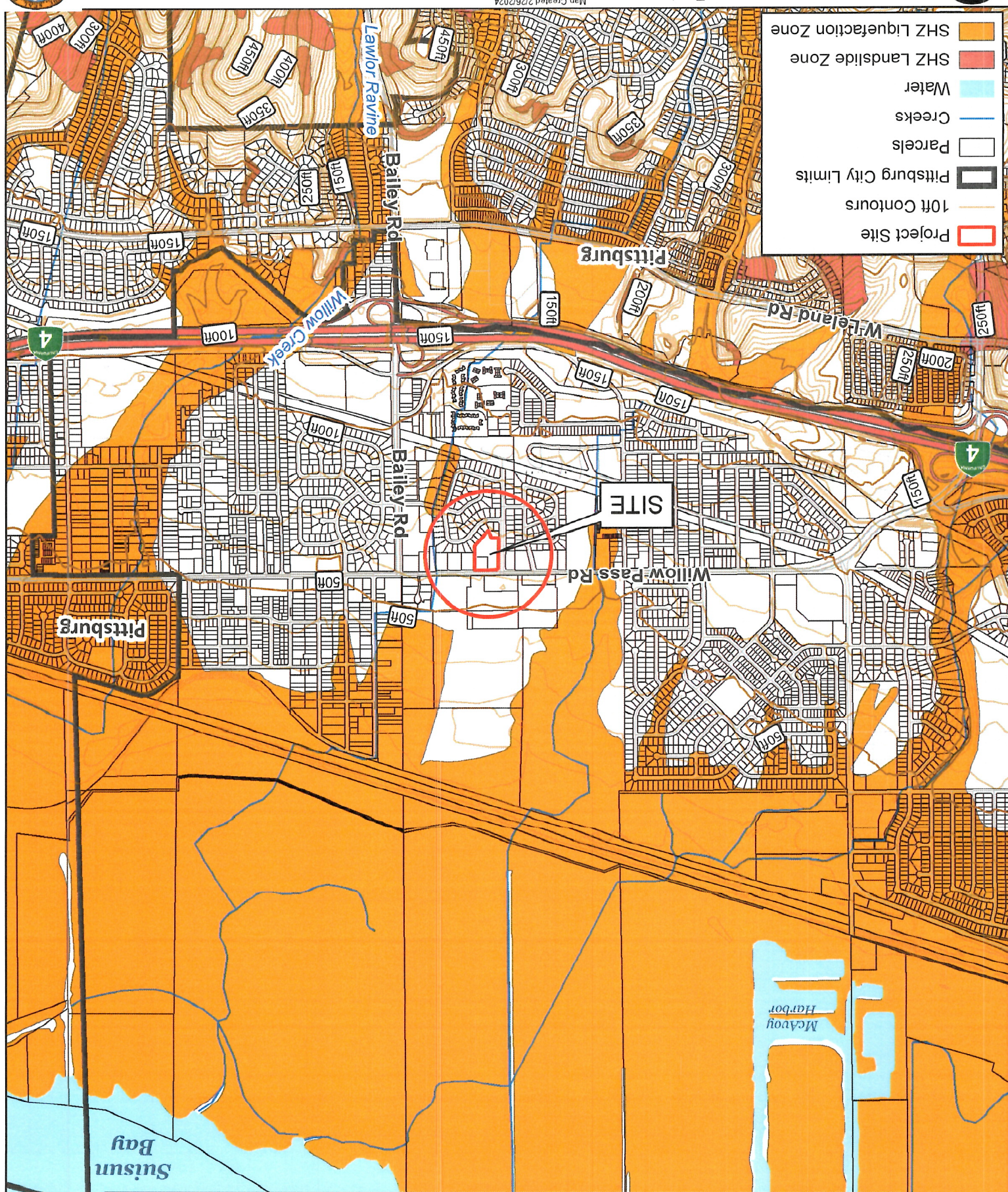
source CGS, 2007, Special Publication 42

Map Created 2/26/2024
by Contra Costa County Department of
Conservation and Development, GIS Group
30 Mur Road, Martinez, CA 94553
37°53'41.79"N 122°07'03.756"W

This map was created by the Contra Costa County Department of Conservation and Development with data from the Contra Costa County GIS Program. Some base data, primarily City Limits, is derived from the CA State Board of Equalization's tax rate areas. While obligated to use this data the County assumes no responsibility for its accuracy. This map contains copyrighted information and may not be altered. It may be reproduced in its current state if the source is cited. Users of this map agree to read and accept the County of Contra Costa disclaimer of liability for geographic information.



Figure 2: CDDP24-03051 Seismic Hazard Zone Map



Source: CGS Honker Bay Honker Bay SHZ Map 2019

0 385 770 1,540 Feet



Map Created 2/26/2024
by Contra Costa County Department of
Conservation and Development, GIS Group
30 Muir Road, Martinez, CA 94553
37:59:41.791N 122:07:03.756W

This map was created by the Contra Costa County Department of Conservation and Development with data from the Contra Costa County GIS Program. Some base data, primarily City limits, is derived from the CA State Board of Equalization's tax rate data. While obligated to use this data the County assumes no responsibility for its accuracy. This map contains copyrighted information and may not be altered. If the map is reproduced in its current state or if the source is cited Users of this map agree to read and accept the County of Contra Costa disclaimer of liability for geographic information.



From: [Lawrence Theis](#)
To: [Adrian Veliz](#)
Cc: [Jocelyn LaRocque](#)
Subject: Re: Willow Pass Apartments - CDDP24-03051 Second Submittal
Date: Monday, June 2, 2025 8:48:59 AM
Attachments: [image001.png](#)

Adrian - probably more my fault, I am not that familiar with the typical protocols in these situations.

Yes- I am confirming that PW's COAs remain applicable for the revised project, I did not see the need for any new COAs.

LT

From: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Sent: Monday, June 2, 2025 8:07 AM
To: Lawrence Theis <Larry@theis-engineering.com>
Cc: Jocelyn LaRocque <Jocelyn.LaRocque@pw.cccounty.us>; Simone Saleh <Simone.Saleh@pw.cccounty.us>
Subject: RE: Willow Pass Apartments - CDDP24-03051 Second Submittal

Hi Lawrence:

Yes, when we spoke, I was seeking to determine whether PW's review of the revised project would affect the previously adopted MND so I could plan accordingly. I was also expecting a response from PW typically a staff report and recommended COA's for the revised project. I apologize if that wasn't clear after we spoke. At any rate, it sounds like we are ok with applying all of the same PW COA's from the old project to this one?

They are not seeking plan check review at this time, they are still seeking to revise their entitlement, and I am just trying to get my ducks in a before preparing to take this to public hearing.

Thanks,

Adrian Veliz, Senior Planner
Department of Conservation and Development
Community Development Division
30 Muir Road Martinez, CA 94553
(925) 655-2879



From: Lawrence Theis
To: Larry Sen
Cc: Jocelyn LaRoque; Simone Saleh; Larry Gossett; Fernando Valdez; Adrian Veliz
Subject: RE: Willow Pass Apartments - CDDP24-03051 Second Submittal (CROSSWALKS ACROSS WILLOW PASS RD IN BAY POINT)
Date: Monday, June 30, 2025 9:37:24 AM
Attachments: [image005.png](#)

Monish - thank for the feedback and confirmation about this crosswalk being intentionally eliminated.

Overall my thought is that we eliminate the crosswalk condition in its entirety since PW went through the effort to eliminate the unenhanced crosswalk in the first place with their recent capital improvement project.

Here is my reasoning, certainly a new apartment complex will potentially initiate more pedestrians in the area, but I don't think there are a lot of destinations on the northside of Willow Pass Rd in this area unless you work for the Henkel Corporation. The northside bus stop may be one destination, and its current location further west, closer to Manor Dr (signalized intersection) probably works better as is. Then the southside bus stop location being in front of the future apartment complex probably works fine since most riders exiting at this stop head south into the neighborhood - so its placement is not as critical to a Willow Pass Rd crossing. I also think moving the bus stop to the west (on the southside) would likely place it in front of the church on the northwest corner of Willow Pass/Clearland which will likely not be supported by the church and there are several at grade utility vaults that would make it difficult to anchor in a bus shelter.

Adrian - I recommend that we remove the old COA #39 from the future COAs for the revised development and not require the bus stop (southside) be relocated.

Larry

From: Monish Sen <monish.sen@pw.cccounty.us>
Sent: Monday, June 30, 2025 7:36 AM
To: Lawrence Theis <Larry@this-engineering.com>
Cc: Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>; Simone Saleh <Simone.Saleh@pw.cccounty.us>; Larry Gossett <Larry.Gossett@pw.cccounty.us>; Fernando Valdez <fernando.valdez@pw.cccounty.us>; Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Subject: RE: Willow Pass Apartments - CDDP24-03051 Second Submittal (CROSSWALKS ACROSS WILLOW PASS RD IN BAY POINT)

Larry,

You are correct that we removed the uncontrolled crosswalk at WPR and Clearland with the last resurfacing. That crosswalk had several "unique" features that were not ideal. The north side went into a driveway, there were some ped involved collisions reported, and there is a fully controlled crossing at Manor Road only a few hundred feet to the west. We would be open to the applicant reinstalling a crossing in the vicinity of their development, but with enhancements (probably a minimum PHB). The bus agency could then work with us/developer to relocate the bus stops to the "new" crossing.

Monish

From: Lawrence Theis <Larry@this-engineering.com>
Sent: Thursday, June 26, 2025 8:18 PM
To: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>; Monish Sen <monish.sen@pw.cccounty.us>
Cc: Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>; Simone Saleh <Simone.Saleh@pw.cccounty.us>; Larry Gossett <Larry.Gossett@pw.cccounty.us>
Subject: RE: Willow Pass Apartments - CDDP24-03051 Second Submittal (CROSSWALKS ACROSS WILLOW PASS RD IN BAY POINT)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Adrian - I have reviewed the 30 day comments letter from PW dated Dec 2024, the approved COAs March 2024, and the latest site plans.

I recognize the Dec 2024 comments were made after the original COAs were approved, therefore it would be best to include incorporate any changes from the Dec 2024 comments letter into the updated COAs, at quick glance it appears most items are addressed in the latest plan set so this should not be a major issue for the applicant.

The specific item related to the Bus Stop took a bit more investigating. The original COAs do not make any direct reference to relocating the southside bus stop, just east of Clearland. COA 18 is a general COA about corresponding with Tri Delta Transit which could be somewhat related - but this is really a TDM condition. Unless Tri-Delta specifically asked to relocate the bus stop, it is my guess that the impetus to move the bus stop to the west side of Clearland was to better align across from the existing northside bus stop and to add a cross walk (north-south across Willow Pass Rd) on the westside of Clearland. This crosswalk (not the bus stop relocation) is included in the original COAs (39) - to essentially repaint it or move to the westside.

18. Consistent with the County's Transportation Demand Management (TDM) Ordinance, a TDM program must be submitted to the CDD for review/approval by Transportation Planning Division staff prior to the issuance of building permits for the project. As a part of the TDM ordinance requirement, the applicant shall consult with Tri Delta Transit on the need to provide infrastructure to connect the project with Tri Delta Transit services. Evidence of compliance with this requirement may include correspondence from the Tri Delta Transit agency regarding the potential need for installing bus turnouts, shelters, or bus stops at the project site.

County Zoning Administrator - March 4, 2024
County File CDDP22-00029
Page 27 of 33

39. The applicant shall update and enhance the existing crosswalk across Willow Pass Road. Crosswalk enhancements may include, but not be limited to installation of a Rectangular Rapid Flashing Beacon (RRFB) and refuge island mid-way across Willow Pass Road and updated pedestrian ramps. The crosswalk and enhancements must comply with current ADA standards and will be subject to review and approval of Public Works. Due to the location of the existing driveway on the north side of Willow Pass Road, it may be necessary to relocate the crosswalk to the west leg of the intersection with Clearland Drive.

It is my opinion that it is probably best to NOT add a COA to relocate the bus stop UNLESS Tri Delta specifically asked for it. This would not add an additional offsite improvement to the previously approved project.

Also it may be necessary to eliminate the original COA 39 since it is clear the old faded crosswalk (see aerial) was not recently restriped in the streetview photo from March 2025. It is my guess the County specifically eliminated non-stop controlled crosswalks on Willow Pass Rd. I remember a while back the County going through the process of formally removing existing crosswalks - and this location may be one of them. I have copied the County Traffic Engineer (who is probably the most knowledgeable about this location) and asking him if he can confirm my suspicion.

I think we should hear from the Traffic Engineer before deciding on the bus stop and crosswalk.





From: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Sent: Thursday, June 26, 2025 12:11 PM
To: Lawrence Theis <Larry@theis-engineering.com>
Cc: Jocelyn LaRoque <jocelyn.laRoque@pw.cccounty.us>; Simone Saleh <Simone.Saleh@pw.cccounty.us>
Subject: RE: Willow Pass Apartments - CDDP24-03051 Second Submittal

Hi Larry:

We spoke about this project earlier this month and you advised that PW works recommended COA's for the previously approved Land Use Permit #CDLP22-02036 would also apply unchanged for the revised project (CDDP24-03051).

I'm preparing my staff report for public hearing and I am seeking clarification on one of PW's comments relating to relocating the bus stop (see attached comments, bullet point at the top of pg 2). Would this require an exception to any provisions of the ordinance code if they do not relocate the bus stop? I noticed that our COA's for CDLP22-02036 did not require the relocation of the bus stop, and that no exception was noted in that approval. If I got it wrong last time and didn't call out an exception, I want to make sure that this is rectified for the revised project.

I appreciate any clarification that you are able to provide.

Thanks and best regards,

Adrian Veliz, Senior Planner
Department of Conservation and Development
Community Development Division
30 Muir Road Martinez, CA 94553
(925) 655-2879



From: Adrian Veliz
Sent: Monday, June 2, 2025 8:07 AM
To: Lawrence Theis <Larry@theis-engineering.com>
Cc: Jocelyn LaRoque <jocelyn.laRoque@pw.cccounty.us>; Simone Saleh <Simone.Saleh@pw.cccounty.us>
Subject: RE: Willow Pass Apartments - CDDP24-03051 Second Submittal

Hi Lawrence:

Yes, when we spoke, I was seeking to determine whether PW's review of the revised project would affect the previously adopted MND so I could plan accordingly. I was also expecting a response from PW typically a staff report and recommended COA's for the revised project. I apologize if that wasn't clear after we spoke. At any rate, it sounds like we are ok with applying all of the same PW COA's from the old project to this one?

They are not seeking plan check review at this time, they are still seeking to revise their entitlement, and I am just trying to get my ducks in a before preparing to take this to public hearing.

Thanks,

Adrian Veliz, Senior Planner
Department of Conservation and Development
Community Development Division
30 Muir Road Martinez, CA 94553
(925) 655-2879



From: Lawrence Theis <Larry@theis-engineering.com>
Sent: Sunday, June 1, 2025 11:04 AM
To: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Cc: Jocelyn LaRoque <jocelyn.laRoque@pw.cccounty.us>; Simone Saleh <Simone.Saleh@pw.cccounty.us>
Subject: Re: Willow Pass Apartments - CDDP24-03051 Second Submittal

Hi Adrian,

My understanding from your initial May 1st email was to confirm that the proposed reduction in scope of the project (Parcel A being removed) would have any impact on the MND determination - and as I stated on May 7th, I think the MND determination is not impacted by this change, nor did I think any COAs would be affected in the already approved permit for CDLP22-02029 (from March 4, 2024).

Is the applicant looking for a full public works review of its improvement plan? I will need to check if the applicant has formally submitted to the PLAN CHECKING unit of Engineering Services in PW for its review, including review deposits and fees. I am not sure if this project has already been assigned to a Plan checker in ES - therefore I am copying Jocelyn and Simone to see if this project application is already logged in with PW.

I assume since this project already has an approved permit, it is no longer in the application phase and into the plan check phase.

Larry

From: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Sent: Thursday, May 29, 2025 3:39 PM
To: Lawrence Theis <Larry@theis-engineering.com>
Cc: Jocelyn LaRoque <jocelyn.laRoque@pw.cccounty.us>
Subject: RE: Willow Pass Apartments - CDDP24-03051 Second Submittal

Good afternoon Larry:

We spoke about this project a couple of weeks ago. I'm just circling back to see if you have an update on PW's review, or perhaps an ETA on the comments?

Thanks,

Adrian Veliz, Senior Planner
Department of Conservation and Development
Community Development Division
30 Muir Road Martinez, CA 94553
(925) 655-2879



From: Lawrence Theis <Larry@theis-engineering.com>
Sent: Wednesday, May 7, 2025 2:33 PM
To: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>

Cc: Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>
Subject: Re: Willow Pass Apartments - CDDP24-03051 Second Submittal

Adrian - I left you a voicemail around 2 pm today. Let me know if you would like to talk - please call me at 925-890-9732.

My general overview of the difference of the two submittals is the removal of Parcel A to the east of the development - which reduced the overall footprint of the apartment complex and parking lot.

I think your main concern is if this triggered the need for offsite drainage improvements. Based on the most recent submittal, their approach to onsite stormwater detention remains the same except they only need one storage pipe set versus the two in the prior submittal. The applicant still intends on mitigating peak runoff ONSITE and does not propose anything offsite. Therefore I do not think the footprint for the project has expanded which would trigger additional CEQA analysis.

I did not perform a hydraulic analysis of the stormwater system to see if it is meeting pre-project flows; just observing what is being proposed by the applicant with their latest design.

LT

From: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Sent: Wednesday, May 7, 2025 9:34 AM
To: Lawrence Theis <Larry@theis-engineering.com>
Cc: Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>
Subject: Re: Willow Pass Apartments - CDDP24-03051 Second Submittal

Please see attached Civil plan set and SWCP from the prior approval. Let me know if you need anything else. No rush on the formal response memo, what I'm hoping to ascertain in the near term is more of a characterization as to whether I should expect any drainage issues that might need me to revise the CEQA review that was previously performed. This characterization is for my use only, and I will not represent this characterization to the applicant as representative of your forthcoming memo/comments.

Thanks again for looking at this. I look forward to speaking at 2pm today.

Best,

Adrian Veliz, Senior Planner
Department of Conservation and Development
Community Development Division
30 Muir Road Martinez, CA 94553
(925) 655-2879



From: Lawrence Theis <Larry@theis-engineering.com>
Sent: Wednesday, May 7, 2025 9:23 AM
To: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Cc: Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>
Subject: Re: Willow Pass Apartments - CDDP24-03051 Second Submittal

sounds good (2pm) - do you have the previous submittal of the stormwater improvement plans so I can compare and see what changed.

My initial thought is that a smaller project with less impervious surface will have "less" drainage runoff impact - so it is probably OK.

But I will look at what changed and what the current proposed design looks like - there is some onsite drainage pipe storage being planned.

I will also need to talk to Jocelyn before we formally respond.

From: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Sent: Wednesday, May 7, 2025 9:17 AM
To: Lawrence Theis <Larry@theis-engineering.com>
Cc: Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>
Subject: RE: Willow Pass Apartments - CDDP24-03051 Second Submittal

Thank you, lets plan on speaking at 2pm.

Best,

Adrian Veliz, Senior Planner
Department of Conservation and Development
Community Development Division
30 Muir Road Martinez, CA 94553
(925) 655-2879



From: Lawrence Theis <Larry@theis-engineering.com>
Sent: Wednesday, May 7, 2025 8:00 AM
To: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Cc: Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>
Subject: Re: Willow Pass Apartments - CDDP24-03051 Second Submittal

Thanks Adrian- I am in a meeting from 9:30 to 11:30 this morning.

Can we set a time to talk either at 9:00 am or 2:00 pm.

On May 7, 2025, at 7:27 AM, Adrian Veliz <Adrian.Veliz@dcd.cccounty.us> wrote:

Hi Lawrence -

Thank you so much for the quick response. I have added your email to provide access to the link below. The COA for the original entitlement are attached. The project is still for the same number of multi-family residential units and the building is pretty much in the same location. I seem to recall the drainage for this site being particularly tricky the first time around. The original project site was comprised of APN 093-081-027, -093-081-028 and 093-081-029.

The new project no longer includes the APN ending in -029, reducing the project site by about ¼ of an acre. I'll give you a call to discuss later this morning.

Best,

[CDDP24-03051 Second Submittal](#)

Adrian Veliz, Senior Planner
Department of Conservation and Development
Community Development Division
30 Muir Road Martinez, CA 94553
(925) 655-2879

From: Lawrence Theis <Larry@theis-engineering.com>
Sent: Tuesday, May 6, 2025 8:57 PM
To: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Subject: Fw: Willow Pass Apartments - CDDP24-03051 Second Submittal

See below - corrected your email address

From: Lawrence Theis <Larry@theis-engineering.com>
Sent: Tuesday, May 6, 2025 8:54 PM
To: adrian.veliz@dcd.cccounty.us <adrian.veliz@dcd.cccounty.us>
Cc: Larry Gossett <Larry.Gossett@pw.cccounty.us>, Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>
Subject: Fw: Willow Pass Apartments - CDDP24-03051 Second Submittal

Hello Adrian,

My name is Larry Theis, and I am filling in for Larry Gossett for about a month while he is out. I am a consultant working in the Engineering Services/Development Review division of the Public Works Department. I cannot access the link you sent to Larry Gossett since the secured link is sent to LG's email. If you are in a time crunch, please give me a call or let me know a time I can call you at 925-655-2879. Otherwise please send me a direct link to my email so I can review the second submittal and I would like to see the approved COAs.

I guess the main issue is finding out what is changing since the LP/DP permit was approved.

Sincerely,

Larry Theis, PE
PRESIDENT
THEIS ENGINEERING & ASSOCIATES
Cell (925) 890-9732
Larry@Theis-Engineering.com

From: Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>
Sent: Tuesday, May 6, 2025 5:04 PM
To: Lawrence Theis <Larry@theis-engineering.com>
Subject: Re: Willow Pass Apartments - CDDP24-03051 Second Submittal

Larry,
Would you be able to jump in on this application? Adrian Veliz has the below question if additional offsite drainage improvements may be needed. Please let me know.

Thanks

Get [Outlook for iOS](#)

From: Larry Gossett <larry.gossett@pw.cccounty.us>
Sent: Friday, May 2, 2025 2:54:01 PM
To: Jocelyn LaRoque <jocelyn.laroque@pw.cccounty.us>; Larry Theis <larry@theis-engineering.com>
Subject: FW: Willow Pass Apartments - CDDP24-03051 Second Submittal

From: Adrian Veliz <Adrian.Veliz@dcd.cccounty.us>
Sent: Thursday, May 1, 2025 12:59 PM
To: Larry Gossett <larry.gossett@pw.cccounty.us>
Subject: RE: Willow Pass Apartments - CDDP24-03051 Second Submittal

Hi Larry:

I called earlier to check in on this project. I have a meeting scheduled next week with my applicants for this project to discuss next steps. As you likely recall, this project is a modification of a LP/DP permit that the County ZA approved last year. One of the topics that I will be discussing with my applicant will be whether we need to do any additional CEQA work for the project revision. My initial belief is that the MND prepared for the prior approval should still cover the revised project, however, this is assuming that their drainage plan looks OK to PW and will not require any significant offsite improvements to accommodate the site drainage. I recall from the previous review of this site that drainage particularly tricky for this site, and I'm unsure if the smaller project will exacerbate any prior drainage concerns for this property.

I was wondering if you or the assigned engineer can advise if the project is likely to require offsite drainage improvements that weren't covered in the prior project description?

Thanks,

Adrian Veliz, Senior Planner
Department of Conservation and Development
Community Development Division
30 Muir Road Martinez, CA 94553
(925) 655-2879

From: Adrian Veliz
Sent: Tuesday, April 15, 2025 1:15 PM
To: Larry Gossett <larry.gossett@pw.cccounty.us>
Subject: Willow Pass Apartments - CDDP24-03051 Second Submittal

Good afternoon Larry:

The applicant has provided a response to PW's comments on the proposed affordable housing project located at the corner of Willow Pass Road and Clearland Drive. I have attached PW's prior comments for reference. The resubmittal packet exceeds email size thresholds, so I have included a weblink that you can use to access the revised submittal.

Please kindly review the revised submittal and provide your comments to me by May 6, 2025. Let me know if you have any questions, or have any issues accessing the documents linked below.

[CDDP24-03051 Second Submittal](#)

Thanks Larry

Adrian Veliz, Senior Planner
Department of Conservation and Development
Community Development Division
30 Muir Road Martinez, CA 94553
(925) 655-2879



Contra Costa County Public Works Department

Brian M. Balbas, Director

Deputy Directors

Stephen Kowalewski, Chief

Allison Knapp

Warren Lai

Carrie Ricci

Joe Yee

Memo

December 6, 2023

TO: Adrian Veliz, Project Planner, Department of Conservation and Development

FROM: Kellen O'Connor, Associate Civil Engineer, Engineering Services Division *John An*
By: Anthony DiSilvestre, Staff Engineer, Engineering Services Division

SUBJECT: **LAND USE PERMIT LP22-2029**
STAFF REPORT & RECOMMENDED CONDITIONS OF APPROVAL
(Elevated Entitlements/Willow Pass Road/Bay Point/APN 093-081-027, -028, and -029)

FILE: **LP22-2029 (x-ref PR22-0001)**

We have reviewed the application for **land use permit LP22-2029** received by your office on **May 4, 2022**. The attached recommended conditions of approval, based on the site plan, include road and drainage requirements. The applicant shall comply with the Ordinance Code requirements as they pertain to this development. The following issues should be carefully considered with this project:

Background

The applicant requests approval of a land use permit and development plan application for a three-to-four story multifamily building with 124 apartment units and 2,630 square feet of commercial space on 3.253-acre site. The project includes 171 parking spaces and various onsite amenities.

Traffic and Circulation

The project site is located south of Willow Pass Road (WPR) and east of Clearland Drive, both County-maintained roads. WPR is approximately a 62-foot-wide road within a 72-foot right-of-way; the typical section is 64 feet of pavement within an 84-foot right-of-way. The ultimate half width of WPR currently exists along the project frontage; therefore, no further dedication of right of way is required with this project. Similarly, Clearland Drive appears to be constructed to its ultimate width of 64 feet within an 84-foot right-of-way. Sidewalk widening and streetlights to conform with commercial street standards will be required along both street frontages.

There are existing bus stops along WPR in both directions, but they are staggered from each other relative to the intersection with Clearland Drive. For safety purposes, the bus stops should be relocated opposite each other, and an enhanced crossing should be installed across WPR. Considering the driveway conflict on the north side of WPR opposite the project site, relocation of the existing bus stop on the south side of WPR to the west side of Clearland Drive is preferred.

"Accredited by the American Public Works Association"

255 Glacier Drive Martinez, CA 94553-4825

TEL: (925) 313-2000 • FAX: (925) 313-2333

www.cccpublicworks.org

The site plan currently shows access points on both WPR and Clearland Drive, although the WPR access is proposed for emergency access only. Any approved access points will require street-type connections instead of standard driveway depressions. The access location on Clearland Drive should be shifted to align with either of the existing driveways across Clearland Drive.

The site plan has not been revised as requested to align the driveway with exiting driveways on the west side of Clearland Drive. Having off-set driveways is a traffic hazard due to turning movement conflicts with vehicles on the opposite sides of the street. We acknowledge such a change may adversely impact the number of parking spaces available to the project. Perhaps some reconfiguration or relocation of landscape areas could pick up some of the lost parking spaces. If such changes are infeasible, the applicant shall coordinate modification of the median islands in Clearland Drive or incorporate other safety related improvements as deemed necessary by Public Works,

Drainage

Division 914 of the County Ordinance Code requires that all storm water entering and/or originating on this property to be collected and conveyed, without diversion and within an adequate storm drainage system, to an adequate natural watercourse having a definable bed and banks or to an existing adequate public storm drainage system which conveys the storm water to an adequate natural watercourse.

The project site is within two Drainage Areas, DA 48B and DA 48D. Parcels APN 093-081-027 and APN 093-081-028 are in DA 48B. Parcel APN 093-081-029 is located within DA 48D. Although the project is located within two drainage areas the project will maintain the existing drainage pattern of the watershed. Per the County's drainage inventory, there is an existing storm drain along the frontage of the site that flows westerly, where it discharges into DA 48B's Line B-3. APN 093-081-029 would drain to the east along Willow Pass Road into Line A of 48D, where it ultimately connects to Line C which discharges into Suisun Bay.

Due to infrastructure constraints downstream, the applicant is proposing to detain some of the stormwater runoff on site and release it downstream through a combination of metering and supplemental assistance employing pumps. Since pump systems are generally avoided, an exception will be required to allow its use as proposed. Considering the constraints, Public Works will only endorse the granting of such an exception if the system includes sufficient back-up and off-grid an off-grid power source to minimize pump failure during design storm events. Overland release in the event of failure or severe storms must also be verified.

A Code exception is also required to allow for private party maintenance of detention facilities of this size.

Stormwater Management and Discharge Control

A Stormwater Control Plan (SWCP) is required for applications that will create and/or redevelop impervious surface area exceeding 10,000 square feet in compliance with the County's Stormwater Management and Discharge Control Ordinance (§1014) and the County's Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit.

A Preliminary Stormwater Control Plan prepared by KPFF Consulting Engineers dated May 3, 2022, was submitted, and deemed to be "preliminarily complete". A Final SWCP will be required prior to building permit issuance to incorporate any modifications to the project that may occur as the project proceeds through final design. The applicant has provided a preliminary SWCP, the content of the report can be deemed preliminary complete. However, the report should be updated to include the Project Number and update the Project Watershed to Willow Creek Watershed.

Provision C.10, Trash Load Reduction, of the County's NPDES Permit requires control of trash in local waterways. To prevent or remove trash loads from municipal storm drain systems, trash capture devices shall be installed in catch basins (excludes those located within a bioretention/stormwater treatment facility). Devices must meet the County's NPDES Permit and be approved by the Public Works Department. The location of these devices must be approved by the Public Works Department.

Floodplain Management

The property does not lie within the Special Flood Hazard Area (100-year flood boundary) as designated on the Federal Emergency Management Agency Flood Insurance Rate Map.

Lighting District Annexation

The subject parcel is currently annexed into the L-100 lighting district.

Area of Benefit Fee

The applicant will need to comply with the requirements of the Bridge/Thoroughfare Fee Ordinance for the East Contra Costa Regional Fee & Finance Authority/ Regional Transportation Development Impact Mitigation (ECCRFFA/RTDIM), ECTIA, and Bay Point Areas of Benefit, as adopted by the Board of Supervisors. These fees shall be paid prior to issuance of building permits.

Drainage Area Fee and Creek Mitigation

The applicant will be required to comply with the drainage fee requirements for Drainage Area 48B and 48D as adopted by the Board of Supervisors. This fee shall be paid prior to issuance of a building permit.

KO:AD:ss
G:\engsvc\Land Dev\LP\LP 22-2029\Staff Report & COAs LP22-2029.docx

cc: J. LaRocque, Engineering Services
L. Gossett, Engineering Services
K. O'Connor, Engineering Services
A. DiSilvestre, Engineering Services
Kevin Kohan, *applicant*
280 E. Thousand Oaks Blvd Suite H
Thousand Oaks, CA 91360

**PUBLIC WORKS RECOMMENDED
CONDITIONS OF APPROVAL FOR PERMIT LP22-2029**

COMPLY WITH THE FOLLOWING CONDITIONS OF APPROVAL PRIOR TO ISSUANCE OF A BUILDING PERMIT AND/OR PRIOR TO INITIATION OF THE USE PROPOSED UNDER THIS PERMIT.

General Requirements:

- **Applicant shall comply with the requirements of Title 8, Title 9, and Title 10 of the Ordinance Code. Any exceptions(s) must be stipulated in these Conditions of Approval. Conditions of Approval are based on the site plan submitted to the Department of Conservation and Development on May 2, 2022.**
- For Public Works review for compliance relative to this Land Use Permit, a Compliance Review Fee deposit shall be submitted directly to the Public Works Department in accordance with the County's adopted Fee Schedule for such services. This fee is separate from similar fees required by the Department of Conservation and Development and is a deposit to offset staff costs relative to review and processing of these conditions of approval and other Public Works related services ancillary to the issuance of building permits and completion of this project.
- Improvement plans prepared by a registered civil engineer shall be submitted, if necessary, to the Public Works Department, Engineering Services Division, along with review and inspection fees, and security for all improvements required by the Ordinance Code for the conditions of approval of this subdivision. Any necessary traffic signing and striping shall be included in the improvement plans for review by the Transportation Engineering Division of the Public Works Department.
- The two parcels shall be merged into a single lot through a lot line adjustment or alternative process as prescribed by the Department of Conservation and Development.

Roadway Improvements (Clearland Drive/Willow Pass Road):

- Applicant shall construct frontage improvements along the project frontages of Willow Pass Road and Clearland Drive. Some improvements exist, but the sidewalks need to be widened to the commercial standard width of 10 feet. Streetlights are also required along both frontages.
- Applicant shall relocate the existing bus stop on Willow Pass to the west side of Clearland Drive and install an enhanced crosswalk across Willow Pass Road. Crosswalk enhancements may include, but not be limited to a Rectangular Rapid Flashing Beacon (RRFB) and refuge island mid-way across Willow Pass Road, subject to review and approval of Public Works.
- Applicant shall reconstruct the median islands (including landscaping and irrigation, if necessary) and any other necessary safety improvements along the frontage of Clearland Drive to accommodate ingress and egress to the project, subject to approval of the Public Works.

- Any cracked and displaced curb, gutter, and sidewalk shall be removed and replaced along the project frontages of Clearland Drive and Willow Pass Road. Concrete shall be saw cut prior to removal. Existing lines and grade shall be maintained. New curbs and gutters shall be doveled into existing improvements.
- Applicant shall construct a street type connection with 20-foot radii curb returns in lieu of standard driveway depressions at proposed access driveways.
- Driveway ingress and egress to Willow Pas Road shall be restricted to emergency access only. Appropriate gates and signage shall be installed.
- Applicant shall locate any vehicular entrance gates a minimum of 20 feet from the edge of pavement to allow vehicles to queue without obstructing through traffic. Sufficient area shall be provided outside any gate to allow a vehicle to turn around and re-enter Clearland Drive and Willow Pass Road in a forward direction.

Access to Adjoining Property:

Proof of Access

- Applicant shall furnish proof to the Public Works Department of the acquisition of all necessary rights of way, rights of entry, permits and/or easements for the construction of off-site, temporary, or permanent, public, and private road and drainage improvements.

Encroachment Permit

- Applicant shall obtain an encroachment permit from Public Works for construction of driveways or other improvements within the right-of-way of Clearland Drive or Willow Pass Road.

Site Access

- Applicant shall only be permitted access at the locations shown on the approved site/development plan.

Road Alignment/Intersection Design/Sight Distance:

- Applicant shall provide sight distance at the on-site driveway and the fronting streets to accommodate the appropriate design speeds, 40 MPH for Willow Pass Road, and 30 MPH for Clearland Drive. The applicant shall trim vegetation, as necessary, to provide sight distance at these driveways. Any new landscaping, signs, fencing, retaining walls, or other obstructions proposed at the driveways shall be setback to ensure that the sight lines are clear.

Landscaping:

- Applicant shall submit four sets of landscape and automatic irrigation plans and cost estimates, prepared by a licensed landscape architect, to the Public Works Department for review and to the Zoning Administrator for review and approval, prior to issuance of building permits. Applicant shall pay appropriate fees in accordance with County Ordinance.

Utilities/Undergrounding:

- Applicant shall underground all new utility distribution facilities. Applicant shall provide joint trench composite plans for the underground electrical, gas, telephone, cable television and communication conduits and cables including the size, location and details of all trenches, locations of building utility service stubs and meters and placements or arrangements of junction structures as a part of the Improvement Plan submittals for the project. The composite drawings and/or utility improvement plans shall be signed by a licensed civil engineer.

Drainage Improvements:

Collect and Convey

- Applicant shall collect and convey all stormwater entering and/or originating on this property, without diversion and within an adequate storm drainage system, to *an adequate* natural watercourse having definable bed and banks, or to an existing adequate public storm drainage system which conveys the stormwater to *an adequate* natural watercourse, in accordance with Division 914 of the Ordinance Code.

Exception Section 914-2.004 (Subject to Advisory Agency findings and approval)

Applicant is granted an exception from the off-site collect and convey requirement of the Ordinance Code by the advisory agency as provided for in 92-6.002 of said Code provided:

- The stormwater runoff from the site is reduced to, or below pre-project flow rates as a result from the construction of on-site detention infrastructure incorporating a pump system. Said pump system shall include back-up pumps and a secondary off-grid power source such as a natural gas or propane fueled generator, or battery power with sufficient capacity to power the pumps for at least 24 hours.
- Verify sufficient overland release without damage to on-site or neighboring buildings in the event of pump failure or storm events in the 1-10 % annual probability (10–100 year) range.
- Concentrated stormwater is not discharged onto adjacent property.

Exception Section 914-12.010 (Subject to Advisory Agency findings and approval)

Applicant is granted an exception from the public entity maintenance requirement of the Ordinance Code by the advisory agency as provided for in 92-6.002 of said Code. The maintenance obligation relative to the detention/stormwater management basin will be satisfied in the Stormwater Maintenance Operation and Maintenance Agreement and Plan.

Miscellaneous Drainage Requirements:

- Applicant shall design and construct all storm drainage facilities in compliance with the Ordinance Code and Public Works Department design standards.
- Applicant shall prevent storm drainage from draining across the sidewalk(s) and driveway(s) in a concentrated manner.

National Pollutant Discharge Elimination System (NPDES):

- The applicant shall be required to comply with all rules, regulations, and procedures of the National Pollutant Discharge Elimination System (NPDES) for municipal, construction and industrial activities as promulgated by the California State Water Resources Control Board, or any of its Regional Water Quality Control Boards San Francisco Bay - Region II.

Compliance shall include developing long-term best management practices (BMPs) for the reduction or elimination of stormwater pollutants. The project design shall incorporate wherever feasible, the following long-term BMPs in accordance with the Contra Costa Clean Water Program for the site's stormwater drainage:

- Minimize the amount of directly connected impervious surface area.
- Install approved full trash capture devices on all catch basins (excluding catch basins within bioretention area) as reviewed and approved by Public Works Department. Trash capture devices shall meet the requirements of the County's NPDES Permit.
- Place advisory warnings on all catch basins and storm drains using current storm drain markers.
- Construct concrete driveway weakened plane joints at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter.
- Other alternatives comparable to the above as approved by the Public Works Department.

Stormwater Management and Discharge Control Ordinance:

- The applicant shall submit a final Storm Water Control Plan (SWCP) and a Stormwater Control Operation and Maintenance Plan (O+M Plan) to the Public Works Department, which shall be reviewed for compliance with the County's National Pollutant Discharge Elimination System (NPDES) Permit and shall be deemed consistent with the County's Stormwater Management and Discharge Control Ordinance (§1014) prior to issuance of a building permit. All time and materials costs for review and preparation of the SWCP and the O+M Plan shall be borne by the applicant.
- Improvement plans shall be reviewed to verify consistency with the final SWCP and compliance with Provision C.3 of the County's NPDES Permit and the County's Stormwater Management and Discharge Control Ordinance (§1014).
- Stormwater management facilities shall be subject to inspection by the Public Works Department; all time and materials costs for inspection of stormwater management facilities shall be borne by the applicant.
- Prior to issuance of a building permit, the property owner(s) shall enter into a Stormwater Management Facility Operation and Maintenance Agreement with Contra Costa County, in which the property owner(s) shall accept responsibility for and related to the operation and maintenance of the stormwater facilities, and grant access to relevant public agencies for inspection of stormwater management facilities.
- Prior to issuance of a building permit, the property owner(s) shall annex the subject property into Community Facilities District (CFD) No. 2007-1 (Stormwater Management Facilities), which funds responsibilities of Contra Costa County under its NPDES Permit to oversee the ongoing operation and maintenance of stormwater facilities by property owners.

- Any proposed water quality features that are designed to retain water for longer than 72 hours shall be subject to the review of the Contra Costa Mosquito & Vector Control District.

Drainage Area Fee Ordinance:

- Applicant shall comply with the drainage fee requirements for Drainage Areas 48B and 48D as adopted by the Board of Supervisors prior to initiation of the use requested with this application. This fee shall be paid prior to issuance of a building permit and initiation of proposed use.

ADVISORY NOTES

- Applicant will be required to comply with the requirements of the Bridge/Thoroughfare Fee Ordinance for the East Contra Costa Regional Fee & Finance Authority/ Regional Transportation Development Impact Mitigation (ECCRFFA/RTDIM), ECTIA, and Bay Point Areas of Benefit as adopted by the Board of Supervisors. Payment is required prior to issuance of a building permit.