



Council Chambers
200 H Street
Antioch, CA 94509

Closed Session - 6:15 P.M.
Regular Meeting - 7:00 P.M.

ANNOTATED AGENDA

for

November 28, 2017

Antioch City Council
Regular Meeting

Sean Wright, Mayor
Lamar Thorpe, Mayor Pro Tem
Monica E. Wilson, Council Member
Tony Tiscareno, Council Member
Lori Ogorchock, Council Member

Arne Simonsen, CMC, City Clerk
Donna Conley, City Treasurer

Ron Bernal, City Manager
Derek Cole, Interim City Attorney

PLEASE TURN OFF CELL PHONES BEFORE ENTERING COUNCIL CHAMBERS.

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With Project Plans at: <http://ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Project-Pipeline.pdf>
Hard Copy viewing at: Antioch Public Library, 501 W 18th St, Antioch, CA
Online Viewing: <http://www.ci.antioch.ca.us/CityGov/citycouncilmeetings.asp>

Council meetings are televised live on Comcast Channel 24

Notice of Availability of Reports

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

Notice of Opportunity to Address Council

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

6:16 P.M. ROLL CALL – CLOSED SESSION – for Council Members – *All Present*

PUBLIC COMMENTS for Closed Session – *None*

CLOSED SESSION:

- 1) **CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION** – Potential Litigation pursuant to Election Code 14025: California Voter Rights Act Demand Letter.

Direction given to City Attorney

7:00 P.M. ROLL CALL – REGULAR MEETING – for Council Members – *All Present*

PLEDGE OF ALLEGIANCE

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

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

CITY COUNCIL COMMITTEE REPORTS

MAYOR'S COMMENTS

1. **PRESENTATION** – *In Honor of Paul Scannell, Antioch Veteran of the Year*

2. **CONSENT CALENDAR**

- A. **APPROVAL OF COUNCIL MINUTES FOR NOVEMBER 14, 2017**

Recommended Action: It is recommended that the City Council continue the Meeting Minutes of November 14, 2017 to the next meeting.

STAFF REPORT

Continued, 5/0

STAFF REPORT

CONSENT CALENDAR – Continued

B. APPROVAL OF COUNCIL WARRANTS

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

Approved, 5/0

STAFF REPORT

C. APPROVAL OF TREASURER’S REPORT FOR OCTOBER 2017

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

Approved, 5/0

STAFF REPORT

D. SECOND READING – ROCKETSHIP ELEMENTARY SCHOOL (Z-17-02, UP-17-01, V-17-05, AR-17-02) (Introduced on 11/14/17)

Recommended Action: It is recommended that the City Council adopt the Ordinance approving a rezone of the project site from Regional Commercial District (C-3) to Professional Office District (C-0).

Ord. No. 2132-C-S adopted, 5/0

STAFF REPORT

E. FIRST AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING FOR THE DEVELOPMENT OF A GROUNDWATER SUSTAINABILITY PLAN FOR THE EAST CONTRA COSTA COUNTY PORTION OF THE TRACY SUBBASIN (PW 704-3)

Recommended Action: It is recommended that the City Council adopt a resolution amending the Memorandum of Understanding (MOU) with member agencies for the development of Groundwater Sustainability Plan (GSP) for the East Contra Costa County Portion of the Tracy Subbasin.

Reso No. 2017/127 adopted, 5/0

STAFF REPORT

F. 2017 NEW LAW & ELECTIONS SEMINAR

Recommended Action: It is recommended that the City Council authorize associated expenditures for the City Clerk to attend the New Law & Elections Seminar December 12-15, 2017.

Council approved expenditures minus \$340 travel expenses, 5/0

STAFF REPORT

PUBLIC HEARING

3. REQUESTED MODIFICATIONS TO THE PROJECT APPROVAL FOR THE PROMENADE – VINEYARDS AT SAND CREEK PROJECT (con't from 10/24/17)

Continued to 01/09/18, 5/0

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

- 1) Adopt the Resolution approving the modified Tentative Subdivision Map Conditions of Approval; and
- 2) Introduce the Ordinance amending the Final Development Plan; and
- 3) Introduce the Ordinance approving the amended Development Agreement.

STAFF REPORT

4. ADOPTION OF THE GENERAL PLAN LAND USE ELEMENT UPDATE

Continued to 12/12/17, 5/0

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

- 1) Adopt the Resolution approving the Addendum to the 2003 General Plan EIR; and
- 2) Adopt the Resolution amending the Land Use Element of the General Plan.

STAFF REPORT

STAFF REPORT

5. ADOPTION OF THE DOWNTOWN SPECIFIC PLAN

Continued to 12/12/17, 5/0

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

- 1) Adopt the Resolution approving the Addendum to the 2003 General Plan EIR; and
- 2) Introduce the Ordinance adopting the Downtown Specific Plan.

STAFF REPORT

6. AN ORDINANCE AMENDING ORDINANCE NO. 801-C-S EXTENDING THE TERM OF THE FRANCHISE AGREEMENT WITH CALIFORNIA RESOURCES PRODUCTION CORPORATION (“CRC”), SUCCESSOR IN INTEREST TO UNION OIL COMPANY OF CALIFORNIA, TO FEBRUARY 7, 2021

To 12/12/17 for adoption, 5/0

Recommended Action: It is recommended that the City Council introduce by title only the Ordinance amending Ordinance No. 801-C-S extending a Pipeline Franchise to California Resources Production Corporation (“CRC”).

STAFF REPORT

PUBLIC HEARING – Continued

7. AN ORDINANCE AMENDING ORDINANCE NO. 838-C-S EXTENDING THE TERM OF THE FRANCHISE AGREEMENT WITH CHEVRON, U.S.A., INC. TO APRIL 23, 2042

To 12/12/17 for adoption, 5/0

Recommended Action: It is recommended that the City Council introduce by title only the Ordinance amending Ordinance No. 838-C-S extending a Pipeline Franchise to Chevron U.S.A. Inc.

STAFF REPORT

COUNCIL REGULAR AGENDA

8. TRAFFIC CALMING POLICY (P.W. 282-19)

Direction given to staff

Recommended Action: It is recommended that the City Council consider the Draft Traffic Calming Policy and provide feedback to staff on the policy and budget.

STAFF REPORT

9. AUTHORIZE AN EMPLOYEE REFERRAL AND RECRUITMENT SIGNING BONUS/INCENTIVES FOR QUALIFIED LATERAL POLICE OFFICERS

Approved, 5/0

With a resolution to be brought back to Council for adoption

Recommended Action: It is recommended that the City Council authorize an employee referral and recruitment signing bonus/incentives for qualified lateral police officers.

STAFF REPORT

PUBLIC COMMENT

STAFF COMMUNICATIONS

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

ADJOURNMENT – 8:34 p.m.



ANTIOCH, CALIFORNIA

CERTIFICATE OF RECOGNITION
AWARD

PRESENTED TO

PAUL SCANNELL

Antioch 2017

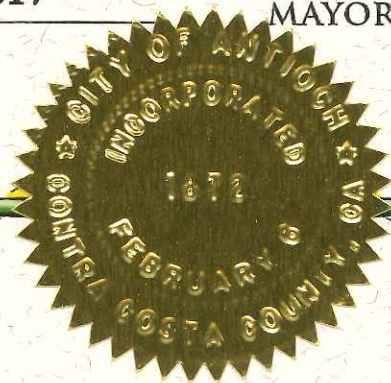
Veteran of the Year

In witness whereof I have hereunto set my hand and caused the seal of this city to be affixed.

DATE **November 28, 2017**

MAYOR _____

Sean Wright





STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Christina Garcia, Deputy City Clerk *Cg*

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

SUBJECT: City Council Meeting Minutes of November 14, 2017

RECOMMENDED ACTION

It is recommended that the City Council continue the Meeting Minutes of November 14, 2017 to the next meeting.

STRATEGIC PURPOSE

N/A

FISCAL IMPACT

None

DISCUSSION

N/A

ATTACHMENT

None.

CITY OF ANTIOCH
 CLAIMS BY FUND REPORT
 FOR THE PERIOD OF
 NOVEMBER 3-16, 2017
 FUND/CHECK#

100 General Fund

Non Departmental

371752 BANK OF AMERICA	SUPPLIES	125.67
371818 A D SEENO CONSTRUCTION	DEPOSIT REFUND	113,625.58
371848 CONTRA COSTA COUNTY	PERMIT FEE	2,216.25
371934 CCC MAYORS CONFERENCE	ANNUAL DUES	2,547.00
371937 DANIELS, DENISSE	BARRICADE REFUND	60.00
930497 ZUMWALT ENGINEERING GROUP INC	CONSULTING SERVICES	3,931.00

City Council

371768 CONTRA COSTA TELEVISION	BROADCAST SERVICE	510.00
371872 LOWES COMPANIES INC	SUPPLIES	10.74
371934 CCC MAYORS CONFERENCE	ANNUAL DUES	2,547.00

City Attorney

371872 LOWES COMPANIES INC	SUPPLIES	10.74
371942 GIBBONS AND CONLEY	LEGAL SERVICES	7,990.88
371954 LIEBERT CASSIDY WHITMORE	LEGAL SERVICES	310.00
371961 OFFICE MAX INC	OFFICE SUPPLIES	127.10
371977 TELECOM LAW FIRM PC	LEGAL SERVICES	529.00

City Manager

371856 FEDERAL ADVOCATES INC	ADVOCACY SERVICES	4,166.67
371872 LOWES COMPANIES INC	SUPPLIES	10.74
371885 OFFICE MAX INC	OFFICE SUPPLIES	227.96
371921 BANK OF AMERICA	CONFERENCE FEE	1,355.39

City Clerk

371854 ECS IMAGING INC	ANNUAL MAINTENANCE	612.26
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City Treasurer

371805 PFM ASSET MGMT LLC	ADVISORY SERVICES	7,804.93
371858 GARDA CL WEST INC	11/17 ARMORED CAR PICKUP	252.07

Human Resources

371854 ECS IMAGING INC	ANNUAL MAINTENANCE	612.26
371923 BANK OF AMERICA	RECRUITMENT SERVICES	14.95

Economic Development

371810 SMYERS AND KRAUSS APPRAISAL	APPRAISAL FEE	2,800.00
371881 MUNICIPAL RESOURCE GROUP LLC	CONSULTING SERVICES	6,139.00
371921 BANK OF AMERICA	CONFERENCE-ZEPEDA	700.00

Finance Administration

371751 BANK OF AMERICA	ANNUAL GAAP UPDATE	135.00
371854 ECS IMAGING INC	ANNUAL MAINTENANCE	612.26
371885 OFFICE MAX INC	OFFICE SUPPLIES	48.90

Prepared by: Georgina Meek

Finance Accounting

11/22/2017

2B

November 28, 2017

CITY OF ANTIOCH
 CLAIMS BY FUND REPORT
 FOR THE PERIOD OF
 NOVEMBER 3-16, 2017
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Finance Accounting		
371749 BADAWI & ASSOCIATES	AUDIT SERVICES	27,571.50
371885 OFFICE MAX INC	OFFICE SUPPLIES	100.82
930484 SUPERION LLC	ASP SERVICE	20,607.90
Finance Operations		
371885 OFFICE MAX INC	OFFICE SUPPLIES	39.11
Non Departmental		
371796 MUNICIPAL POOLING AUTHORITY	PROFESSIONAL SERVICES	8,713.80
371870 LEW EDGARDS GROUP, THE	CONSULTING SERVICES	4,950.00
371882 MUNISERVICES LLC	SUTA SERVICES	15,419.81
371895 REVENUE AND COST SPECIALIST LL	COST ALLOCATION/USER FEE	10,625.00
371966 PARS	POLICE SIP CONTRIBUTION	652,945.00
Public Works Street Maintenance		
371753 BIG SKY LOGOS AND EMBROIDERY	SUPPLIES	108.42
371827 BECHTHOLDT, MICHAEL J	SHOE ALLOWANCE REIMBURSEMENT	275.00
371872 LOWES COMPANIES INC	SUPPLIES	47.78
371901 SEECLICKFIX	ANNUAL SERVICE	14,660.00
371922 BANK OF AMERICA	SUPPLIES	189.77
930476 GRAINGER INC	SUPPLIES	310.71
Public Works-Signal/Street Lights		
371912 WESCO RECEIVABLES CORP	STREET LIGHTS	1,748.53
930478 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	3,800.63
930491 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	1,850.04
Public Works-Striping/Signing		
371778 FASTLANE TEK INC	PROFESSIONAL SERVICES	1,952.50
371872 LOWES COMPANIES INC	SUPPLIES	212.67
371876 MANERI SIGN COMPANY	SIGNS	7,617.68
371907 T AND T PAVEMENT MARKINGS	SUPPLIES	1,685.63
930474 CRYSTAL CLEAR LOGOS INC	SUPPLIES	140.19
930476 GRAINGER INC	SUPPLIES	310.71
Public Works-Facilities Maintenance		
371753 BIG SKY LOGOS AND EMBROIDERY	SUPPLIES	108.42
371832 BUDGET BLINDS	BLIND REPLACEMENT	18,680.50
371862 HOME DEPOT, THE	SUPPLIES	903.14
371872 LOWES COMPANIES INC	SUPPLIES	235.44
371873 LOWES COMPANIES INC	SUPPLIES	17.61
930476 GRAINGER INC	SUPPLIES	306.37
930480 LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	3,041.85
Public Works-Parks Maint		
371820 AMERICAN PLUMBING INC	PLUMBING REPAIR	310.00

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371852 DELTA FENCE CO	FENCE REPAIR	786.00
371862 HOME DEPOT, THE	SUPPLIES	20.65
371886 PACHECO BROTHERS GARDENING	LANDSCAPE SERVICES	62,857.17
371905 STEWARTS TREE SERVICE INC	TREE SERVICES	2,625.00
371922 BANK OF AMERICA	SUPPLIES	353.81
930483 JOHN DEERE LANDSCAPES PACHECO	VALVE REPLACEMENTS	2,091.92
930491 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	372.11
Public Works-Median/General Land		
371857 FURBER SAW INC	SUPPLIES	69.57
371872 LOWES COMPANIES INC	SUPPLIES	42.14
371887 PACIFIC COAST LANDSCAPE MGMT	LANDSCAPE SERVICES	5,484.30
371894 PRINTEX CONCRETE PRODUCTS INC	SOUND WALL REPAIRS	10,350.00
371903 SILVA LANDSCAPE	LANDSCAPE SERVICES	10,700.80
371905 STEWARTS TREE SERVICE INC	TREE SERVICES	4,200.00
Police Administration		
371748 ARROWHEAD 24 HOUR TOWING INC	TOWING SERVICES	95.00
371754 BLUMBERG, FREDRICK C.	TRAINING PER DIEM	128.00
371758 CONCORD UNIFORMS LLC	UNIFORM-CHALK	1,054.82
371769 COURTYARD BY MARRIOTT	LODGING F.BLUMBERG	338.02
371770 COURTYARD BY MARRIOTT	LODGING J.HAMILTON	338.02
371783 HAMILTON, JUSTIN MATTHEW	TRAINING PER DIEM	128.00
371798 NET TRANSCRIPTS	TRANSCRIPTION SERVICES	398.02
371799 OFFICE MAX INC	OFFICE SUPPLIES	1,389.46
371808 SAFESTORE INC	OFF-SITE EVIDENCE STORAGE	1,771.15
371825 ARROWHEAD 24 HOUR TOWING INC	TOWING SERVICES	158.65
371828 BITTNER, DESMOND D	TRAINING PER DIEM	192.00
371847 CONTRA COSTA COUNTY	TRAINING	295.00
371854 ECS IMAGING INC	ANNUAL MAINTENANCE	612.26
371868 LC ACTION POLICE SUPPLY	SWAT EQUIPMENT	235.55
371885 OFFICE MAX INC	OFFICE SUPPLIES	188.94
371890 PERSONNEL EVALUATION INC	RECRUITMENT SERVICES	100.00
371893 PMW ASSOCIATES	TRAINING D.BITTNER	420.00
371904 SIMPSON INVESTIGATIVE SERVICES	RECRUITMENT SERVICES	1,855.27
371916 ADAMSON POLICE PRODUCTS	EQUIPMENT	114.68
371924 BANK OF AMERICA	TRAINING TUITION	2,968.40
371925 BANK OF AMERICA	CAR RENTAL	425.87
371926 BANK OF AMERICA	MEETING EXPENSE	1,666.77
371943 GREEN, ROBERT A	TRAINING PER DIEM	34.50
371950 KOCH, MATTHEW T	TRAINING PER DIEM	296.00
371953 LEADERSHIP PERSPECTIVES	TRAINING M.PEREZ	400.00

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 Finance Accounting

11/22/2017

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371956 MARRIOTT HOTEL	LODGING J.WISECARVER	1,034.98
371957 MARRIOTT HOTEL	LODGING KOCH	1,034.98
371972 SHRED IT INC	SHRED SERVICE	755.37
371979 UNITED STATES POSTAL SERVICE	POSTAGE	2,000.00
371982 WISECARVER, JIMMY R	TRAINING PER DIEM	296.00
930481 MOBILE MINI LLC	STORAGE	112.87
930490 COMPUTERLAND	ADOBE PHOTOSHOP	369.94
930493 MOBILE MINI LLC	STORAGE	154.89
Police Prisoner Custody		
371926 BANK OF AMERICA	DRY CLEANING FOR JAIL	144.00
Police Community Policing		
371775 EAST HILLS VETERINARY HOSPITAL	VETERINARY SERVICES	207.00
371816 UNITED STATES POSTAL SERVICE	POSTAGE	6,100.00
Police Investigations		
371760 CONTRA COSTA COUNTY	LAB TESTING	6,587.50
371761 CONTRA COSTA COUNTY	RENDITION	350.00
371813 TRANSUNION RISK AND ALTERNATIV	INTEL SERVICE	27.00
371875 MAGANA, JOSEPH J	EXPENSE REIMBURSEMENT	49.75
371924 BANK OF AMERICA	TIRE REPLACEMENT	122.18
371933 CONTRA COSTA COUNTY	LAB TESTING	31,420.50
Police Communications		
371782 GLOBALSTAR	SATELLITE	100.58
371888 PACIFIC TELEMAGEMENT SERVICE	LOBBY PAY PHONE	78.00
371931 CONTRA COSTA COUNTY	ACCJIN SHARED COSTS FY 16/17	10,124.72
Police Facilities Maintenance		
371764 CCC TAX COLLECTOR	PROPERTY TAX	815.24
371820 AMERICAN PLUMBING INC	PLUMBING SERVICES	155.00
371872 LOWES COMPANIES INC	SUPPLIES	89.79
371902 SHERWIN WILLIAMS CO	PAINT	84.14
371926 BANK OF AMERICA	PROJECT	103.04
371969 PLATINUM ROOFING INC	ROOF REPAIR	1,515.00
930480 LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	3,880.20
Community Development Land Planning Services		
371826 BANK OF AMERICA	MEALS - APA CONFERENCE	59.16
371854 ECS IMAGING INC	ANNUAL MAINTENANCE	1,012.26
CD Code Enforcement		
371819 ALL STAR FORD	FLEET VEHICLE	24,920.54
371826 BANK OF AMERICA	LODGING - CACEO CONFERENCE	374.18
371837 CONTRA COSTA COUNTY	RECORDING FEES - OCT 2017	305.00
371849 DAVID, MARIA E	EXPENSE REIMBURSEMENT	40.98

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371854 ECS IMAGING INC	ANNUAL MAINTENANCE	1,012.26
371867 K2GC	ABATEMENT SERVICES	9,623.36
371872 LOWES COMPANIES INC	SUPPLIES	311.03
PW Engineer Land Development		
371854 ECS IMAGING INC	ANNUAL MAINTENANCE	1,012.26
371866 JN ENGINEERING	INSPECTION SERVICES	18,100.00
930485 TESTING ENGINEERS INC	CONSULTING SERVICES	900.00
Community Development Building Inspection		
371854 ECS IMAGING INC	ANNUAL MAINTENANCE	1,012.25
371885 OFFICE MAX INC	OFFICE SUPPLIES	151.27
Capital Imp. Administration		
371854 ECS IMAGING INC	ANNUAL MAINTENANCE	612.26
212 CDBG Fund		
CD Code Enforcement		
930477 HOUSE, TERI	CONSULTING SERVICES	4,745.00
CDBG		
371757 COMMUNITY VIOLENCE SOLUTIONS	CDBG SERVICES	1,220.51
371759 CCC CHILD CARE COUNCIL	CDBG SERVICES	2,184.04
371767 CONTRA COSTA SENIOR LEGAL SVC	CDBG SERVICES	2,777.30
371793 LIONS CENTER FOR THE VISUALLY	CDBG SERVICES	1,254.31
371794 LOAVES AND FISHES OF CCC	CDBG SERVICES	1,250.10
371800 OMBUDSMAN SERVICES OF CCC	CDBG SERVICES	2,630.40
371809 SENIOR OUTREACH SERVICES	CDBG SERVICES	3,915.30
371833 CITY DATA SERVICES LLC	CONSULTING SERVICES	2,700.00
214 Animal Control Fund		
Animal Control		
371774 EAST BAY VETERINARY EMERGENCY	VETERINARY SERVICES	151.23
371791 KOEFRAN SERVICES INC	DISPOSAL SERVICES	1,850.00
371797 MWI VETERINARY SUPPLY CO	VETERINARY SUPPLIES	1,412.70
371812 STARLINE SUPPLY COMPANY	SUPPLIES	257.63
371823 ANIMAL SUPPLY LOGISTICS	SUPPLIES	804.44
371853 EAST BAY VETERINARY EMERGENCY	VETERINARY SERVICES	148.63
371861 HILLS PET NUTRITION	ANIMAL FOOD	584.84
371924 BANK OF AMERICA	SUPPLIES	1,311.31
371951 KOEFRAN SERVICES INC	DISPOSAL SERVICES	1,850.00
371975 STARLINE SUPPLY COMPANY	SUPPLIES	720.27
371976 TAIL WAG INN VETERINARY HOSPIT	DEA LICENSE	1,374.17
371978 UC DAVIS VETERINARY MEDICINE	VETERINARY SERVICES	187.50
930468 MOBILE MINI LLC	STORAGE	113.60
930478 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	1,899.00

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930480 LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	579.80
219 Recreation Fund		
Non Departmental		
371785 HUB INTERNATIONAL OF CA	RENTAL INSURANCE OCT-17	125.98
371859 GROSS, ADAM	FACILITY DEPOSIT REFUNDS	550.00
Recreation Admin		
371820 AMERICAN PLUMBING INC	PLUMBING SERVICE	203.94
371884 OAKLEYS PEST CONTROL	PEST CONTROL- NICK RODRIGUEZ	225.00
930491 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	619.50
Senior Programs		
371892 PLATINUM ROOFING INC	ROOF REPAIR	3,300.00
930480 LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	388.00
Recreation Sports Programs		
371752 BANK OF AMERICA	BASKETBALL FLYERS	382.96
371755 BSN SPORTS	SPORTS SUPPLIES	702.90
371780 GARDA CL WEST INC	ARMORED CAR SERVICES-NOV	58.75
371836 CONCORD SOFTBALL UMPIRES	UMPIRE FEES OCTOBER 2017	2,100.00
371889 PEPSI COLA COMPANY	CONCESSION SUPPLIES	576.80
371911 US FOODSERVICE INC	CONCESSION SUPPLIES	1,227.99
371935 COSTCO	WORTH SHAW CONCESSIONS	165.86
930472 A AND B CREATIVE TROPHIES	FALL SOFTBALL TROPHIES 2017	391.01
Recreation-New Comm Cntr		
371752 BANK OF AMERICA	EVENT SUPPLIES	53.50
371772 DELTA KAYAK ADVENTURES	CONTRACTOR PAYMENT	358.20
371780 GARDA CL WEST INC	ARMORED CAR SERVICES	58.75
371781 GEDDES MUSIC BRENTWOOD	CONTRACTOR PAYMENT	496.80
371788 JUMP BUNCH	CONTRACTOR PAYMENT	488.40
371789 KALGOLD TECHNOLOGIES INC	CONTRACTOR PAYMENT	792.00
371815 UNITED STATES POSTAL SERVICE	POSTAGE- WINTER/SPRING GUIDE	8,600.00
371854 ECS IMAGING INC	ANNUAL MAINTENANCE	612.26
371872 LOWES COMPANIES INC	SUPPLIES	125.67
371885 OFFICE MAX INC	OFFICE SUPPLIES	132.16
371886 PACHECO BROTHERS GARDENING	LANDSCAPE SERVICES	3,821.75
371929 COLE SUPPLY CO INC	SUPPLIES	978.19
371935 COSTCO	PRESCHOOL/KITCHEN SUPPLIES	161.25
371945 HIDALGO, ANIBAL AVISSAI	EXPENSE REIMBURSEMENT	137.14
371952 KOVALICK, LUANNE	CONTRACTOR PAYMENT	1,091.40
371958 MAX MARTIAL ARTS LLC	CONTRACTOR PAYMENT	192.60

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 Finance Accounting

11/22/2017

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220 Traffic Signalization Fund		
Traffic Signals		
371877 MIKE BROWN ELECTRIC CO	TRAFFIC SIGNAL PROJECT	74,385.00
221 Asset Forfeiture Fund		
Non Departmental		
371838 CONTRA COSTA COUNTY	ASSET FORFEITURE	994.50
371839 CONTRA COSTA COUNTY	ASSET FORFEITURE	2,258.43
371840 CONTRA COSTA COUNTY	ASSET FORFEITURE	460.15
371841 CONTRA COSTA COUNTY	ASSET FORFEITURE	2,371.32
371842 CONTRA COSTA COUNTY	ASSET FORFEITURE	466.35
371843 CONTRA COSTA COUNTY	ASSET FORFEITURE	571.96
371844 CONTRA COSTA COUNTY	ASSET FORFEITURE	275.72
371845 CONTRA COSTA COUNTY	ASSET FORFEITURE	1,297.27
371846 CONTRA COSTA COUNTY	ASSET FORFEITURE	703.98
371913 WHITE III, BOBBY DARNELL	RETURN OF FUNDS	606.00
371914 WILSON, ERIC KENYA JR	RETURN OF FUNDS	1,435.00
226 Solid Waste Reduction Fund		
Solid Waste		
371826 BANK OF AMERICA	SUPPLIES	214.99
371865 JAMES, BOOTS	SUPPLIES REIMBURSEMET	274.50
229 Pollution Elimination Fund		
Channel Maintenance Operation		
371766 CONTRA COSTA HEALTH SERVICES	INSPECTION FEE	522.00
371779 FURBER SAW INC	REPAIR PARTS	64.95
371803 PACIFIC COAST LANDSCAPE MGMT	CHANNEL MAINTENANCE	5,390.96
371872 LOWES COMPANIES INC	SUPPLIES	64.10
371887 PACIFIC COAST LANDSCAPE MGMT	LANDSCAPE SERVICES	3,080.55
371928 CALIF DEPT OF FISH & GAME	ANNUAL PROJECT FEES	1,124.00
371983 WRECO	PROFESSIONAL SERVICES	3,750.00
930476 GRAINGER INC	SUPPLIES	310.71
251 Lone Tree SLLMD Fund		
Lonetree Maintenance Zone 1		
371908 TERRACARE ASSOCIATES	TURF MOWING	136.60
Lonetree Maintenance Zone 2		
371905 STEWARTS TREE SERVICE INC	TREE SERVICES	2,100.00
Lonetree Maintenance Zone 3		
371905 STEWARTS TREE SERVICE INC	TREE SERVICES	1,350.00
Lonetree Maintenance Zone 4		
371908 TERRACARE ASSOCIATES	TURF MOWING	218.56

Prepared by: Georgina Meek
 Finance Accounting

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CITY OF ANTIOCH
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252 Downtown SLLMD Fund		
Downtown Maintenance		
371908 TERRACARE ASSOCIATES	TURF MOWING	136.60
253 Almondridge SLLMD Fund		
Almondridge Maintenance		
371903 SILVA LANDSCAPE	LANDSCAPE SERVICES	4,104.00
254 Hillcrest SLLMD Fund		
Hillcrest Maintenance Zone 1		
371905 STEWARTS TREE SERVICE INC	TREE SERVICES	3,600.00
371908 TERRACARE ASSOCIATES	TURF MOWING	355.16
Hillcrest Maintenance Zone 2		
371887 PACIFIC COAST LANDSCAPE MGMT I	LANDSCAPE SERVICES	8,903.21
371905 STEWARTS TREE SERVICE INC	TREE SERVICES	850.00
371908 TERRACARE ASSOCIATES	TURF MOWING	486.30
Hillcrest Maintenance Zone 4		
371908 TERRACARE ASSOCIATES	TURF MOWING	273.20
255 Park 1A Maintenance District Fund		
Park 1A Maintenance District		
371850 DEJESUS PUMP AND WELL DRILLING	PROFESSIONAL SERVICES	4,152.86
371908 TERRACARE ASSOCIATES	TURF MOWING	355.16
256 Citywide 2A Maintenance District Fund		
Citywide 2A Maintenance Zone 3		
371908 TERRACARE ASSOCIATES	TURF MOWING	5.46
Citywide 2A Maintenance Zone 6		
371908 TERRACARE ASSOCIATES	TURF MOWING	327.84
Citywide 2A Maintenance Zone 8		
371908 TERRACARE ASSOCIATES	TURF MOWING	27.32
Citywide 2A Maintenance Zone 9		
371908 TERRACARE ASSOCIATES	TURF MOWING	81.96
257 SLLMD Administration Fund		
SLLMD Administration		
371857 FURBER SAW INC	SUPPLIES	521.99
371908 TERRACARE ASSOCIATES	TURF MOWING	327.84
371922 BANK OF AMERICA	EVIDENCE SUPPLIES	145.00
371961 OFFICE MAX INC	OFFICE SUPPLIES	35.42
930495 QUENVOLDS	SAFTEY SHOES-HARRIS	272.96
311 Capital Improvement Fund		
Energy Efficiency		
371830 BRETT MR ECO EDWARDS	ENERGY/WATER SCHOOL	1,666.00

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Northeast Annexation		
371829 BKF ENGINEERS INC	CONSULTING SERVICES	18,373.80
416 Honeywell Capital Lease Fund		
Non Departmental		
371750 BANK OF AMERICA	LOAN PAYMENT	44,942.88
570 Equipment Maintenance Fund		
Non Departmental		
371863 HUNT AND SONS INC	FUEL	7,246.41
Equipment Maintenance		
371747 ANTIOCH AUTO PARTS	AUTO PARTS	2,931.00
371784 HARLEY DAVIDSON	MOTORCYCLE REPAIR	462.24
371802 OREILLY AUTO PARTS	AUTO PARTS	14.89
371814 TUTTS TRUCK OUTFITTERS	AUTO PARTS	1,294.13
371817 WEST MARINE	AUTO PARTS	56.51
371819 ALL STAR FORD	AUTO SERVICE	702.29
371857 FURBER SAW INC	SUPPLIES	116.88
371860 HARLEY DAVIDSON	MOTORCYCLE REPAIR	244.08
371879 MUNICIPAL MAINT EQUIPMENT INC	EQUIPMENT PARTS	55.54
371885 OFFICE MAX INC	OFFICE SUPPLIES	46.10
371891 PETERSON	EQUIPMENT PARTS	807.36
371909 TRED SHED, THE	TIRES	160.95
371917 ALL STAR FORD	AUTO SERVICE	1,259.99
371922 BANK OF AMERICA	SUPPLIES	102.76
371927 BAY AREA AIR QUALITY MGMT	FUELING PERMIT	338.00
371944 HARLEY DAVIDSON	MOTORCYCLE PARTS	186.05
371971 RESPONSIVE COMMUNICATION SVC	EMERGENCY EQUIPMENT	292.32
371973 SPRAYTEC	EQUIPMENT PARTS	44.23
371981 WINTER CHEVROLET CO	AUTO PARTS	79.55
930475 FREDS WELDING	METAL FABRICATION	162.84
930476 GRAINGER INC	SUPPLIES	310.71
930489 BIG SKY ENTERPRISES INC	USED TIRE DISPOSAL	221.25
930492 KIMBALL MIDWEST	SHOP SUPPLIES	816.97
573 Information Services Fund		
Network Support & PCs		
371854 ECS IMAGING INC	ANNUAL MAINTENANCE	1,450.00
371930 COMCAST	INTERNET SERVICES	387.32
930466 DIGITAL SERVICES	WEBSITE MAINTENANCE	3,075.00
930470 ODIN SYSTEMS INC	PROFESSIONAL SERVICES	3,463.50
GIS Support Services		
930473 COMPUTERLAND	COMPUTER EQUIPMENT	1,674.48

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577 Post Retirement Medical-Police Fund

Non Departmental

371787 RETIREE	MED AFT RET ADJ	905.26
611 Water Fund		

Non Departmental

371745 AMERICAN WATER WORKS ASSOCIATI	AWWA Dues	3,115.00
371747 ANTIOCH AUTO PARTS	SUPPLIES	956.13
371834 COLE SUPPLY CO INC	SUPPLIES	1,096.20
371980 WALKER, GARY	CHECK REPLACEMENT	64.40
930474 CRYSTAL CLEAR LOGOS INC	SUPPLIES	4,097.15

Water Supervision

930465 CRYSTAL CLEAR LOGOS INC	JACKETS	236.89
930474 CRYSTAL CLEAR LOGOS INC	SUPPLIES	490.42

Water Production

371743 ALL INDUSTRIAL ELECTRIC SUPPLY	LED lights	594.86
371745 AMERICAN WATER WORKS ASSOC	MEMBER DUES	3,115.00
371753 BIG SKY LOGOS AND EMBROIDERY	SUPPLIES	91.74
371756 CITY OF BRENTWOOD	GRANT APP FEE	2,252.30
371776 EXPONENT INC	PROFESSIONAL SERVICES	25,937.86
371790 KARL NEEDHAM ENTERPRISES INC	EQUIPMENT RENTAL	24,844.15
371792 LAW OFFICE OF MATTHEW EMRICK	LEGAL SERVICES	11,900.00
371821 ANCHOR CONCRETE CONSTRUCTION	SUPPLIES	4,650.00
371824 ANTIOCH AUTO PARTS	BATTERY	426.07
371872 LOWES COMPANIES INC	SUPPLIES	500.91
371918 ANCHOR CONCRETE CONSTRUCTION	CONCRETE FORMS	3,800.00
371919 ANDERSON, DUANE A	EXPENSE REIMBURSEMENT	94.56
371959 METTLER TOLEDO INC	CALIBRATION SERVICE	359.99
930464 CONSOLIDATED ELECTRICAL DIST	BOLTS	146.52
930467 EUROFINS EATON ANALYTICAL INC	SAMPLE TESTING	30.00
930480 LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	338.00
930482 NTU TECHNOLOGIES INC	POLYMER	3,059.00

Water Distribution

371753 BIG SKY LOGOS AND EMBROIDERY	SUPPLIES	316.93
371771 DELTA FENCE CO	FENCE SUPPLIES	1,986.00
371777 EXPRESS SERVICES	TEMP SERVICES	750.00
371778 FASTLANE TEK INC	PROFESSIONAL SERVICES	6,662.50
371795 LUCERO, ARTHUR S	EXPENSE REIMBURSEMENT	65.95
371851 DELTA DIABLO	RECYCLED WATER	9,191.69
371864 INFOSEND INC	POSTAGE COSTS	3,206.80
371872 LOWES COMPANIES INC	TOOL	131.24

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CITY OF ANTIOCH
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371874 LUCITY INC	CONNECTION PROGRAM	11,303.05
371885 OFFICE MAX INC	OFFICE SUPPLIES	87.06
371896 REYES JR, LEO	EXPENSE REIMBURSEMENT	264.07
371897 ROBERTS AND BRUNE CO	PIPE & FITTINGS	1,952.57
371898 ROBERTS, ARLENE	EXPENSE REIMBURSEMENT	41.05
371900 RT LAWRENCE CORP	MONTHLY LOCKBOX PROCESSING	452.40
371906 SYAR INDUSTRIES INC	ASPHALT	1,916.89
371922 BANK OF AMERICA	SUPPLIES	1,750.23
371961 OFFICE MAX INC	OFFICE SUPPLIES	24.84
930476 GRAINGER INC	SUPPLIES	310.71
930479 KARSTE CONSULTING INC	DOC SETUP	412.50
Water Meter Reading		
371854 ECS IMAGING INC	ANNUAL MAINTENANCE	2,240.41
371883 NATIONAL METER & AUTOMATION	WATER METER PARTS	2,342.00
Public Buildings & Facilities		
371746 ANDERSON PACIFIC ENGINEERING	EMERGENCY REPAIR	52,398.76
371822 ANDERSON PACIFIC ENGINEERING	WTP IMPROVEMENTS	356,788.26
371831 BROWN AND CALDWELL INC	PROFESSIONAL SERVICES	1,156.50
371878 MUNICIPAL FINANCIAL SERVICES	RATE STUDY PROJECT	490.00
621 Sewer Fund		
Sewer-Wastewater Supervision		
371900 RT LAWRENCE CORP	MONTHLY LOCKBOX PROCESSING	452.41
Sewer-Wastewater Collection		
371744 ALL STAR RENTS	EQUIPMENT RENTAL	397.99
371753 BIG SKY LOGOS AND EMBROIDERY	SUPPLIES	291.91
371773 DKF SOLUTIONS GROUP LLC	CONSULTING SERVICES	4,400.00
371777 EXPRESS SERVICES	TEMP SERVICES	750.00
371795 LUCERO, ARTHUR S	EXPENSE REIMBURSEMENT	65.95
371864 INFOSEND INC	POSTAGE	3,206.79
371872 LOWES COMPANIES INC	SUPPLIES	65.78
371874 LUCITY INC	CONNECTION PROGRAM	11,303.04
371878 MUNICIPAL FINANCIAL SERVICES	RATE STUDY PROJECT	490.00
371885 OFFICE MAX INC	OFFICE SUPPLIES	87.06
371897 ROBERTS AND BRUNE CO	PIPE & FITTINGS	145.06
371898 ROBERTS, ARLENE	EXPENSE REIMBURSEMENT	41.06
371899 ROMANO, THEODORE CONRAD	RENEWAL FEE REIMBURSEMENT	180.00
371906 SYAR INDUSTRIES INC	EZ STREET ASPHALT	1,916.88
371920 ANTIOCH BUILDING MATERIALS	SEWER REPAIR ROCK	320.05
371922 BANK OF AMERICA	SUPPLIES	580.63
371936 CWEA SFBS	TRAINING	325.00

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CITY OF ANTIOCH
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371970 RAMIREZ, ROSALIE E	CERT RENEWAL REIMBURSEMENT	43.00
930476 GRAINGER INC	SUPPLIES	310.71
930479 KARSTE CONSULTING INC	DOC SETUP	412.50
631 Marina Fund		
Non Departmental		
371941 FRANCIES, ERIC	BERTH DEPOSIT REFUND	192.00
Marina Administration		
371741 ACME SECURITY SYSTEMS	KEYS	262.39
371807 RECREATION PUBLICATIONS	ADVERTISING	670.00
371922 BANK OF AMERICA	VIDEO FILE	1,732.41
371930 COMCAST	CONNECTION SERVICE	105.97
371939 DUNCAN MCINTOSH CO INC	ADVERTISING	725.00
371967 PFLUEGER, MATTHEW JAMES	EXPENSE REIMBURSEMENT	46.42
Marina Maintenance		
371855 FASTENAL CO	SUPPLIES	214.79
371872 LOWES COMPANIES INC	SUPPLIES	216.43
371922 BANK OF AMERICA	SUPPLIES	107.36
930480 LEES BUILDING MAINTENANCE	JANITORIAL SERVICES	1,375.00
641 Prewett Water Park Fund		
Non Departmental		
371785 HUB INTERNATIONAL OF CA INSURA	RENTAL INSURANCE OCT-17	629.90
371806 RAFAEL, MARIMEL	FACILITY DEPOSIT REFUND	1,000.00
Recreation Water Park		
371780 GARDA CL WEST INC	ARMORED CAR SERVICES	58.75
371869 LENHART ALARM AND SECURITY	ALARM SERVICE	119.00
371872 LOWES COMPANIES INC	SUPPLIES	15.62
371886 PACHECO BROTHERS GARDENING INC	LANDSCAPE SERVICES	2,649.00
371910 UNIVAR USA INC	CHEMICALS	520.69
371968 PITCHER, JUSTIN WILLIAM	EXPENSE REIMBURSEMENT	269.54
721 Employee Benefits Fund		
Non Departmental		
371742 AFLAC	PAYROLL DEDUCTIONS	6,237.14
371762 CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	400.00
371763 CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	50.00
371786 INTERNAL REVENUE SERVICE	PAYROLL DEDUCTIONS	60.00
371801 OPERATING ENGINEERS TRUST FUND	PAYROLL DEDUCTIONS	15,645.03
371804 PARS	PAYROLL DEDUCTIONS	2,502.39
371835 COLONIAL LIFE	PAYROLL DEDUCTIONS	426.28
371880 MUNICIPAL POOLING AUTHORITY	PAYROLL DEDUCTIONS	4,466.76
371915 24 HOUR FITNESS SPORT	PAYROLL DEDUCTIONS	74.98

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371932 CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	400.00
371938 DIAMOND HILLS SPORT CLUB	PAYROLL DEDUCTIONS	183.00
371940 EAST COUNTY STRENGTH AND CONDI	PAYROLL DEDUCTIONS	85.00
371946 IN SHAPE HEALTH CLUBS	PAYROLL DEDUCTIONS	216.00
371947 IN SHAPE HEALTH CLUBS	PAYROLL DEDUCTIONS	573.98
371948 INTERNAL REVENUE SERVICE	PAYROLL DEDUCTIONS	60.00
371949 IRVIN DEUTSCHER YMCA	PAYROLL DEDUCTIONS	50.00
371955 LINA	PAYROLL DEDUCTIONS	6,265.11
371960 MUNICIPAL POOLING AUTHORITY	PAYROLL DEDUCTIONS	1,208.27
371962 OLYMPIC HEALTH CLUB	PAYROLL DEDUCTIONS	25.00
371963 OPERATING ENGINEERS LOCAL NO 3	PAYROLL DEDUCTIONS	2,913.00
371964 OPERATING ENGINEERS TRUST FUND	PAYROLL DEDUCTIONS	15,754.63
371965 PARS	PAYROLL DEDUCTIONS	2,822.11
371974 STANDARD LIFE INSURANCE	PAYROLL DEDUCTIONS	906.75
930469 NATIONWIDE RETIREMENT SOLUTION	PAYROLL DEDUCTIONS	30,049.70
930471 VANTAGEPOINT TRANSFER AGENTS	PAYROLL DEDUCTIONS	2,906.23
930486 ANTIOCH PD SWORN MGMT ASSOC	PAYROLL DEDUCTIONS	648.55
930487 APOA	PAYROLL DEDUCTIONS	19,421.09
930488 APWEA	PAYROLL DEDUCTIONS	3,726.33
930494 NATIONWIDE RETIREMENT SOLUTION	PAYROLL DEDUCTIONS	64,276.35
930496 VANTAGEPOINT TRANSFER AGENTS	PAYROLL DEDUCTIONS	5,029.63



STAFF REPORT TO THE CITY COUNCIL
FOR CONSIDERATION AT THE COUNCIL MEETING OF NOVEMBER 28, 2017

SUBMITTED BY: Donna Conley, City Treasurer *DC*

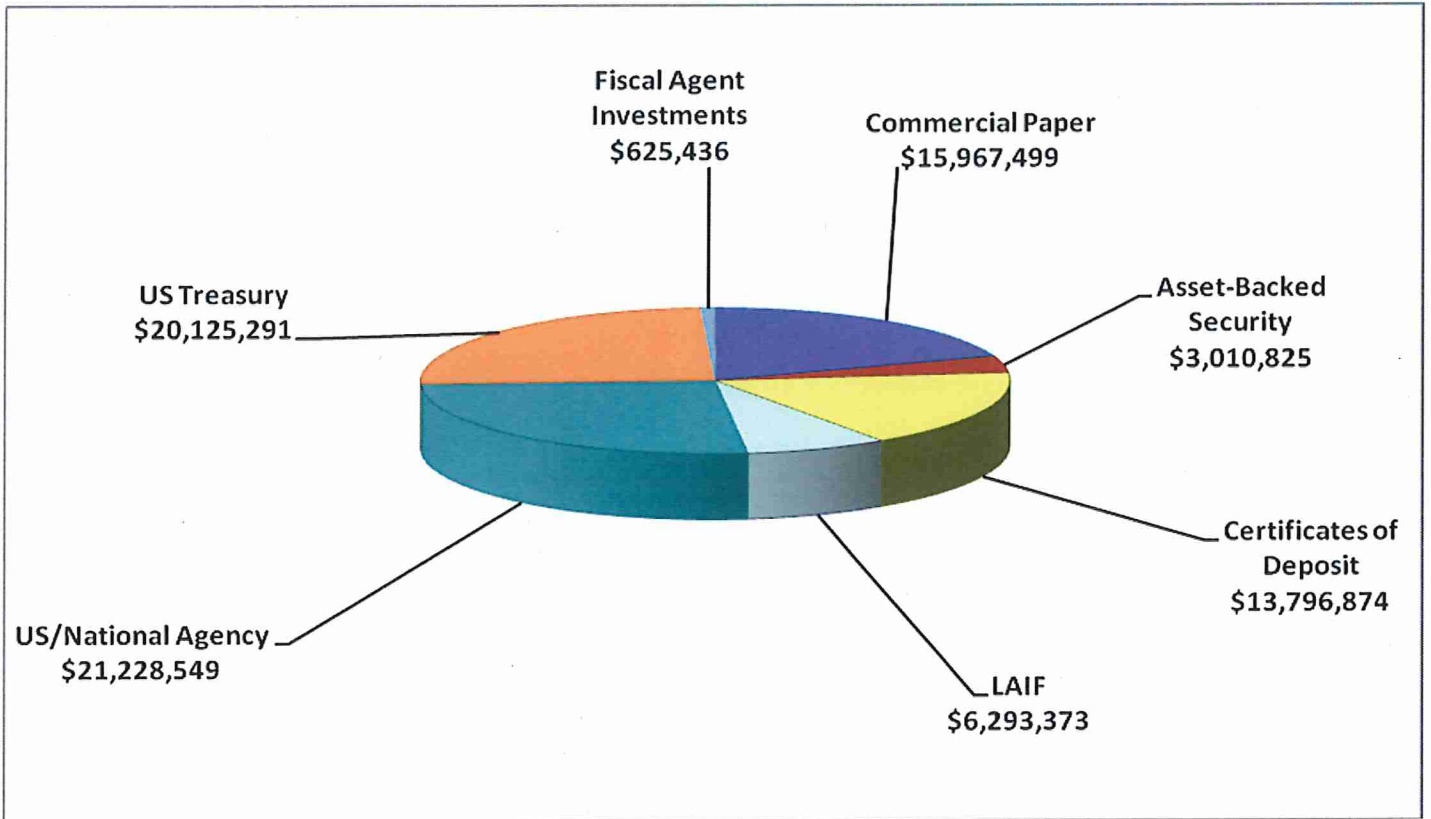
DATE November 21, 2017

SUBJECT: Treasurer's Report – OCTOBER 2017-

RECOMMENDATION: Review and file.

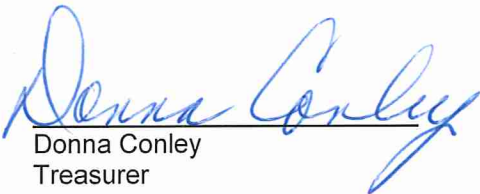
CITY OF ANTIOCH
SUMMARY REPORT ON THE CITY'S INVESTMENTS

OCTOBER 31, 2017



Total of City and Fiscal Agent Investments = \$81,047,847

All City investments are shown above and conform to the City Investment Policy. All investment transactions during this period are included in this report. As Treasurer of the City of Antioch and Finance Director of the City of Antioch, we hereby certify that sufficient investment liquidity and anticipated revenue are available to meet the next six (6) months' estimated expenditures.


Donna Conley
Treasurer


Dawn Merchant
Finance Director

**Summary of Fiscal Agent Balances by
Debt Issue**

	<u>Amount</u>
Antioch Public Financing Authority 2015 Bonds	478,876
Antioch Development Agency 2009 Tax Allocation Bonds	146,559
	<u><u>\$625,436</u></u>



Managed Account Issuer Summary

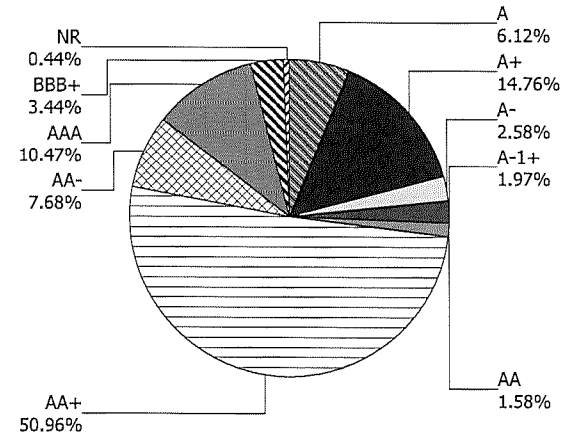
For the Month Ending **October 31, 2017**

CITY OF ANTIOCH, CA - 04380500

Issuer Summary

Issuer	Market Value of Holdings	Percent
ALLY AUTO RECEIVABLES TRUST	419,206.37	0.57
AMERICAN EXPRESS CO	765,383.37	1.04
AMERICAN HONDA FINANCE	500,109.68	0.68
APPLE INC	717,811.63	0.97
BANK OF AMERICA CO	1,217,198.63	1.65
BANK OF MONTREAL	1,430,598.83	1.94
BANK OF NOVA SCOTIA	1,423,421.10	1.93
BB&T CORPORATION	732,010.75	0.99
BERKSHIRE HATHAWAY INC	105,044.31	0.14
CANADIAN IMPERIAL BANK OF COMMERCE	1,453,584.40	1.97
CARMAX AUTO OWNER TRUST	235,409.02	0.32
CATERPILLAR INC	541,840.64	0.74
CHEVRON CORPORATION	723,101.95	0.98
CITIGROUP INC	1,457,428.25	1.98
DEERE & COMPANY	591,147.80	0.80
EXXON MOBIL CORP	375,554.63	0.51
FANNIE MAE	12,279,022.53	16.67
FEDERAL HOME LOAN BANKS	1,444,739.40	1.96
FORD CREDIT AUTO OWNER TRUST	243,816.82	0.33
FREDDIE MAC	2,671,827.31	3.63
GOLDMAN SACHS GROUP INC	724,565.73	0.98
HOME DEPOT INC	344,558.75	0.47
HONEYWELL INTERNATIONAL	199,816.80	0.27
HYUNDAI AUTO RECEIVABLES	139,739.73	0.19
INTEL CORPORATION	475,451.25	0.65
INTER-AMERICAN DEVELOPMENT BANK	1,729,993.62	2.35
INTERNATIONAL BUSINESS MACHINES	622,730.00	0.85
INTL BANK OF RECONSTRUCTION AND DEV	2,147,283.98	2.92
JP MORGAN CHASE & CO	728,590.20	0.99
MICROSOFT CORP	825,232.57	1.12
MITSUBISHI UFJ FINANCIAL GROUP INC	749,645.25	1.02
MORGAN STANLEY	378,383.25	0.51

Credit Quality (S&P Ratings)





Managed Account Issuer Summary

For the Month Ending **October 31, 2017**

CITY OF ANTIOCH, CA - 04380500

Issuer	Market Value of Holdings	Percent
NORDEA BANK AB	1,453,584.40	1.97
PEPSICO INC	517,963.92	0.70
PFIZER INC	721,857.13	0.98
ROYAL BANK OF CANADA	1,451,490.60	1.97
SKANDINAVISKA ENSKILDA BANKEN AB	1,473,856.88	2.00
STATE OF CONNECTICUT	786,453.75	1.07
SUMITOMO MITSUI FINANCIAL GROUP INC	1,427,550.75	1.94
SVENSKA HANDELSBANKEN AB	1,396,010.00	1.90
THE BANK OF NEW YORK MELLON CORPORATION	675,189.68	0.92
THE WALT DISNEY CORPORATION	1,058,449.20	1.44
TOYOTA MOTOR CORP	1,477,984.07	2.01
UNILEVER PLC	174,571.95	0.24
UNITED STATES TREASURY	20,036,865.64	27.22
VISA INC	201,423.80	0.27
WAL-MART STORES INC	334,911.56	0.45
WELLS FARGO & COMPANY	727,409.18	0.99
WESTPAC BANKING CORP	1,330,260.25	1.81
Total	\$73,640,081.31	100.00%



Managed Account Detail of Securities Held

For the Month Ending **October 31, 2017**

CITY OF ANTIOCH, CA - 04380500

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 12/31/2013 1.500% 12/31/2018	912828A75	1,430,000.00	AA+	Aaa	12/01/15	12/04/15	1,442,121.49	1.22	7,227.72	1,434,640.61	1,429,776.92
US TREASURY NOTES DTD 03/31/2014 1.625% 03/31/2019	912828C65	2,065,000.00	AA+	Aaa	03/02/16	03/04/16	2,100,814.85	1.05	2,950.00	2,081,596.88	2,067,661.79
US TREASURY NOTES DTD 04/30/2014 1.625% 04/30/2019	912828D23	1,480,000.00	AA+	Aaa	11/10/16	11/14/16	1,500,234.37	1.06	66.44	1,492,372.71	1,481,907.72
US TREASURY NOTES DTD 12/01/2014 1.500% 11/30/2019	912828G61	1,950,000.00	AA+	Aaa	12/20/16	12/23/16	1,947,791.02	1.54	12,307.38	1,948,430.41	1,945,277.10
US TREASURY NOTES DTD 12/01/2014 1.500% 11/30/2019	912828G61	2,975,000.00	AA+	Aaa	12/01/16	12/05/16	2,979,648.44	1.45	18,776.64	2,978,258.79	2,967,794.55
US TREASURY NOTES DTD 02/02/2015 1.250% 01/31/2020	912828H52	500,000.00	AA+	Aaa	01/03/17	01/05/17	496,015.62	1.52	1,579.48	497,067.60	495,722.50
US TREASURY NOTES DTD 03/02/2015 1.375% 02/29/2020	912828J50	1,450,000.00	AA+	Aaa	08/31/17	09/01/17	1,449,943.36	1.38	3,414.71	1,449,947.18	1,440,541.65
US TREASURY NOTES DTD 04/30/2015 1.375% 04/30/2020	912828K58	1,025,000.00	AA+	Aaa	04/03/17	04/05/17	1,020,395.51	1.53	38.93	1,021,239.84	1,017,352.48
US TREASURY NOTES DTD 04/30/2015 1.375% 04/30/2020	912828K58	1,250,000.00	AA+	Aaa	04/07/17	04/10/17	1,243,554.69	1.55	47.48	1,244,712.00	1,240,673.75
US TREASURY NOTES DTD 04/30/2015 1.375% 04/30/2020	912828K58	2,000,000.00	AA+	Aaa	07/19/17	07/19/17	1,994,140.63	1.48	75.97	1,994,741.76	1,985,078.00
US TREASURY NOTES DTD 06/30/2015 1.625% 06/30/2020	912828XH8	2,700,000.00	AA+	Aaa	06/26/17	06/28/17	2,709,703.13	1.50	14,783.97	2,708,618.86	2,694,621.60
US TREASURY NOTES DTD 07/31/2015 1.625% 07/31/2020	912828XM7	1,075,000.00	AA+	Aaa	07/05/17	07/07/17	1,075,671.87	1.60	4,414.66	1,075,607.00	1,072,605.98
US TREASURY NOTES DTD 10/31/2015 1.375% 10/31/2020	912828L99	200,000.00	AA+	Aaa	10/17/17	10/17/17	198,031.25	1.71	7.60	198,057.44	197,851.60
Security Type Sub-Total		20,100,000.00					20,158,066.23	1.40	65,690.98	20,125,291.08	20,036,865.64



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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Supra-National Agency Bond / Note											
INTER-AMERICAN DEVELOPMENT BANK DTD 04/12/2016 1.000% 05/13/2019	458182DX7	1,015,000.00	AAA	Aaa	04/05/16	04/12/16	1,011,955.00	1.10	4,736.67	1,013,473.31	1,004,631.78
INTL BANK OF RECON AND DEV SN NOTE DTD 07/13/2016 0.875% 08/15/2019	459058FK4	725,000.00	AAA	Aaa	07/06/16	07/13/16	724,847.75	0.88	1,339.24	724,910.75	714,422.25
INTL BANK OF RECON AND DEV GLOBAL NOTES DTD 10/27/2016 1.125% 11/27/2019	459058FS7	725,000.00	AAA	Aaa	08/28/17	08/30/17	718,815.75	1.51	3,489.06	719,278.60	715,825.85
INTL BANK OF RECONSTRUCTION AND DEV NOTE DTD 09/19/2017 1.561% 09/12/2020	45905UP32	725,000.00	AAA	Aaa	09/12/17	09/19/17	723,260.00	1.64	1,320.35	723,326.55	717,035.88
INTER-AMERICAN DEVELOPMENT BANK DTD 11/08/2013 2.125% 11/09/2020	4581X0CD8	720,000.00	AAA	Aaa	10/02/17	10/10/17	726,673.75	1.81	7,310.00	726,554.07	725,361.84
Security Type Sub-Total		3,910,000.00					3,905,552.25	1.37	18,195.32	3,907,543.28	3,877,277.60
Municipal Bond / Note											
CT ST TXBL GO BONDS DTD 08/17/2016 1.300% 08/15/2019	20772J3D2	795,000.00	A+	A1	08/03/16	08/17/16	796,717.20	1.23	2,181.83	796,033.09	786,453.75
Security Type Sub-Total		795,000.00					796,717.20	1.23	2,181.83	796,033.09	786,453.75
Federal Agency Collateralized Mortgage Obligation											
FNMA SERIES 2015-M1 ASQ2 DTD 01/15/2015 1.626% 02/01/2018	3136AMKW8	138,931.87	AA+	Aaa	01/15/15	01/30/15	140,320.15	1.26	188.25	138,931.87	138,821.71
FNMA SERIES 2015-M7 ASQ2 DTD 04/01/2015 1.550% 04/01/2018	3136ANJY4	139,101.46	AA+	Aaa	04/15/15	04/30/15	140,491.97	0.83	179.67	139,164.34	139,004.17
FNMA SERIES 2015-M15 ASQ2 DTD 11/01/2015 1.898% 01/01/2019	3136AOSW1	185,430.37	AA+	Aaa	11/06/15	11/30/15	187,284.66	1.20	293.30	185,931.24	185,500.52
FNMA SERIES 2016-M9 ASQ2 DTD 06/01/2016 1.785% 06/01/2019	3136ASPX8	198,996.19	AA+	Aaa	06/09/16	06/30/16	200,986.05	1.05	296.01	199,922.62	198,955.28



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Federal Agency Collateralized Mortgage Obligation											
FANNIE MAE SERIES 2015-M13 ASQ2 DTD 10/01/2015 1.646% 09/01/2019	3136AOD00	443,148.90	AA+	Aaa	10/07/15	10/30/15	447,586.55	1.08	607.85	444,936.95	442,567.22
Security Type Sub-Total		1,105,608.79					1,116,669.38	1.09	1,565.08	1,108,887.02	1,104,848.90
Federal Agency Bond / Note											
FHLB NOTES DTD 12/08/2016 1.250% 01/16/2019	3130AAE46	1,450,000.00	AA+	Aaa	12/07/16	12/08/16	1,449,942.00	1.25	5,286.46	1,449,963.82	1,444,739.40
FNMA BENCHMARK NOTE DTD 02/23/2016 1.000% 02/26/2019	3135G0J53	1,800,000.00	AA+	Aaa	02/19/16	02/23/16	1,795,752.00	1.08	3,250.00	1,798,120.15	1,787,036.40
FNMA BENCHMARK NOTE DTD 02/23/2016 1.000% 02/26/2019	3135G0J53	2,000,000.00	AA+	Aaa	05/26/16	05/31/16	1,996,060.00	1.07	3,611.11	1,998,089.28	1,985,596.00
FREDDIE MAC NOTES DTD 03/21/2016 1.125% 04/15/2019	3137EADZ9	375,000.00	AA+	Aaa	08/12/16	08/15/16	377,317.50	0.89	187.50	376,272.26	372,565.88
FREDDIE MAC NOTES DTD 03/21/2016 1.125% 04/15/2019	3137EADZ9	525,000.00	AA+	Aaa	05/26/16	05/31/16	525,404.25	1.10	262.50	525,207.22	521,592.23
FHLMC REFERENCE NOTE DTD 07/20/2016 0.875% 07/19/2019	3137EAE81	1,800,000.00	AA+	Aaa	07/19/16	07/20/16	1,795,644.00	0.96	4,462.50	1,797,490.21	1,777,669.20
FNMA BENCHMARK NOTE DTD 08/02/2016 0.875% 08/02/2019	3135G0N33	1,425,000.00	AA+	Aaa	07/29/16	08/02/16	1,422,606.00	0.93	3,082.55	1,423,593.41	1,406,631.75
FNMA NOTES DTD 09/02/2016 1.000% 08/28/2019	3135G0P49	1,650,000.00	AA+	Aaa	10/03/16	10/05/16	1,649,010.00	1.02	2,887.50	1,649,374.78	1,631,600.85
FNMA NOTES DTD 09/02/2016 1.000% 08/28/2019	3135G0P49	2,025,000.00	AA+	Aaa	08/31/16	09/02/16	2,021,841.00	1.05	3,543.75	2,023,059.32	2,002,419.23
FNMA NOTES DTD 02/28/2017 1.500% 02/28/2020	3135G0T29	900,000.00	AA+	Aaa	02/24/17	02/28/17	899,424.00	1.52	2,362.50	899,551.40	895,707.00
FNMA NOTES DTD 08/01/2017 1.500% 07/30/2020	3135G0T60	1,475,000.00	AA+	Aaa	08/31/17	09/01/17	1,475,383.50	1.49	5,531.25	1,475,363.87	1,465,182.40
Security Type Sub-Total		15,425,000.00					15,408,384.25	1.12	34,467.62	15,416,085.72	15,290,740.34



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Corporate Note											
BANK OF NEW YORK MELLON CORP (CALLABLE) DTD 05/29/2015 1.600% 05/22/2018	06406HDB2	675,000.00	A	A1	05/22/15	05/29/15	674,939.25	1.60	4,770.00	674,988.25	675,189.68
JOHN DEERE CAPITAL CORP DTD 01/06/2017 1.650% 10/15/2018	24422ETM1	135,000.00	A	A2	01/03/17	01/06/17	134,912.25	1.69	99.00	134,951.82	135,064.40
THE WALT DISNEY CORPORATION DTD 01/08/2016 1.650% 01/08/2019	25468PDH6	195,000.00	A+	A2	01/05/16	01/08/16	194,738.70	1.70	1,009.94	194,895.15	194,973.09
TOYOTA MOTOR CREDIT CORP DTD 02/19/2016 1.700% 02/19/2019	89236TCU7	755,000.00	AA-	Aa3	02/16/16	02/19/16	754,909.40	1.70	2,567.00	754,960.19	754,627.79
BERKSHIRE HATHAWAY INC NOTES DTD 03/15/2016 1.700% 03/15/2019	084664CG4	105,000.00	AA	Aa2	03/08/16	03/15/16	104,920.20	1.73	228.08	104,963.00	105,044.31
WELLS FARGO & COMPANY CORP NOTE DTD 04/22/2014 2.125% 04/22/2019	94974BFU9	725,000.00	A	A2	03/10/16	03/15/16	727,965.25	1.99	385.16	726,435.22	727,409.18
GOLDMAN SACHS GRP INC CORP NT (CALLABLE) DTD 04/25/2016 2.000% 04/25/2019	38141GVT8	100,000.00	BBB+	A3	04/20/16	04/25/16	99,722.00	2.10	33.33	99,860.38	99,940.10
GOLDMAN SACHS GRP INC CORP NT (CALLABLE) DTD 04/25/2016 2.000% 04/25/2019	38141GVT8	625,000.00	BBB+	A3	04/21/16	04/26/16	624,600.00	2.02	208.33	624,799.13	624,625.63
PEPSICO INC CORP NOTE DTD 05/02/2017 1.550% 05/02/2019	713448DR6	360,000.00	A+	A1	04/27/17	05/02/17	359,730.00	1.59	2,774.50	359,796.33	359,126.64
CHEVRON CORP NOTES DTD 05/16/2016 1.561% 05/16/2019	166764BH2	725,000.00	AA-	Aa2	05/09/16	05/16/16	725,000.00	1.56	5,187.07	725,000.00	723,101.95
PFIZER INC CORP NOTES DTD 06/03/2016 1.450% 06/03/2019	717081DU4	725,000.00	AA	A1	05/31/16	06/03/16	724,173.50	1.49	4,321.81	724,557.76	721,857.13
CITIGROUP INC CORP NOTES DTD 06/09/2016 2.050% 06/07/2019	172967KS9	280,000.00	BBB+	Baa1	06/02/16	06/09/16	279,854.40	2.07	2,296.00	279,921.02	279,909.56
APPLE INC CORP NOTES DTD 08/04/2016 1.100% 08/02/2019	037833CB4	725,000.00	AA+	Aa1	07/28/16	08/04/16	724,275.00	1.13	1,927.29	724,572.79	717,811.63



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Corporate Note											
MICROSOFT CORP NOTES DTD 08/08/2016 1.100% 08/08/2019	594918BN3	480,000.00	AAA	Aaa	08/01/16	08/08/16	479,505.60	1.14	1,217.33	479,706.42	475,024.32
IBM CREDIT CORP NOTE DTD 09/08/2017 1.625% 09/06/2019	44932HAA1	625,000.00	A+	A1	09/05/17	09/08/17	624,525.00	1.66	1,495.23	624,559.58	622,730.00
PEPSICO, INC CORP NOTES DTD 10/06/2016 1.350% 10/04/2019	713448DJ4	160,000.00	A+	A1	10/03/16	10/06/16	159,976.00	1.36	162.00	159,984.44	158,837.28
WAL-MART STORES INC CORP NOTE DTD 10/20/2017 1.750% 10/09/2019	931142DY6	335,000.00	AA	Aa2	10/11/17	10/20/17	334,993.30	1.75	179.13	334,993.37	334,911.56
HONEYWELL INTERNATIONAL CORP NOTES DTD 10/30/2017 1.800% 10/30/2019	438516B08	200,000.00	A	A2	10/23/17	10/30/17	199,844.00	1.84	10.00	199,844.21	199,816.80
BB&T CORP (CALLABLE) NOTE DTD 12/08/2014 2.450% 01/15/2020	05531FAS2	725,000.00	A-	A2	01/31/17	02/03/17	732,227.53	2.10	5,230.07	730,394.99	732,010.75
JPMORGAN CHASE & CO (CALLABLE) DTD 01/23/2015 2.250% 01/23/2020	46625HKA7	725,000.00	A-	A3	05/10/17	05/15/17	726,935.75	2.15	4,440.63	726,609.98	728,590.20
MORGAN STANLEY CORP BONDS DTD 01/27/2015 2.650% 01/27/2020	61747YDW2	375,000.00	BBB+	A3	01/31/17	02/03/17	378,243.75	2.35	2,594.79	377,455.28	378,383.25
MICROSOFT CORP DTD 02/06/2017 1.850% 02/06/2020	594918BV5	350,000.00	AAA	Aaa	01/30/17	02/06/17	349,765.50	1.87	1,528.82	349,821.87	350,208.25
AMERICAN HONDA FINANCE DTD 02/16/2017 2.000% 02/14/2020	02665WBM2	340,000.00	A+	A2	02/13/17	02/16/17	339,517.20	2.05	1,454.44	339,628.71	340,393.04
AMERICAN EXPRESS CREDIT (CALLABLE) CORP DTD 03/03/2017 2.200% 03/03/2020	0258M0EE5	440,000.00	A-	A2	02/28/17	03/03/17	439,542.40	2.24	1,559.56	439,640.73	441,292.72
WALT DISNEY COMPANY CORP NOTES DTD 03/06/2017 1.950% 03/04/2020	25468PDP8	140,000.00	A+	A2	03/01/17	03/06/17	139,963.60	1.96	432.25	139,971.30	140,237.86
EXXON MOBIL (CALLABLE) CORP NOTE DTD 03/06/2015 1.912% 03/06/2020	30231GAG7	375,000.00	AA+	Aaa	08/14/17	08/15/17	376,901.25	1.71	1,095.42	376,743.45	375,554.63
JOHN DEERE CAPITAL CORP CORP NOTES DTD 03/15/2017 2.200% 03/13/2020	24422ETO2	305,000.00	A	A2	03/10/17	03/15/17	304,762.10	2.23	894.67	304,810.56	306,396.60



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Corporate Note											
UNILEVER CAPITAL CORP BONDS DTD 05/05/2017 1.800% 05/05/2020	904764AV9	175,000.00	A+	A1	05/02/17	05/05/17	174,441.75	1.91	1,540.00	174,530.58	174,571.95
INTEL CORP NOTES DTD 05/11/2017 1.850% 05/11/2020	458140AZ3	475,000.00	A+	A1	05/08/17	05/11/17	474,819.50	1.86	4,149.65	474,847.26	475,451.25
HOME DEPOT INC CORP NOTES DTD 06/05/2017 1.800% 06/05/2020	437076BQ4	345,000.00	A	A2	05/24/17	06/05/17	344,799.90	1.82	2,518.50	344,826.34	344,558.75
WALT DISNEY COMPANY CORP NOTES DTD 06/06/2017 1.800% 06/05/2020	25468PDU7	725,000.00	A+	A2	06/01/17	06/06/17	724,159.00	1.84	5,256.25	724,269.33	723,238.25
JOHN DEERE CAPITAL CORP NOTES DTD 06/22/2017 1.950% 06/22/2020	24422ETS8	150,000.00	A	A2	06/19/17	06/22/17	149,908.50	1.97	1,048.13	149,919.16	149,686.80
AMERICAN HONDA FINANCE CORP NOTES DTD 07/20/2017 1.950% 07/20/2020	02665WBT7	160,000.00	A+	A2	07/17/17	07/20/17	159,838.40	1.98	875.33	159,853.14	159,716.64
CATERPILLAR FINL SERVICE NOTE DTD 09/07/2017 1.850% 09/04/2020	1491302A6	545,000.00	A	A3	09/05/17	09/07/17	544,542.20	1.88	1,512.38	544,564.52	541,840.64
CITIGROUP INC CORP NOTES DTD 10/26/2015 2.650% 10/26/2020	172967KB6	425,000.00	BBB+	Baa1	09/22/17	09/26/17	429,726.00	2.27	156.42	429,586.14	428,629.93
AMERICAN EXPRESS CO CORP NOTE DTD 10/30/2017 2.200% 10/30/2020	025816BP3	325,000.00	NR	A3	10/23/17	10/30/17	324,577.50	2.25	19.86	324,577.88	324,090.65
VISA INC (CALLABLE) CORP NOTES DTD 12/14/2015 2.200% 12/14/2020	92826CAB8	200,000.00	A+	A1	08/25/17	08/30/17	202,200.00	1.85	1,674.44	202,088.19	201,423.80
BANK OF AMERICA CORP (CALLABLE) DTD 09/18/2017 2.328% 10/01/2021	06051GGS2	275,000.00	BBB+	Baa1	09/22/17	09/26/17	274,560.00	2.37	764.68	274,570.60	274,052.08
BANK OF AMERICA CORP (CALLABLE) DTD 09/18/2017 2.328% 10/01/2021	06051GGS2	450,000.00	BBB+	Baa1	09/13/17	09/18/17	450,000.00	2.33	1,251.30	450,000.00	448,448.85
Security Type Sub-Total		15,955,000.00					15,970,015.68	1.85	68,868.79	15,967,499.07	15,948,777.94
Certificate of Deposit											
ROYAL BANK OF CANADA NY CD DTD 03/15/2016 1.700% 03/09/2018	78009NZZ2	1,450,000.00	A-1+	P-1	03/11/16	03/15/16	1,450,000.00	1.69	3,560.56	1,450,000.00	1,451,490.60



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Certificate of Deposit											
CANADIAN IMPERIAL BANK NY CD DTD 12/05/2016 1.760% 11/30/2018	13606A5Z7	1,450,000.00	A+	A1	12/01/16	12/05/16	1,448,869.00	1.78	10,704.22	1,449,385.36	1,453,584.40
NORDEA BANK FINLAND NY CD DTD 12/05/2016 1.760% 11/30/2018	65558LWA6	1,450,000.00	AA-	Aa3	12/01/16	12/05/16	1,450,000.00	1.74	10,987.78	1,450,000.00	1,453,584.40
SVENSKA HANDELSBANKEN NY LT CD DTD 01/12/2017 1.890% 01/10/2019	86958JHB8	1,400,000.00	AA-	Aa2	01/10/17	01/12/17	1,400,000.00	1.91	8,379.00	1,400,000.00	1,396,010.00
BANK OF MONTREAL CHICAGO CERT DEPOS DTD 02/09/2017 1.880% 02/07/2019	06427KRC3	1,425,000.00	A+	A1	02/08/17	02/09/17	1,425,000.00	1.90	6,251.00	1,425,000.00	1,430,598.83
BANK OF NOVA SCOTIA HOUSTON LT CD DTD 04/06/2017 1.910% 04/05/2019	06417GUE6	1,425,000.00	A+	A1	04/05/17	04/06/17	1,425,000.00	1.91	2,041.31	1,425,000.00	1,423,421.10
SUMITOMO MITSUI BANK NY CD DTD 05/04/2017 2.050% 05/03/2019	86563YVNO	1,425,000.00	A	A1	05/03/17	05/04/17	1,425,000.00	2.05	14,362.81	1,425,000.00	1,427,550.75
SKANDINAV ENSKILDA BANKEN NY CD DTD 08/04/2017 1.840% 08/02/2019	83050FXT3	1,475,000.00	A+	Aa3	08/03/17	08/04/17	1,474,424.75	1.85	6,709.61	1,474,495.08	1,473,856.88
BANK TOKYO MITSUBISHI UFJ LTD LT CD DTD 09/27/2017 2.070% 09/25/2019	06539RGM3	750,000.00	A+	A1	09/25/17	09/27/17	750,000.00	2.07	1,509.38	750,000.00	749,645.25
WESTPAC BANKING CORP NY CD DTD 08/07/2017 2.050% 08/03/2020	96121T4A3	1,325,000.00	AA-	Aa3	08/03/17	08/07/17	1,325,000.00	2.05	6,337.92	1,325,000.00	1,330,260.25
Security Type Sub-Total		13,575,000.00					13,573,293.75	1.88	70,843.59	13,573,880.44	13,590,002.46
Asset-Backed Security / Collateralized Mortgage Obligation											
CARMAX ABS 2016-3 A2 DTD 07/20/2016 1.170% 08/15/2019	14314EAB7	235,608.58	AAA	NR	07/14/16	07/20/16	235,589.36	1.18	122.52	235,597.74	235,409.02
FORD ABS 2015-C A3 DTD 09/22/2015 1.410% 02/15/2020	34530YAD5	244,004.63	AAA	Aaa	09/15/15	09/22/15	243,957.15	1.42	152.91	243,982.23	243,816.82
ALLY ABS 2016-3 A3 DTD 05/31/2016 1.440% 08/15/2020	02007LAC6	255,000.00	AAA	Aaa	05/24/16	05/31/16	254,975.24	1.44	163.20	254,984.05	254,628.62



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Asset-Backed Security / Collateralized Mortgage Obligation											
HYUNDAI ABS 2016-A A3 DTD 03/30/2016 1.560% 09/15/2020	44930UAD8	140,000.00	AAA	Aaa	03/22/16	03/30/16	139,972.84	1.57	97.07	139,983.44	139,739.73
BANK OF AMERICA ABS 2015-A2 A DTD 04/29/2015 1.360% 09/15/2020	05522RCU0	495,000.00	AAA	NR	10/28/15	10/29/15	495,715.43	1.30	299.20	495,431.83	494,697.70
TOYOTA ABS 2017-B A3 DTD 05/17/2017 1.760% 07/15/2021	89190BAD0	725,000.00	AAA	Aaa	05/09/17	05/17/17	724,944.39	1.76	567.11	724,944.39	723,356.28
ALLY ABS 2017-3 A3 DTD 05/24/2017 1.740% 09/15/2021	02007EAE8	165,000.00	AAA	Aaa	05/16/17	05/24/17	164,982.79	1.96	127.60	164,984.64	164,577.75
CCCIT 2017-A9 A9 DTD 10/02/2017 1.800% 09/20/2021	17305EGH2	375,000.00	AAA	NR	09/25/17	10/02/17	374,972.06	1.80	543.75	374,972.68	374,437.20
CITIBANK ABS 2017-A3 A3 DTD 04/11/2017 1.920% 04/07/2022	17305EGB5	375,000.00	AAA	NR	05/15/17	05/22/17	376,001.25	1.82	480.00	375,943.86	374,451.56
Security Type Sub-Total		3,009,613.21					3,011,110.51	1.60	2,553.36	3,010,824.86	3,005,114.68
Managed Account Sub-Total		73,875,222.00					73,939,809.25	1.53	264,366.57	73,906,044.56	73,640,081.31
Securities Sub-Total		\$73,875,222.00					\$73,939,809.25	1.53%	\$264,366.57	\$73,906,044.56	\$73,640,081.31
Accrued Interest											\$264,366.57
Total Investments											\$73,904,447.88



Managed Account Security Transactions & Interest

For the Month Ending **October 31, 2017**

CITY OF ANTIOCH, CA - 04380500

Transaction Type	Trade	Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
BUY											
	09/25/17	10/02/17	CCCIT 2017-A9 A9 DTD 10/02/2017 1.800% 09/20/2021	17305EGH2	375,000.00	(374,972.06)	0.00	(374,972.06)			
	10/02/17	10/10/17	INTER-AMERICAN DEVELOPMENT BANK DTD 11/08/2013 2.125% 11/09/2020	4581X0CD8	720,000.00	(726,673.75)	(6,417.50)	(733,091.25)			
	10/11/17	10/20/17	WAL-MART STORES INC CORP NOTE DTD 10/20/2017 1.750% 10/09/2019	931142DY6	335,000.00	(334,993.30)	0.00	(334,993.30)			
	10/17/17	10/17/17	US TREASURY NOTES DTD 10/31/2015 1.375% 10/31/2020	912828L99	200,000.00	(198,031.25)	(1,270.38)	(199,301.63)			
	10/23/17	10/30/17	AMERICAN EXPRESS CO CORP NOTE DTD 10/30/2017 2.200% 10/30/2020	025816BP3	325,000.00	(324,577.50)	0.00	(324,577.50)			
	10/23/17	10/30/17	HONEYWELL INTERNATIONAL CORP NOTES DTD 10/30/2017 1.800% 10/30/2019	438516BO8	200,000.00	(199,844.00)	0.00	(199,844.00)			
Transaction Type Sub-Total					2,155,000.00	(2,159,091.86)	(7,687.88)	(2,166,779.74)			

INTEREST											
	10/01/17	10/25/17	FNMA SERIES 2015-M7 ASQ2 DTD 04/01/2015 1.550% 04/01/2018	3136ANJY4	144,969.83	0.00	187.25	187.25			
	10/01/17	10/25/17	FANNIE MAE SERIES 2015-M13 ASQ2 DTD 10/01/2015 1.646% 09/01/2019	3136AQDO0	475,365.11	0.00	831.39	831.39			
	10/01/17	10/25/17	FNMA SERIES 2015-M15 ASQ2 DTD 11/01/2015 1.898% 01/01/2019	3136AOSW1	194,473.52	0.00	307.61	307.61			
	10/01/17	10/25/17	FNMA SERIES 2016-M9 ASQ2 DTD 06/01/2016 1.785% 06/01/2019	3136ASPX8	214,283.64	0.00	318.75	318.75			
	10/01/17	10/25/17	FNMA SERIES 2015-M1 ASQ2 DTD 01/15/2015 1.626% 02/01/2018	3136AMKW8	153,308.83	0.00	207.73	207.73			
	10/04/17	10/04/17	PEPSICO, INC CORP NOTES DTD 10/06/2016 1.350% 10/04/2019	713448DJ4	160,000.00	0.00	1,080.00	1,080.00			
	10/05/17	10/05/17	BANK OF NOVA SCOTIA HOUSTON LT CD DTD 04/06/2017 1.910% 04/05/2019	06417GUE6	1,425,000.00	0.00	13,759.96	13,759.96			
	10/07/17	10/07/17	CITIBANK ABS 2017-A3 A3 DTD 04/11/2017 1.920% 04/07/2022	17305EGB5	375,000.00	0.00	3,520.00	3,520.00			



Managed Account Security Transactions & Interest

For the Month Ending **October 31, 2017**

CITY OF ANTIOCH, CA - 04380500

Transaction Type		Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
Trade	Settle									
INTEREST										
10/15/17	10/15/17	ALLY ABS 2017-3 A3 DTD 05/24/2017 1.740% 09/15/2021	02007EAE8	165,000.00	0.00	239.25	239.25			
10/15/17	10/15/17	FORD ABS 2015-C A3 DTD 09/22/2015 1.410% 02/15/2020	34530YAD5	266,987.92	0.00	313.71	313.71			
10/15/17	10/15/17	TOYOTA ABS 2017-B A3 DTD 05/17/2017 1.760% 07/15/2021	89190BAD0	725,000.00	0.00	1,063.33	1,063.33			
10/15/17	10/15/17	FREDDIE MAC NOTES DTD 03/21/2016 1.125% 04/15/2019	3137EADZ9	525,000.00	0.00	2,953.13	2,953.13			
10/15/17	10/15/17	JOHN DEERE CAPITAL CORP DTD 01/06/2017 1.650% 10/15/2018	24422ETM1	135,000.00	0.00	1,113.75	1,113.75			
10/15/17	10/15/17	FREDDIE MAC NOTES DTD 03/21/2016 1.125% 04/15/2019	3137EADZ9	375,000.00	0.00	2,109.38	2,109.38			
10/15/17	10/15/17	CARMAX ABS 2016-3 A2 DTD 07/20/2016 1.170% 08/15/2019	14314EAB7	273,584.61	0.00	266.74	266.74			
10/15/17	10/15/17	ALLY ABS 2016-3 A3 DTD 05/31/2016 1.440% 08/15/2020	02007LAC6	255,000.00	0.00	306.00	306.00			
10/15/17	10/15/17	BANK OF AMERICA ABS 2015-A2 A DTD 04/29/2015 1.360% 09/15/2020	05522RCU0	495,000.00	0.00	561.00	561.00			
10/15/17	10/15/17	HYUNDAI ABS 2016-A A3 DTD 03/30/2016 1.560% 09/15/2020	44930UAD8	140,000.00	0.00	182.00	182.00			
10/22/17	10/22/17	WELLS FARGO & COMPANY CORP NOTE DTD 04/22/2014 2.125% 04/22/2019	94974BFU9	725,000.00	0.00	7,703.13	7,703.13			
10/25/17	10/25/17	GOLDMAN SACHS GRP INC CORP NT (CALLABLE) DTD 04/25/2016 2.000% 04/25/2019	38141GVT8	625,000.00	0.00	6,250.00	6,250.00			
10/25/17	10/25/17	GOLDMAN SACHS GRP INC CORP NT (CALLABLE) DTD 04/25/2016 2.000% 04/25/2019	38141GVT8	100,000.00	0.00	1,000.00	1,000.00			
10/26/17	10/26/17	CITIGROUP INC CORP NOTES DTD 10/26/2015 2.650% 10/26/2020	172967KB6	425,000.00	0.00	5,631.25	5,631.25			
10/31/17	10/31/17	US TREASURY NOTES DTD 04/30/2015 1.375% 04/30/2020	912828K58	1,025,000.00	0.00	7,046.88	7,046.88			
10/31/17	10/31/17	US TREASURY NOTES DTD 04/30/2015 1.375% 04/30/2020	912828K58	1,250,000.00	0.00	8,593.75	8,593.75			



Managed Account Security Transactions & Interest

For the Month Ending **October 31, 2017**

CITY OF ANTIOCH, CA - 04380500

Transaction Type		Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
Trade	Settle									
INTEREST										
10/31/17	10/31/17	US TREASURY NOTES DTD 10/31/2015 1.375% 10/31/2020	912828L99	200,000.00	0.00	1,375.00	1,375.00			
10/31/17	10/31/17	US TREASURY NOTES DTD 04/30/2015 1.375% 04/30/2020	912828K58	2,000,000.00	0.00	13,750.00	13,750.00			
10/31/17	10/31/17	US TREASURY NOTES DTD 04/30/2014 1.625% 04/30/2019	912828D23	1,480,000.00	0.00	12,025.00	12,025.00			
Transaction Type Sub-Total				14,327,973.46	0.00	92,695.99	92,695.99			
PAYDOWNS										
10/01/17	10/25/17	FANNIE MAE SERIES 2015-M13 ASQ2 DTD 10/01/2015 1.646% 09/01/2019	3136AOD00	32,216.21	32,216.21	0.00	32,216.21	(322.61)	0.00	
10/01/17	10/25/17	FNMA SERIES 2015-M1 ASQ2 DTD 01/15/2015 1.626% 02/01/2018	3136AMKW8	14,376.96	14,376.96	0.00	14,376.96	(143.66)	0.00	
10/01/17	10/25/17	FNMA SERIES 2015-M15 ASQ2 DTD 11/01/2015 1.898% 01/01/2019	3136AOSW1	9,043.15	9,043.15	0.00	9,043.15	(90.43)	0.00	
10/01/17	10/25/17	FNMA SERIES 2016-M9 ASQ2 DTD 06/01/2016 1.785% 06/01/2019	3136ASPX8	15,287.45	15,287.45	0.00	15,287.45	(152.87)	0.00	
10/01/17	10/25/17	FNMA SERIES 2015-M7 ASQ2 DTD 04/01/2015 1.550% 04/01/2018	3136ANJY4	5,868.37	5,868.37	0.00	5,868.37	(58.66)	0.00	
10/15/17	10/15/17	CARMAX ABS 2016-3 A2 DTD 07/20/2016 1.170% 08/15/2019	14314EAB7	37,976.03	37,976.03	0.00	37,976.03	3.10	0.00	
10/15/17	10/15/17	FORD ABS 2015-C A3 DTD 09/22/2015 1.410% 02/15/2020	34530YAD5	22,983.29	22,983.29	0.00	22,983.29	4.47	0.00	
Transaction Type Sub-Total				137,751.46	137,751.46	0.00	137,751.46	(760.66)	0.00	
SELL										
09/25/17	10/02/17	US TREASURY NOTES DTD 12/01/2014 1.500% 11/30/2019	912828G61	375,000.00	375,336.91	1,905.74	377,242.65	(249.03)	(89.78)	FIFO
10/02/17	10/10/17	US TREASURY NOTES DTD 12/31/2013 1.500% 12/31/2018	912828A75	730,000.00	730,826.95	3,035.05	733,862.00	(5,360.94)	(1,662.85)	FIFO
10/12/17	10/20/17	US TREASURY NOTES DTD 12/31/2013 1.500% 12/31/2018	912828A75	275,000.00	275,118.16	1,255.43	276,373.59	(2,212.89)	(799.09)	FIFO



Managed Account Security Transactions & Interest

For the Month Ending **October 31, 2017**

CITY OF ANTIOCH, CA - 04380500

Transaction Type					Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
SELL										
10/13/17	10/17/17	BERKSHIRE HATHAWAY INC GLOBAL NOTES DTD 08/15/2016 1.150% 08/15/2018	084670BX5	175,000.00	174,578.25	346.60	174,924.85	(400.75)	(413.00)	FIFO
10/23/17	10/30/17	AMERICAN EXPRESS CRD CRP NT (CALLABLE) DTD 07/31/2015 1.800% 07/31/2018	0258M0DV8	260,000.00	260,218.40	1,170.00	261,388.40	(787.80)	(32.47)	FIFO
10/23/17	10/30/17	TOYOTA MOTOR CREDIT CORP DTD 07/13/2015 1.550% 07/13/2018	89236TCP8	200,000.00	199,980.00	921.39	200,901.39	150.00	20.52	FIFO
Transaction Type Sub-Total				2,015,000.00	2,016,058.67	8,634.21	2,024,692.88	(8,861.41)	(2,976.67)	
Managed Account Sub-Total					(5,281.73)	93,642.32	88,360.59	(9,622.07)	(2,976.67)	
Total Security Transactions					(5,281.73)	93,642.32	88,360.59	(9,622.07)	(2,976.67)	



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Alexis Morris, Planning Manager

APPROVED BY: Forrest Ebbs, Community Development Director *f e*

SUBJECT: Rocketship Elementary School– Second Reading of Ordinance
(Z-17-02, UP-17-01, V-17-05, AR-17-02)

RECOMMENDED ACTION

It is recommended that the City Council adopt the Ordinance approving a rezone of the project site from Regional Commercial District (C-3) to Professional Office District (C-0) (Attachment "A").

STRATEGIC PURPOSE

This action will improve Antioch's existing communities through community partnerships to help improve neighborhoods and reduce blight (Strategy D-1 in the Strategic Plan), in that it will create school development and neighborhood investment.

DISCUSSION

The adoption of an Ordinance requires two separate readings. The subject Ordinance was introduced at the November 14, 2017 City Council meeting. This second reading will finalize the adoption of this Ordinance.

ATTACHMENTS

A: Ordinance approving rezone of the project site

D

Agenda Item #

ATTACHMENT "A"

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH TO REZONE 1.7 ACRES TO PROFESSIONAL OFFICE DISTRICT (C-0) FOR THE ROCKETSHIP ELEMENTARY SCHOOL PROJECT (APN 065-151-049-7)

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

SECTION 1:

The City Council determined on November 14, 2017 that, pursuant to Section 15164 of the Guidelines of the California Environmental Quality Act, that the appropriate environmental document for the project is an Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

CEQA Guidelines Section 15070 is as follows:

15070. Decision to Prepare a Negative or Mitigated Negative Declaration

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

SECTION 2:

At its regular meeting of November 1, 2017, the Planning Commission recommended that the City Council approve the resolution adopting the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the proposed project.

SECTION 3:

At its regular meeting of November 14, 2017, the City Council approved the resolution adopting the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the proposed project.

SECTION 4:

At its regular meeting of November 1, 2017, the Planning Commission recommended that the City Council adopt the Ordinance to Rezone the subject property to Professional Office District (C-0) for the Rocketship Elementary School Project.

SECTION 5:

The real property described in Exhibit A, attached hereto, is hereby Rezoned to Professional Office District (C-0) for the Rocketship Elementary School Project.

SECTION 6:

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

SECTION 7:

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

* * * * *

I HEREBY CERTIFY that the foregoing ordinance was introduced and adopted at a regular meeting of the City Council of the City of Antioch, held on the 14th day of November and passed and adopted at a regular meeting thereof, held on the 28th day of November, by the following vote:

AYES:

NOES:

ABSENT:

Sean Wright, Mayor of the City of Antioch

ATTEST:

Arne Simonsen, CMC, City Clerk of the City of Antioch

EXHIBIT A
LEGAL DESCRIPTION

LEGAL DESCRIPTION

Real property in the City of Antioch, County of Contra Costa, State of California, described as follows:

PARCEL ONE:

PARCEL "A" OF PARCEL MAP SUBDIVISION # MS 357-302-01, THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP FILED OCTOBER 08, 2001 IN BOOK 181, PAGES 39 AND 40 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL TWO:

A NON-EXCLUSIVE PRIVATE ACCESS EASEMENT, APPURTENANT TO PARCEL ONE ABOVE, FOR, BUT NOT LIMITED TO INGRESS, EGRESS AND EMERGENCY VEHICLES, AS RESERVED IN THE DEED TO CONTRA COSTA COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF CALIFORNIA, RECORDED DECEMBER 12, 2001 AS INSTRUMENT NO. 2001-0382431 OF OFFICIAL RECORDS, OVER THAT PORTION OF PARCEL B OF PARCEL MAP MS 357-302-01 FILED OCTOBER 8, 2001 IN BOOK 181 OF PARCEL MAPS, PAGES 39 AND 40, CONTRA COSTA COUNTY RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST NORTHEASTERLY CORNER OF PARCEL B AS SHOWN ON THE ABOVE REFERENCED PARCEL MAP, BEING ON THE GENERAL WESTERLY RIGHT-OF-WAY LINE OF CAVALLO ROAD; THENCE SOUTH 00°18'00" EAST 110.34 FEET TO THE TRUE POINT OF BEGINNING OF THIS PRIVATE ACCESS EASEMENT; THENCE SOUTH 00°18'00" EAST 20 FEET; THENCE SOUTH 89°43'24" WEST 174.62 FEET; THENCE SOUTH 00°09'31" EAST 137.25 FEET; THENCE NORTH 89°51'04" EAST 174.96 FEET; THENCE SOUTH 00°18'00" EAST 18.5 FEET; THENCE SOUTH 89°51'04" WEST 175.00 FEET; THENCE SOUTH 00°09'31" EAST 120.80 FEET; THENCE NORTH 89°38'37" EAST 175.30 FEET; THENCE SOUTH 00°18'00" EAST 7.50 FEET; THENCE SOUTH 89°38'37" WEST 193.32 FEET; THENCE NORTH 00°09'31" WEST 304.07 FEET; THENCE NORTH 89°43'24" EAST 192.57 FEET TO THE TRUE POINT OF BEGINNING.

APN: 065-151-049-7



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Scott Buenting, Project Manager *SB*

APPROVED BY: Lynne B. Filson, Assistant City Engineer II *LBF*

SUBJECT: First Amendment to the Memorandum of Understanding for the Development of a Groundwater Sustainability Plan for the East Contra Costa County Portion of the Tracy Subbasin, P.W. 704-3

RECOMMENDED ACTION

It is recommended that the City Council adopt a resolution amending the Memorandum of Understanding (MOU) with member agencies for the development of Groundwater Sustainability Plan (GSP) for the East Contra Costa County Portion of the Tracy Subbasin.

STRATEGIC PURPOSE

This item supports Strategy K-2 by protecting the City's water rights and water quality and Strategy K-4 by providing opportunities for infrastructure improvement.

FISCAL IMPACT

There is no fiscal impact to amend the Groundwater Sustainability Plan Memorandum of Understanding (MOU) with East Contra Costa County member agencies for the East Contra Costa County Portion of the Tracy Subbasin. The 2017-2018 Water Fund Budget includes available funding for professional assistance and studies necessary to develop a Groundwater Sustainability Plan.

DISCUSSION

In 2015, the State of California implemented the Sustainable Groundwater Management Act (SGMA) and established a framework of priorities and requirements to assist local agencies sustainably manage groundwater within a basin or subbasin. Although the City of Antioch does not currently use groundwater, the City's service area overlays a portion of the Tracy Subbasin, which has been identified by the State of California as basin number 5-22.15.

On March 28, 2017, the City Council authorized the City's formation of a Groundwater Sustainability Agency (GSA) to manage its portion of the Tracy Subbasin. In addition, the City Council authorized the execution of a MOU with the City of Brentwood, Byron-Bethany Irrigation District, Contra Costa Water District, Contra Costa County, Diablo Water District, Discovery Bay Community Services District and the East Contra Costa

Irrigation District for collectively developing and implementing a single GSP for the East Contra Costa County portion of the Tracy Subbasin.

The member agencies have developed revisions to the agreement to address issues that required additional clarification. The City of Brentwood is proposed to be the lead contracting agency for the group and act on behalf of the other parties to enter into an agreement with a consultant to prepare the GSP. In addition, the amended agreement includes revised indemnification language to provide more protection to the individual agencies and cost sharing for the development of the GSP is clarified. Staff is recommending that the City adopt the amended MOU with the other East Contra Costa County member agencies for the East Contra Costa County portion of the Tracy Subbasin, Basin 5-22.15.

ATTACHMENTS

A. Resolution

ATTACHMENT "A"

RESOLUTION NO. 2017/**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST AMENDMENT TO
THE MEMORANDUM OF UNDERSTANDING WITH MEMBER AGENCIES FOR THE
DEVELOPMENT OF A GROUNDWATER SUSTAINABILITY PLAN FOR THE EAST
CONTRA COSTA COUNTY PORTION OF THE TRACY SUBBASIN
P.W. 704-3**

WHEREAS, on March 28, 2017, the City of Antioch (City) formed a Groundwater Sustainability Agency (GSA) to manage its portion of the Tracy Subbasin;

WHEREAS, the City Council authorized the execution of a MOU with the City of Brentwood, Byron-Bethany Irrigation District, Contra Costa Water District, Contra Costa County, Diablo Water District, Discovery Bay Community Services District and the East Contra Costa Irrigation District (member agencies) for collectively developing and implementing a single GSP for the East Contra Costa County portion of the Tracy Subbasin;

WHEREAS, the City and the other local agencies that have decided to be GSAs effective May 9, 2017, in the portion of the Tracy Subbasin within Contra Costa County have executed the Memorandum of Understanding (MOU) to coordinate development and implementation of a single Groundwater Sustainability Plan for the portion of the Tracy Subbasin in Contra Costa County;

WHEREAS, the member agencies have developed revisions to the agreement to address issues that required additional clarification, therefore the amended agreement includes revised indemnification language to provide more protection to the individual agencies and cost sharing for the development of the GSP (See Exhibit "A").

THEREFORE, BE IT RESOLVED, by the City Council of the City of Antioch, the City hereby adopts the amendment to the Memorandum of Understanding (MOU) with member agencies for the development of Groundwater Sustainability Plan (GSP) for the East Contra Costa County Portion of the Tracy Subbasin.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 28th day of November 2017, by the following vote:

AYES:

ABSENT:

NOES:

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

AI

EXHIBIT "A"

FIRST AMENDMENT

Memorandum of Understanding for the Development of a Groundwater Sustainability Plan for the East Contra Costa County Portion of the Tracy Subbasin, (DWR Basin 5-22.15, San Joaquin Valley)

This First Amendment to the Memorandum of Understanding ("MOU") for the Development of a Groundwater Sustainability Plan for the East Contra Costa County Portion of the Tracy Subbasin, (DWR Basin 5-22.15, San Joaquin Valley) ("**First Amendment**") is entered into and effective this ___ day of _____, 2017, by and among the City of Antioch ("**Antioch**"), the City of Brentwood ("**Brentwood**"), Byron-Bethany Irrigation District ("**BBID**"), Contra Costa Water District ("**CCWD**"), Contra Costa County ("**County**"), Diablo Water District ("**DWD**"), East Contra Costa Irrigation District ("**ECCID**"), and Discovery Bay Community Services District ("**Discovery Bay**"). Each of the parties to this First Amendment is sometimes referred to as a "**Party**" and are collectively sometimes referred to as the "**Parties.**"

Recitals

A. On May 9, 2017, the Parties entered into the MOU in order to develop a groundwater sustainability plan ("**GSP**") for the East Contra Costa County Portion of the Tracy Subbasin (the "**Basin**").

B. The MOU reflects the Parties' agreement that the costs of developing the GSP should be split evenly among the Parties.

C. Previously, Brentwood contracted with Luhdorff and Scalmanini ("**Consultant**") on behalf of Brentwood, Byron-Bethany Irrigation District, Diablo Water District, East Contra Costa Irrigation District, and Discovery Bay Community Services District for technical work to support compliance with the Sustainable Groundwater Management Act in the East Contra Costa County portion of the Tracy Subbasin. Paragraph 2(e)(2) of the MOU required CCWD and Antioch to make certain payments to BBID, Brentwood, DWD, ECCID, and Discovery Bay in order to reallocate costs incurred under a contract with Consultant dated April 1, 2015. CCWD and Antioch have made those payments.

A2

33 D. The Parties now wish to embark on preparing the GSP and wish to share the cost
34 of that effort equally as contemplated in the MOU. Moreover, the Parties desire for Brentwood,
35 again, to serve as the contracting Party with Consultant on behalf of all of the other Parties.

36 E. The Parties wish to memorialize their mutual agreements by means of this First
37 Amendment.

38 Agreements

39

40 1. *Contracting with Consultant & Cost Share Among the Parties*

41

42 As of the effective date of this First Amendment, Paragraph 2(e) in the MOU is deleted in
43 its entirety and replaced with new Paragraph 2(e) to read:

44

45 e. Contracting with Consultant & Cost Share Among the Parties.

46

47 (1) *Contracting with Consultant.*

48

49 A. Contract for the Preparation of the GSP. Brentwood, acting on behalf of the other
50 Parties, shall promptly enter into an agreement with Luhdorff and Scalmanini (“**Consultant**”) for
51 the preparation of the GSP for the Basin.

52

53 B. Annual Budgets and Scopes of Work.

54

55 i. Fiscal Year 2017/18. Not later than December 1, 2017, Brentwood shall
56 obtain a proposed budget and scope from Consultant for services during Fiscal Year (July 1 –
57 June 30) 2017/18. Brentwood shall promptly provide the proposed budget and scope to the other
58 Parties and shall give the other Parties at least ten business days to review the budget and scope
59 and provide written comments to Brentwood. Such comments shall include each Party’s
60 determination as to whether it is willing to pay its share of the cost of the work, as identified in
61 Paragraph 2(e)(2) below. If, after ten business days, no Party has indicated in writing that it is
62 unwilling to pay its share of the cost of the work, the Consultant’s budget and scope for Fiscal

63 Year 2017/18 shall be deemed approved and Brentwood shall take such actions as may be
64 necessary to cause Consultant to perform the services included in that budget and scope of work.
65 In the event that one or more Parties object to the proposed budget and scope of work, the Parties
66 shall promptly meet and confer to determine an appropriate course of action.

67
68 ii. Subsequent Fiscal Years. Not later than each February 15, beginning on
69 February 15, 2018, Brentwood shall obtain a proposed budget and scope from Consultant for
70 services during the upcoming fiscal year. Brentwood shall promptly provide the proposed
71 budget and scope to the other Parties and shall give the other Parties until each March 15 to
72 review the proposed budget and scope, and provide written comments to Brentwood. Such
73 comments shall include each Party's determination as to whether it is willing to pay its share of
74 the cost of such work, as identified in Paragraph 2(e)(2). If, after each March 15, no Party has
75 indicated in writing that it is unwilling to pay its share of the cost of such work, the Consultant's
76 budget and scope for the upcoming fiscal year shall be deemed approved and Brentwood shall
77 take such actions as may be necessary to cause Consultant to perform the services included in
78 that budget and scope of work. In the event that one or more Parties object to the proposed
79 budget and scope of work, the Parties shall promptly meet and confer to determine an
80 appropriate course of action.

81
82 C. Payments by Parties to Brentwood. Brentwood shall, upon receipt of
83 Consultant's monthly invoices, pay Consultant for services rendered during the previous month.
84 Brentwood will promptly provide invoices to the other Parties identifying their shares of the cost
85 of the previous month's work and such other Parties shall pay said invoices within 30 days of
86 receipt.

87
88 (2) Cost-Share for East CC Basin GSP. The costs associated with developing the
89 East CC Basin GSP ("GSP Costs"), including but not limited to, any local cost-shares required
90 by state or federal grants, will be shared equally among the Parties.

91
92 A. In-Kind Services Provided by County. The County, at its sole discretion, may
93 satisfy its share of GSP Costs by providing in-kind services, which may include but may not be

94 limited to mapping, graphics, and database management services. For Fiscal Year 2017/18, the
95 County will provide written notice to the other Parties by December 1, 2017, stating either that
96 the County will pay its share of GSP Costs during Fiscal Year 2017/18, or that the County will
97 provide in-kind services in lieu of paying its share of GSP Costs during Fiscal Year 2017/18.
98 For each fiscal year following Fiscal Year 2017/18, the County will provide written notice to the
99 other Parties by the March 15 immediately preceding the fiscal year stating either that the
100 County will pay its share of GSP Costs in the fiscal year, or that the County will provide in-kind
101 services in lieu of paying its share of GSP Costs in the fiscal year. In the case of payments to
102 Consultant or other vendors where the County wishes to substitute in-kind services for direct
103 payments, Brentwood shall allocate such invoices equally among the Parties other than the
104 County. Notwithstanding anything to the contrary contained herein, no Party shall be obligated
105 to pay the County for the value of any in-kind services provided by the County, and the value of
106 any in-kind services provided by the County shall only act as a credit towards the County's share
107 of GSP Costs, as more particularly described in Paragraph 2(e)(2)(B).

108 B. Annual Accounting. Brentwood shall prepare an annual accounting by October
109 1, 2018, and by each October 1 thereafter, that shows all GSP Costs for the previous fiscal year
110 and that identifies in-kind services provided by the County and the County's calculation of the
111 value of those in-kind services. By July 30th following the end of a fiscal year, the County will
112 provide Brentwood an accounting of the County's in-kind services during the prior fiscal year,
113 and any carry-over value of in-kind services provided during any fiscal years preceding the prior
114 fiscal year. The value of the County's in-kind services will be calculated based on (1) the then-
115 current fully-burdened hourly rates for County staff time, benefits, and overhead, and (2) the
116 County's actual costs for any materials or supplies required to provide the in-kind services.

117
118 i. Upon written notice to the other Parties no later than 15 days after
119 receiving Brentwood's annual accounting, any Party other than the County may dispute the
120 County's calculation of the value of the in-kind services that the County provided during the
121 fiscal year for which the accounting is prepared, but no Party may challenge the value of in-kind
122 services that were carried over from any fiscal year preceding the fiscal year for which the
123 accounting is prepared. In the event that one or more Parties provide notice of a dispute under

AS

124 this subparagraph, the Parties shall promptly meet and confer in an effort to resolve the dispute
125 to the satisfaction of all Parties. The County's obligation to make any payments to other Parties
126 under Paragraph 2(e)(2)(B)(ii) shall be tolled until the County receives, from each disputing
127 Party, written notice that the dispute has been resolved to the disputing Party's satisfaction.
128

129 ii. Except as expressly provided in Paragraph 2(e)(2)(B)(i), in the event that
130 Brentwood's annual accounting shows that the value of the in-kind services provided by the
131 County during the fiscal year for which the accounting is prepared, plus any carry-over value for
132 in-kind services provided in any preceding fiscal years, is less than the individual contributions
133 of the other Parties during the fiscal year for which the annual accounting is prepared, the
134 County shall provide, by the November 30 following receipt of the annual accounting, payments
135 to each of the other Parties sufficient to equalize the values of the Parties' contributions during
136 the fiscal year for which the accounting is prepared. In the event that Brentwood's annual
137 accounting shows that the value of the in-kind services provided by the County during the fiscal
138 year for which the accounting is prepared, plus any carry-over value for in-kind services
139 provided in any preceding fiscal years, is greater than the individual contributions of the other
140 Parties, Brentwood shall credit the County with the difference and carry over that excess
141 contribution to be credited towards the value of the County's in-kind services provided in the
142 subsequent fiscal year.

143
144 2. *Other Provisions of the MOU Not Affected*
145

146 Except as expressly stated above, no provisions of the MOU shall be modified by the
147 terms of this First Amendment.
148

149
150
151 **CITY OF ANTIOCH**
152

153
154 By: _____
155 Ron Bernal, City Manager

Date: _____

156
157
158
159
160

161 APPROVED AS TO FORM:

162

163

164 By: _____
165 Derrek Cole, Interim City Attorney

Date: _____

166

167

168 **CITY OF BRENTWOOD**

169

170

171 By: _____
172 Gustavo "Gus" Vina, City Manager

Date: _____

173

174 APPROVED AS TO FORM:

175

176

177 By: _____
178 Damien Brower, City Attorney

Date: _____

179

180

181 **BYRON BETHANY IRRIGATION DISTRICT**

182

183

184 By: _____
185 Rick Gilmore, General Manager

Date: _____

186

187

188 **CONTRA COSTA WATER DISTRICT**

189

190 By: _____
191 Jerry Brown, General Manager

Date: _____

192

193 APPROVED AS TO FORM:

194

195

196 By: _____
197 District Legal Counsel

Date: _____

198

199

200 **CONTRA COSTA COUNTY**

201

202

203 By: _____
204 John Kopchik, Director of
205 Conservation and Development
206

Date: _____

A7

207 APPROVED AS TO FORM:
208 Sharon L. Anderson, County Counsel

209
210
211 By: _____ Date: _____
212 Deputy County Counsel

213
214
215 **DIABLO WATER DISTRICT**

216
217
218 By: _____ Date: _____
219 Mike Yeraka, General Manager

220
221
222 **EAST CONTRA COSTA IRRIGATION DISTRICT**

223
224
225 By: _____ Date: _____
226 Patricia A. Corey, General Manager

227
228
229 **DISCOVERY BAY COMMUNITY SERVICES DISTRICT**

230
231
232 By: _____ Date: _____
233 Michael R. Davies, General Manager




STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Arne Simonsen, CMC, City Clerk

APPROVED BY: Nickie Mastay, Administrative Services Director 

SUBJECT: 2017 New Law and Elections Seminar

RECOMMENDED ACTION

It is recommended that the City Council authorize associated expenditures for the City Clerk to attend the New Law and Elections Seminar on December 12 – 15, 2017.

STRATEGIC PURPOSE

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

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

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

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

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

FISCAL IMPACT

The FY 2017/18 budget for the City Clerk's Office provides funding for the City Clerk to attend the New Law and Elections Seminar being held in Newport Beach. The estimated cost to attend is \$1,445 (Registration: \$475, Lodging \$630, and Travel \$340).

DISCUSSION

The 2017 City Clerks New Law and Elections Seminar program (Attachment A) covers new changes to the Elections Code; Elections, New Law and Fair Political Practice update; Public Records Act; Initiatives, Referendums and Recalls; and the Diversity Challenge. The City of Antioch Travel and Expense Policy for Elected and Appointed (non- employee) Officials is attached as Attachment B, contained therein, the Authorization Process states: "Overnight travel by Elected Official shall be pre-approved by placing the item on the City Council Consent Calendar."

ATTACHMENTS

- A. City Clerks New Law & Elections Seminar Program
- B. Travel and Expense Policy.

City Clerks

NEW LAW & ELECTIONS SEMINAR




2017


REGISTER EARLY! Space limited to the first 400 registrants


December 13 – 15, 2017
Newport Beach Marriott Hotel

Registration and Housing Deadline:
Tuesday, November 14, 2017

www.cacities.org/events

 facebook.com/leagueofcaliforniacities

 [@CaCitiesLearn](https://twitter.com/CaCitiesLearn)

 Download the League's Mobile App!

 LEAGUE[®]
OF CALIFORNIA
CITIES

Wednesday, December 13

REGISTRATION OPEN

» 8:00 a.m. – 5:00 p.m.

INITIATIVES, REFERENDUMS AND RECALLS

» 10:00 a.m. – 12:00 p.m.

You've Been Served! Now what? The first step in processing an initiative, referendum or recall is typically receiving service of an official notice. From that point on, the clock is ticking and the Clerk is often at the center of what usually becomes a very political election issue. This session will focus on the key responsibilities of the Clerk, as well as provide best practices for completing the various tasks according to the required timelines. Learn why the Election Code is your most important resource, and how to creatively use checklists and calendars to ensure nothing is missed. The presentation will also highlight and review lessons learned from several real case scenarios of initiative, referendum and recalls.

GENERAL LUNCHEON | CELEBRATIONS & SPONSOR RECOGNITION

» 12:15 – 1:45 p.m.

Celebrations will be acknowledged and awards given during this networking luncheon, including CCAC's Pat Hammers Spirit Award. Please visit and thank our conference sponsors at their displays!

AUTOMATING YOUR RECORDS PROGRAM

» 2:00 – 3:15 p.m.

Learn valuable insights on how to automate components of your records management program by utilizing old, new, and emerging technologies. Examine the Public Records Act process, the disposition process, and the litigation process. Learn how to use workflows, system integrations, predictive analytics and other automation tools to improve your customer service and better utilize your resources.

STRATEGIES FOR SUCCESS IN PERFORMANCE MANAGEMENT

» 3:30 – 5:00 p.m.

Successful supervisors develop skills to motivate and manage employee performance on a daily basis. The core activities of establishing objectives, providing feedback, coaching, recognition, evaluation and discipline provide the framework and strategies for the critical elements of supervision. Identify the best practices and practical tips for ensuring the success of employees through effective performance management.

NETWORKING RECEPTION

» 5:30 – 6:30 p.m.

After a full day of education, relax and enjoy some light hors d'oeuvres and refreshments while networking with your colleagues. This will be a joint reception with the attendees of the Municipal Finance Institute, as well as the Fire Chiefs Leadership Seminar.

Thursday, December 14

REGISTRATION OPEN

» 8:00 a.m. – 12:00 p.m.

ELECTIONS, NEW LAW, AND FAIR POLITICAL PRACTICES UPDATE

» 9:00 a.m. – 12:00 p.m.

In this comprehensive session, attendees will receive an overview of the rules and regulations approved during the 2017 legislative session. Practical and real-world applications to city clerk professional responsibilities and tasks will be discussed, as well as FPPC issues and the intricacies of campaign disclosures, gift regulations, conflicts of interest and more.

GENERAL LUNCHEON | LISTSERV LIVE

» 12:15 – 1:45 p.m.

Here is your opportunity to ask questions, vent frustrations, and join your colleagues in a “live-ly” discussion. Share your issues and solutions. There are no dumb questions or talking heads.

PUBLIC RECORDS ACT

» 2:00 – 3:15 p.m.

Learn about the changing legal environment since the March 2017 California Supreme Court decision in the *San Jose v. Superior Court* case. With each new PRA request, clerks and their city attorneys are learning what works and what doesn't when collecting, reviewing, and producing records. Hear about why the Court ruled that records on public employees' and officials' personal accounts and devices may be subject to the California Public Records Act. Examples of policies and practices that local agencies could consider adopting and implementing to comply with the decision will be shared. In addition, examine questions left unanswered by the decision.

THE DIVERSITY CHALLENGE

» 3:30 – 5:00 p.m.

Women make up over 50 percent of local government employees, yet less than 15 percent of city and county managers are women. The number is even less for people of color. But if local government is running well, should we care who is in the top executive positions? The answer is YES! This interactive session will provide an overview of the types of organizational biases that exist in our organizations, as well as the business case for diversity of all kinds, including gender, that is important to consider when hiring and promoting senior executives in your agency.

For additional information, go to www.cacities.org/CityClerksEd

Friday, December 15

NETWORKING BREAKFAST

» 7:45 – 8:45 a.m.

Enjoy a breakfast buffet with your colleagues. Tables will be designated for those interested in learning more about CMC/MMC, IIMC Accreditation.



IF YOU CAN'T SAY SOMETHING NICE, WHAT DO YOU SAY?

» 9:00 a.m. – 12:00 p.m.

We've all been told, "If you can't say something nice, don't say anything at all." This high energy presentation based on Sarita's book provides practical approaches and positive phrases for those times when you need to say something NOT so nice. Learn how to constructively clue someone in, deflect the negative comment of a

well-meaning friend, or let a business colleague know what he or she is doing drives you crazy – without destroying the relationship.

SPEAKER: **Sarita Maybin**, Speaker and Author, *"If You Can't Say Something Nice, What DO You Say?"*

MMC/CMC Credit

MMC Advanced Education/Professional & Social Contribution Points and CMC Education/Experience points will be available.

Save the Date!

2018 Annual Conference & Expo

September 12-14, 2018 | Long Beach Convention Center

General Information

All attendees must register for the conference prior to reserving a hotel room. Registration is not complete until full payment is received. The League is unable to accept purchase orders. Once registration is complete, you will be directed to the housing reservations page.

- For online registration, go to www.cacities.org/events and select "City Clerks New Law & Elections Seminar".
- To request a mail-in registration form, contact mdunn@cacities.org.
- **Registration must be received by Tuesday, November 14, 2017.** After this date, please register onsite if available.

COSTS/FEES

Full registration includes electronic access to all program materials, admission to all sessions, two lunches, one breakfast, and a Wednesday evening reception.

City Staff/Officials.....	\$475
Company/Consultant/League Partner/All Others.....	\$635
Non-member City.....	\$1475
Guest/Spouse Reception Only Registration (Wednesday)	\$50

Guest/Spouse fee is restricted to persons who are not city or public officials, are not related to any League Partner or sponsor, and would have no professional reason to attend the conference. Rate includes admission to Wednesday's reception only. There is no refund for the cancellation of a guest/spouse registration. It is not advisable to use city funds to register a guest/spouse.

One Day Registration (select Wednesday, Thursday or Friday)

City Staff/Officials.....	\$275
Company/Consultant/League Partner/All Others.....	\$525
Non-Member City.....	\$1275

CANCELLATIONS

Refunds of rate paid, minus \$75 processing charge, will be made for cancellations submitted in writing to mdunn@cacities.org and received by **Tuesday, November 14**. There are no refunds for cancellations after this date. Substitutions can be made onsite.



If you require special accommodations related to facility access, transportation, communication and/or diet, please contact our Conference Registrar by Tuesday, November 14, at mdunn@cacities.org.

HOTEL INFORMATION & RESERVATIONS

Hotel reservation changes, date modifications, early check-out, or cancellations made prior to **Tuesday, November 14**, must be done through the online reservation link you received when registering for the conference. Use your confirmation/acknowledgement number to access your reservation to make changes. Once the November 14 deadline has passed, please contact the hotel directly with any changes or cancellations. Please note that hotel cancellations after the housing deadline has passed may incur a financial penalty of a minimum one-night room charge or attrition fees.

Newport Beach Marriott Hotel

900 Newport Center Drive, Newport Beach, CA 92660

Hotel Rate (per night): \$172 - Single/Double Occupancy (plus taxes and fees)

Self-Parking (per car per day): \$15 | Valet Parking (per car per day): \$39

*Please DO NOT book outside of the League hotel block. This will cause an increase in event costs, liabilities and higher registration rates.

PLEASE NOTE: The information you provide to the League when registering for a League conference or meeting may be shared with the conference or meeting hotel(s). The hotel(s) will also share with the League the information you provide to the hotel(s) when you make your hotel reservation for the conference or meeting. The information shared between the League and the hotel(s) will be limited to your length of stay in the hotel.

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

PURPOSE

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

ADOPTION AND IMPLEMENTATION

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

EXCEPTIONS

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

I. PERSONAL VEHICLE USE

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

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

II. COMMUNICATION EQUIPMENT AND SERVICES

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

III. MEMBERSHIPS

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

IV. LOCAL CITY EVENTS

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

V. TRAVEL

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

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

(A) PROCEDURE

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

(B) AUTHORIZATION PROCESS

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

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

(C) METHODS OF REIMBURSEMENT

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

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

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

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

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

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

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

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

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

(D) ELIGIBLE EXPENDITURES

Meals and Incidental Expenses (M & IE)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VI. REPORTING OF EXPENDITURES

If the City reimburses an Elected or Appointed Official for attending a "meeting" as defined under the Brown Act¹, the Official shall provide a brief written or oral report regarding the "meeting" at the next regular meeting of the Council or applicable commission, board or committee to which the Official belongs. For other educational seminars or events for which expenses were reimbursed by the City, the Official may provide a brief written or oral report at the next regularly scheduled meeting of the Council or applicable commission, board or committee to which the Official belongs.

VII. ACKNOWLEDGEMENT

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

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



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular/Special Meeting of November 28, 2017
TO: Honorable Mayor and Members of the City Council
SUBMITTED BY: Forrest Ebbs, Community Development Director *FE*
SUBJECT: Requested Modifications to the Project Approval for the Promenade – Vineyards at Sand Creek Project.

RECOMMENDED ACTION

It is recommended that the City Council:

1. Adopt the Resolution approving the modified Tentative Subdivision Map Conditions of Approval;
2. Introduce the Ordinance amending the Final Development Plan; and
3. Introduce the Ordinance approving the amended Development Agreement.

STRATEGIC PURPOSE

The project would further Strategy H-3: Support public/private partnership efforts to implement plans and policies pertaining to key development areas; and Strategy H-5: Grow Antioch's economy through additional annexation, as well as residential and commercial development.

FISCAL IMPACT

The project would initially cost the General Fund as much as \$423,037. This cost could be recouped through future reimbursement from other benefitting projects. The other proposed changes would have no fiscal impact on the City.

DISCUSSION

The Promenade – Vineyards at Sand Creek project was approved by the City Council on February 9, 2016. The project is located at the northeastern corner of the Sand Creek Focus Area, adjacent to the City of Brentwood, near the terminuses of Heidorn Ranch Road and Hillcrest Avenue. The approved project consists of 641 single-family residential units on 141.6 acres with lots ranging in size from 4,200 to 5,160 square feet. The neighborhood will be gated, privately owned and maintained, and will contain a central 2.1-acre private park with recreational facilities and a 7.5-acre public park accessible from Sand Creek Road.

On September 20, 2017, the Planning Commission considered a broad request from the applicant for, among other things, amendments to the Development Agreement to reduce payments for the Water Capacity Charge and Sewer Connection Fee. The

combined value of these reductions was approximately \$3.1 million. The Planning Commission unanimously voted to make a neutral recommendation to the City Council on this and the remaining requests.

Since that time, the applicant has elected to modify the extent and details of the request. The current proposal is summarized as follows:

Sewer Connection Fee

The Sand Creek Focus Area will be served by a single 24" sewer line that starts at the northeastern corner of the Focus Area, at the Vineyards project site. In order to accommodate the future development in the Focus Area, the Vineyards project is required to install the full 24" sewer line even though their project would only require a much smaller line. The additional cost of this larger sewer line was addressed in the original approval and Development Agreement. The terms required the applicant to pay for and install the line. In exchange, the City would collect payments from benefitting properties "upstream" and reimburse the applicant. As the Aviano project or others are built, they will be required to make a proportionate payment for their share of the oversized sewer line. Under the current approval, the applicant would have to provide the full cost up front and would be reimbursed gradually over time depending on the progress of other development in the area.

The applicant proposes a new arrangement whereby the City would effectively cover the costs of the oversized sewer line on behalf of the applicant. Under this proposed arrangement, the applicant would pay for and install the line and the City would reduce the Sewer Connection Fee by an amount that covers the oversized sewer line cost, which is estimated at \$423,037. Each of the 641 units would thereby have their Sewer Connection Fee reduced by \$660 for a total reduction of \$423,037. These fees are paid at the time that a Building Permit is pulled, so the benefits would be gradual, but tied to this project alone. In exchange for this reduction, the Developer would transmit all rights for reimbursement of this oversized sewer line to the City. As future projects are built, the reimbursement payments would go to the City rather than the Developer until the City is made whole. The City would offer this reduction for a period of 7 years. Beyond that point, the applicant would need to pay the entire fee.

Staff Response

Staff is generally supportive of the proposed arrangement because the City would be able to collect from benefitting projects and would ultimately be made whole for the entire \$423,037.

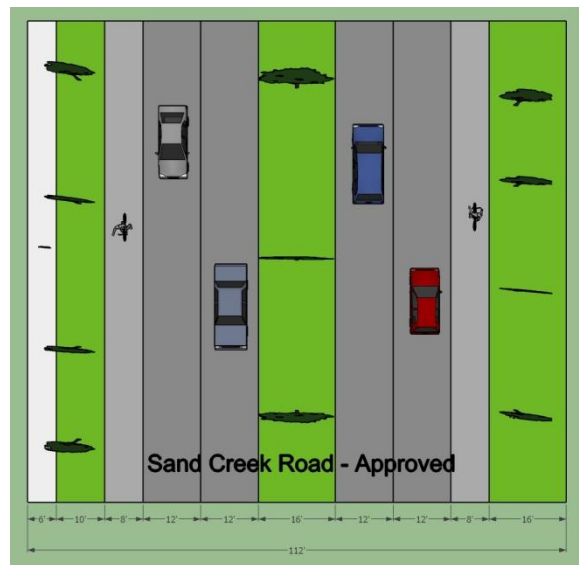
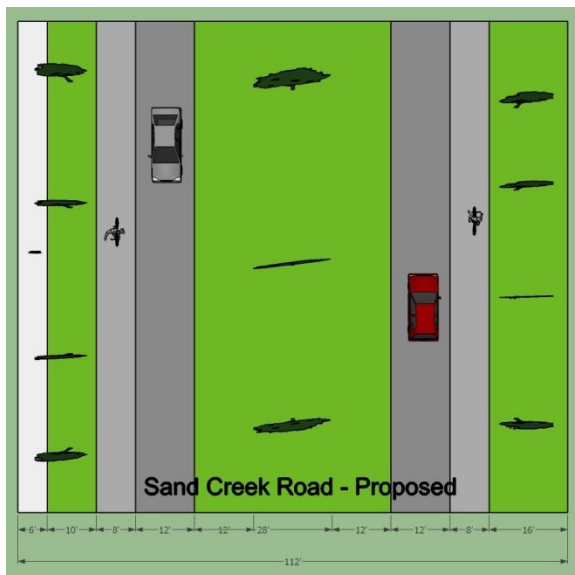
The Council should be aware that the City cannot simply reduce the Sewer Connection Fee and intentionally underfund the Sewer Fund. Such an action would conflict with State law and undermine our ability to collect from others. Instead, the City would need to pay the \$660 per unit on behalf of the project from the General Fund. In a typical year, the City might expect to pay this fee for 100 units at an annual cost of \$66,000. It is possible that the 7-year time limit may result in the City offering less than the maximum number of reductions to the project. In such a case, the City would keep the

reimbursement for the reduction amount and would offer the remaining amount to the Developer for their cost. The City would retain all rights to be fully reimbursed.

Sand Creek Road

Sand Creek Road is identified as an arterial in the General Plan Circulation Element and will eventually provide a connection from Highway 4 to Lone Tree Way via Dallas Ranch Road. An arterial is defined in the General Plan as having at least four lanes and serving large volumes of traffic between different sections of the urbanized area. The alignment of Sand Creek Road currently bisects the applicant's property. As a result, the applicant does not have the opportunity to share the cost of constructing the road with an opposing property owner, as when a roadway runs along a property line.

Under the current approval, the applicant is required to construct or bond for the entire four-lane arterial of Sand Creek Road prior to initiation of Phase 4, 5 or 6 - the first three phases of the project can be served from Hillcrest Avenue and Heidorn Ranch Road alone. The approved roadway would be 112' wide, with a 6' northern sidewalk, 10' landscaped area, 8' westbound bike lane, two westbound 12' lanes, a 16' landscaped median, two eastbound 12' lanes, an 8' eastbound bike lane, and a 16' landscaped shoulder. A sidewalk would not be provided on the southern side because of the nearby Sand Creek trail.



The applicant requests a modification that would allow them to build the road with just the two outside travel lanes – one eastbound and one westbound. The two interior lanes would not be constructed with this project and, instead, the landscaped median would be temporarily expanded to a width of 40'. Construction of the final third and fourth lanes would be tied to the southern property – the applicant has an equity interest in this property. In order to ensure that the road is completed, the applicant has offered to place a deed restriction, lien or other financial security tied to the southern property. This security would require completion of the two remaining lanes by the southern

property when either of the following occurs: a) any development of the southern property, or b) when traffic conditions become unacceptable at key intersections along Lone Tree Way, Hillcrest Avenue, or Heidorn Ranch Road. The study of these intersections would occur after Sand Creek Road connects to State Route 4 and the 2,000th building permit is issued in the Sand Creek Focus Area. Should traffic conditions be found to be unacceptable at that time, the City would require the owner to complete the lanes. If they refuse, the property would be subject to foreclosure by the City.

The applicant provided a traffic study that indicates that constructing a two-lane Sand Creek Road rather than a four-lane roadway would reduce the Level of Service (LOS) for the intersections of Lone Tree Way/Deer Valley Road and Lone Tree Way/Hillcrest Avenue from LOS D to an unacceptable LOS E. The study states that if Hillcrest Avenue is not extended or if development is reduced by 20% in the Sand Creek Focus Area, these regional impacts would be lessened and LOS D could be maintained. This study was peer-reviewed by the City's consultant who concurred with its findings. This traffic study is available at <http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/Environmental-docs.htm>

Staff Response

The applicant's request avoids the unnecessary and premature construction of roadways while providing sufficient roadway capacity. It also provides adequate financial security that the lanes will eventually be constructed and ties them to both a development-based trigger and a performance-based trigger. The fine details of the security are subject to the review and approval of the City Attorney to ensure the adequate security is provided to satisfy the Subdivision Map Act and the City's Subdivision Ordinance. With these provisions in place, staff is supportive of this change.

Heidorn Ranch Road

Heidorn Ranch Road is identified as an arterial in the General Plan Circulation Element and is envisioned as a four-lane arterial connecting the commercial areas near Lone Tree Way with Sand Creek Road to the south. The roadway serves as the City boundary between the Cities of Antioch and Brentwood. In this area, the City of Brentwood is planning for a high density mixed-use transit-oriented development along with employment-generating business parks. The City of Brentwood General Plan Circulation Element identifies Heidorn Ranch Road as a four or six-lane arterial.

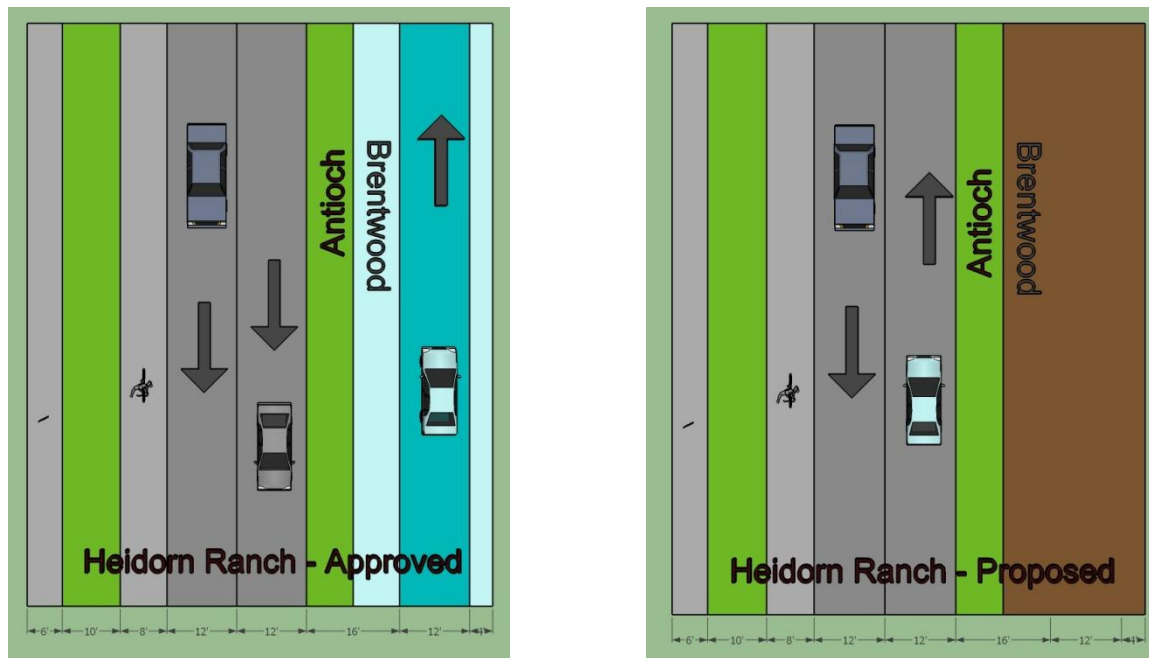
Under the current approval, the applicant is required to construct Heidorn Ranch Road as a 126' wide right-of-way with a 6' sidewalk, 10' landscape area, one 8' bike lane, two 12' southbound lanes, 16' landscaped median, and one 12' northbound lane with a 4' shoulder. One half of the landscaped median, as well as the northbound lane and shoulder would be in the City of Brentwood. The applicant has a valid Reimbursement Agreement with the City of Brentwood that would partially pay for the lane within their boundaries. When development occurs in the City of Brentwood, the additional lane

would be constructed. Alternatively, the City of Brentwood may coordinate with the applicant to construct the entire four-lane road concurrently with construction of the western portion in the City of Antioch.

The applicant is requesting modifications to eliminate the requirement to construct half of the median and the third lane in the City of Brentwood; the work would be limited to the Antioch side of the roadway. Under this scenario, the applicant would construct the same 6' sidewalk, 10' landscape strip, and 8' bike lane. The road surface would have two 12' lanes, with one northbound and one southbound, and there would be one-half of the ultimate 16' center median with landscaping. Should the City of Brentwood develop their side, they would need to construct two additional lanes and complete the median. The road could then be modified to operate as a traditional four-lane arterial, with two northbound lanes and two southbound lanes.

Staff Response

The applicant's request ensures that adequate roadways are constructed within the City of Antioch and does not rely on future development beyond the City's control in Brentwood. It also allows for the eventual completion of the road into a four-lane arterial, as envisioned by the Antioch and Brentwood General Plans. Staff is supportive of this change.



Hillcrest Avenue

The applicant proposes minor changes to the requirements for Hillcrest Avenue that clarify that funds deposited for the traffic signal would be made available to the applicant for eventual construction of the traffic signal. Staff is supportive of this minor change.

Regional Park Fee (DA 2.8.1, 3.7.1)

The applicant proposes new language that acknowledges their intention to pursue amendment to the Development Impact Fee for regional parks. This amendment would pursue inclusion of the Sand Creek Regional Trail in the regional park project list and would be supported by a financial study to provide the cost of the trail and its impact on the overall fee. The proposed language does not bind the City to any particular outcome for this process. Instead, the applicant would need to independently pursue the study and proceed through an ordinary public hearing process with the Parks and Recreation Commission and City Council. Since the language does not compel an outcome and refers to the process, staff is supportive. Ultimately, the City Council may need to evaluate the appropriateness of including the trail in the program and the increased cost to developers Citywide.

Local Park Fee (DA 2.8.3)

The applicant also proposes new language that clarifies existing Municipal Code language regarding the dedication and improvement of new parks for new development. The project includes both a public park and a private park, which will need to be reviewed by the Parks and Recreation Commission for conformance with City standards and determination of required in-lieu fees, if any. This new language refers only to the process and does not suggest that the project is in full conformance and does not otherwise compel a specific outcome by the Parks and Recreation Commission or City Council. As such, staff is supportive.

Age Restriction (DA 2.3.1)

The applicant proposes new language that clarifies that the project can be built as a senior project, a non-restricted project, or a combination of both and that fees would be based accordingly. The current language does not clearly state that a combination project would be allowed. Staff is supportive of this change.

Other Changes

The applicant has also proposed a series of minor changes to the Conditions of Approval and Development Agreement that clarifies language, provides current dates, and links the two documents. These changes are not substantive and staff is supportive.

CEQA Environmental Review

The environmental impacts of the project were considered in the project Environmental Impact Report (EIR) that was certified with the approval of the project on February 9, 2016. The proposed amendments do not change the scope of the project and do not generate any impacts that were not addressed in this EIR. As such, no additional environmental review is required.

SUMMARY

In summary, the proposed changes are reasonable and provide opportunities for the City and the applicant to improve the original project approvals. The requested changes

have been discussed and negotiated extensively and represent good faith efforts by all parties. As a result, Staff recommends approval of the changes.

ATTACHMENTS

- A. Resolution approving Vesting Tentative Map/ Final Development Plan
- B. Ordinance amending Planned Development 17-01
- C. Ordinance amending Development Agreement
- D. Conditions of Approval – Redline Version
- E. Development Agreement – Redline Version

ATTACHMENT “A”

RESOLUTION NO. 2017/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING MODIFICATIONS TO THE CONDITIONS OF APPROVAL TO THE VESTING TENTATIVE MAP, FINAL DEVELOPMENT PLAN, AND RESOURCE MANAGEMENT PLAN FOR THE VINEYARDS AT SAND CREEK PROJECT

WHEREAS, the City Council, on February 9, 2016, certified an Environmental Impact Report and Mitigation Monitoring and Reporting Program (Resolution No. 2016/11, State Clearinghouse Number 2014092010); approved a General Plan Amendment (Resolution No. 2016/12, GPA-14-01); and approved a Vesting Tentative Map, Final Development Plan, and Resource Management Plan (Resolution No. 2016/13, Subdivision 9390) for the development of a 641-unit single-family residential community on a project site of approximately 141 acres, known as The Vineyards at Sand Creek Project. The City Council, on February 23, 2016, approved a Development Agreement (Ordinance No. 2112-C-S) and approved a Planned Development rezone (Ordinance No. 2113-C-S, PD-14-03) for The Vineyards at Sand Creek Project. The Vineyards at Sand Creek project is located on the easterly side of the Sand Creek Focus Area, east of the current terminus of Hillcrest Avenue, west of Heidorn Ranch Road and north of Sand Creek (APNs 057-030-003, 057-030-007); and

WHEREAS, the City received an application from GBN Partners, LLC for a First Amended And Restated Development Agreement, and amendments to the conditions of approval to the Vesting Tentative Map, Final Development Plan, and Resource Management Plan to reflect certain fee credits and to modify and reduce the project requirements for construction of roadways. Staff determined that a rezoning ordinance would be required to enable amendment to the conditions of approval of the Final Development Plan; and

WHEREAS, the City has prepared an Addendum to the Environmental Impact Report for The Vineyards at Sand Creek Project based on an initial study checklist dated September 2017. As demonstrated in the Addendum, all potential environmental impacts that could occur as a result of the modifications to the project would be less than or similar to impacts previously identified in the 2016 Project EIR, and there is no significant new information that would result in new or more severe significant impacts. Therefore, in accordance with Public Resources Code Section 21166 and California Environmental Quality Act Guidelines Sections 15162 and 15163, a supplemental or subsequent environmental impact report is not required; and

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

WHEREAS, the City Council, on November 28, 2017, duly held a public hearing on the matter and received and considered evidence, both oral and documentary; and

WHEREAS, the approval of modifications to the conditions of approval of the Vesting Tentative Map, Final Development Plan and Resource Management Plan will not adversely affect the Antioch General Plan and are consistent with the General Plan and carry out the purposes of the General Plan.

NOW, THEREFORE, BE IT RESOLVED, that the City Council confirms the following required findings made in connection with its 2016 approval of the Final Development Plan, in light of the modified conditions of approval:

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1. Each individual unit of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability because each parcel has its own independent parking and access. The uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another zoning district due to the General Plan and zoning designations for the project site and the requirement to establish a Planned Development Zoning District and receive approval for a Final Development Plan for each project zoned Planned Development in the City of Antioch;
2. The streets and thoroughfares proposed meet the standards of the City's Growth Management Program and adequate utility service can be supplied to all phases of the development because the project will be constructing all the required streets and utilities to serve the project and the ultimate design, location and size of these improvements will be subject to the approval of the City Engineer;
3. There are no commercial components of the Project;
4. Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan which offer certain unusual redeeming features to compensate for any deviations that may be permitted. The project is a small lot subdivision and is substantially in conformance with the applicable zoning requirements for residential development and the Planned Development District development standards established for the project site;
5. The area surrounding the PD district can be planned and zoned in coordination and substantial compatibility with the proposed development because the proposed development is consistent with the General Plan and the area around the Project will also be required to develop according to the General Plan policies; and,
6. The Project and the PD District conform to the General Plan of the City in that the small lot single family residential uses are consistent with the General Plan designation of Medium Low Density Residential for the project site; and,
7. The conditions of approval protect the public safety, health and general welfare of the users of the project and surrounding area. In addition, the conditions ensure the project is consistent with City standards.

BE IT FURTHER RESOLVED that the City Council confirms the following required findings made in connection with its 2016 approval of the Vesting Tentative Map, in light of the modified conditions of approval:

1. That the subdivision, design and improvements are consistent with the General Plan, as required by Section 66473.5 of the Subdivision Map Act and the City's Subdivision Regulations. The site has a General Plan Designation of Medium Low Density Residential and is zoned Planned Development and the subdivision will accommodate uses that are consistent with the General Plan on each of the lots created by the subdivision; and,

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2. That the subdivision proposed by the Vesting Tentative Map generally complies with the rules, regulations, standards and criteria of the City's Subdivision Regulations. The proposed subdivision meets the City's criteria for the map. The City's Planning and Engineering staff have reviewed the Vesting Tentative Map and evaluated the effects of the subdivision proposed and has determined that the Vesting Tentative Map as conditioned complies with and conforms to all the applicable rules, regulations, standards, and criteria of the City's Subdivision Regulations.
3. The conditions of approval protect the public safety, health and general welfare of the users of the project and surrounding area. In addition, the conditions ensure the project is generally consistent with City standards.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch does hereby APPROVE the modifications to the conditions of approval to the Vesting Tentative Map/Final Development Plan (attached Exhibit A) and Resource Management Plan for the development of a 641-unit single family residential community on a project site of approximately 141 acres on the easterly side of the Sand Creek Focus Area, east of the current terminus of Hillcrest Avenue, west of Heidorn Ranch Road and north of Sand Creek (APNs 057-030-003, 057-030-007) subject to the following modified conditions:

A. GENERAL CONDITIONS

- A1. The development shall comply with the City of Antioch Municipal Code, unless a specific exception is granted thereto, or is otherwise modified in these conditions or in the development agreement.
- A2. Concurrent with the first submittal of grading or improvement plans, the applicant shall submit a site plan exhibit showing the site plan as modified by conditions and approvals.
- A3. Architecture, sound walls, fencing, mailboxes, lighting, any accent paving, addressing, and landscaping for the entire project shall be subject to review and approval by the Planning Commission.
- A4. Sound wall locations and elevations for each phase of the project shall be included on the grading plan(s).
- A5. This approval expires two years from the date of approval or alternate date as identified in the signed Development Agreement, pursuant to the Map Act as amended.
- A6. The applicant shall defend, indemnify, and hold harmless the City in any action brought challenging any land use approval or environmental review for the Project. In addition, applicant shall pay any and all costs associated with any challenge to the land use approval or environmental review for the Project, including, without limitation, the costs associated with any election challenging the Project.

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- A7. Permits or approvals, whether discretionary or ministerial, will not be considered if the applicant is not current on fees, reimbursement and/or other payments that are due the City.
- A8. All required easements or rights-of-way for improvements shall be obtained by the applicant at no cost to the City of Antioch. Advance permission shall be obtained from any property or, if required from easement holders, for any work done within such property or easements.
- A9. All easements of record that are no longer required and affect individual lots or parcels within this project shall be removed prior to or concurrently with the recordation of the final map or executed by separate subsequent instrument as approved by the City Engineer.
- A10. The applicant shall establish a Home Owners Association (HOA) for this project in conformance with the regulations set forth by the State Bureau of Real Estate.

The HOA shall be responsible for maintaining:

- a. All HOA owned parcels (includes private streets and parks).
 - b. Landscaping in City rights-of-way north of the northerly curb line of Sand Creek Road, west of the westerly curb line of Heidorn Ranch Road, and east of the easterly curb line of Hillcrest Avenue.
 - c. Storm drain facilities (pipes, structures, and basins) north of the northerly curb line of Sand Creek Road, west of the westerly curb line of Heidorn Ranch Road, and east of the easterly curb line of Hillcrest Avenue.
 - d. Sound walls.
 - e. The City shall be reimbursed if it maintains landscape, roadway (including striping and signing), concrete (including sidewalk, curb, gutter, and curb ramps), storm drain facilities, street lighting, or all other HOA facilities and amenities that are not maintained by the HOA to an acceptable City level.
- A11. Prior to issuance of the 1st building permit, the applicant shall provide draft CC&R's to the City for review. The applicant shall incorporate City comments into the application to the State or provide documentation acceptable to the City for omitting the comments. Prior to issuance of the 25th production building permit or issuance of the 1st Certificate of Occupancy, the applicant shall provide written confirmation of State approval of the CC&R's as outlined in the Development Agreement or as approved by the Community Development Director.
 - A12. All advertising signs shall be consistent with the Sign Ordinance or as approved by the Community Development Director.
 - A13. The property shall annex into or establish and participate in a Lighting and Landscape District (LLD) and accept a level of annual assessments sufficient to maintain:
 - a. The street lights and landscaping adjacent to the project area excluding those areas to be maintained by the HOA (generally medians on Sand

Creek Road, half of the median on Heidorn Ranch Road, and half of the median on Hillcrest Avenue).

- b. The C.3 basin and trails south of Sand Creek Road (Parcel G).
- c. The annual assessment shall cover the actual annual cost of maintenance as described in the Engineer's Report.

B. TENTATIVE MAP CONDITIONS

- B1. The Tentative Map approval is subject to the time lines established in the State of California Subdivision Map Act, as amended, and as may be extended by the Development Agreement.
- B2. Approval is based upon substantial conformance with the Vesting Tentative Maps dated May 20, 2015, (Subdivision No. 9390), as modified by these conditions.
- B3. Approval of this tentative map shall not be construed as a guarantee of future extension or re-approvals of this or similar maps.

C. CONSTRUCTION CONDITIONS

- C1. The use of construction equipment shall be as outlined in the Antioch Municipal Code. Requests for alternative days/time may be submitted in writing to the City Engineer for consideration.
- C2. The project shall be in compliance with and supply all the necessary documentation for AMC 6-3.2: Construction and Demolition Debris Recycling.
- C3. Standard dust control methods and designs shall be used to stabilize the dust generated by construction activities. The applicant shall post dust control signage with an applicable contact and phone number, City staff, and the air quality control board.
- C4. The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.

D. SITE AND PROJECT DESIGN

- D1. Provisions for mail delivery in the subdivision area shall be reviewed and approved by staff prior to the approval of the small lot final map(s). Applicant shall install mail box facilities as required by the City Engineer.
- D2. Prior to the approval of the grading plan(s), the City Engineer shall determine if it is necessary to engage soils and structural engineers, as well as any other professionals, deemed necessary to review and verify the adequacy of the building plans submitted for this project. If deemed necessary by the City Engineer, this condition may include field inspections by such professionals to verify implementation of the plans. Costs for these services shall be borne by the applicant.
- D3. All proposed improvements shall be constructed to City standards or as approved by the City Engineer.

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- D4. All public streets shall intersect at approximately 90 degrees or as approved by the City Engineer.
- D5. All driveways shall be perpendicular to the street centerline, or as approved by the City Engineer.
- D6. All driveways shall be a minimum of five feet from curb return.
- D7. Monolithic sidewalks with beveled curb shall be 6" thick and reinforced as approved by the City Engineer. Detached sidewalks that will be crossed by vehicles at driveway locations shall be 6" thick and reinforced as approved by the City Engineer. Minimum sidewalk widths shall be as follows:
 - a. Adjacent to beveled curb, 4 feet excluding curb (bevel curb to be 12" deep by 3" high with ½" lip and 18" gutter).
 - b. Adjacent to vertical curb, 4.5 feet excluding curb.
 - c. Detached sidewalk, 5 feet.
- D8. A minimum of a 20 foot tangent shall extend beyond the return at intersections, or as approved by the City Engineer.
- D9. All lot sidelines shall be perpendicular or radial to the fronting street centerline, or as approved by the City Engineer.
- D10. Sight distance triangles shall be maintained per 9-5.1101, Site Obstructions at Intersections of the Antioch Municipal Code or as approved by the City Engineer.
- D11. Rear and side yard fencing shall be provided for all units. All fences shall be located at the top of slope, or as approved by the City Engineer.
- D12. In cases where a fence is to be built in conjunction with a retaining wall, and the wall face is exposed to a side street, the fence shall be setback a minimum of three feet (3') behind the retaining wall per 9-5.1603 or as approved by the City Engineer.
- D13. The applicant shall install streetlights within the project area.
- D14. Street names shall be as approved by the Planning Commission as shown on Exhibit C. Future changes to street names will require Planning Commission review and approval.
- D15. The applicant shall provide a "checklist" of universal design accessibility features to home buyers as required by Section 17959.6 of the Health and Safety Code.
- D16. All improvements for each lot (water meters, sewer cleanouts, etc.) shall be contained outside of the driveway and within the lot and the projection of its sidelines, or as approved by the City Engineer.
- D17. Cul-de-sac parking shall be provided as required by the City Engineer.

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- D18. One on-street parking space per lot shall be located within close proximity to the unit served as approved by the City Engineer.
- D19. The applicant and then the HOA, once the CC&Rs are operative, shall maintain all undeveloped areas within this subdivision in a fire-safe and attractive manner.
- D20. All fencing adjacent to public open space (trails and basins), shall be wrought iron, black vinyl clad chain link with powder coated posts, or other material as approved by the City Engineer.
- D21. Sound walls shall be constructed along the lots adjoining or adjacent to Sand Creek Road (Parcel C), Hillcrest Avenue (Parcels B & C), Heidorn Ranch Road (Parcel C & F), 'A' Street between Hillcrest Avenue and 'E' Street (Parcels B & C), and 'B' Street between 'Q' Street and Heidorn Ranch Road (Parcels C & F). Fencing/wall/berm along the street side of Parcel E shall be approved by the Planning Commission. Sound walls along Sand Creek Road shall be a minimum of seven (7) feet high or six (6) feet on a one (1) foot berm in conformance to the sound study. Sound walls at other locations shall be a minimum of six (6) feet high and in conformance to the sound study.
- D22. All two-car garages shall be a minimum of 20 feet by 20 feet clear inside dimensions or as approved by the Community Development Director.
- D23. Prior to submitting a final map that creates buildable lots, the applicant shall provide bonding in a sufficient amount to secure all necessary improvements for the phase as described throughout these Conditions of Approval. Such bonds will be released upon satisfactory completion of the corresponding improvements by the applicant.
- D24. All trails and access roadways shall be constructed as shown on the Tentative Map to the standards for a Class I Bike Path in the 5th Edition of the Caltrans Highway Design Manual or as approved by the City Engineer. The basin access roadway/trail, the Calpine facility access roadway, and landscape on Parcel E shall be constructed in conjunction with the basin on Parcel E. The combination trail/access roadway around the basin on Parcel G shall be constructed in conjunction with the basin on Parcel G.
- D25. Concurrent with the construction of the adjacent roadways, the applicant shall construct bus turnouts, shelters and benches (or lean bar as approved by Tri-Delta Transit) at the following locations or as approved by the City Engineer:
 - a. East side of Hillcrest Avenue north of 'A' Street.
 - b. West side of Heidorn Ranch Road south of 'B' Street.
- D26. The shelters shall be constructed with the roadway if bus service to the location is anticipated within the next 6 months by Tri-Delta Transit. If bus service is ultimately anticipated, but not within the next 6 months, a deposit of \$6,000 will be made by the applicant to Tri-Delta Transit. If bus service is not provided to the location and the shelter is not constructed within 10 years of the deposit, the \$6,000 will be returned to the applicant.

E. PHASING CONDITIONS

- E1. Prior to development of any phase of the subdivision, the applicant shall secure a use permit and design review approval from the Planning Commission for that phase.
- E2. The order and phasing boundaries of project construction shall conform to the proposed Phasing Plan, dated March 26, 2015, Exhibit B to this resolution. Proposed changes to the Phasing Plan shall be submitted to the City prior to or in conjunction with the use permit application required for the affected phase(s). Changes to the Phasing Plan are subject to approval by the Zoning Administrator or the Planning Commission. Use permits applications are subject to approval by the Planning Commission.

E3. Phase One:

Prior to the issuance of the 1st building permit within Phase One, the following improvements shall be completed to the satisfaction of the City Engineer:

- a. *Heidorn Ranch Road North:* Heidorn Ranch Road shall be constructed with west side curb and gutter and west side median curb and gutter, utilities to be placed under the west half of the roadway (with needed laterals for street lights, fire hydrants, irrigation, etc. and asphalt for the southbound bike, turn, and travel lanes from approximately the south right of way of East Bay MUD to the south curb returns of 'B' Street. Design shall be coordinated with the City of Brentwood or their designee. The applicant shall dedicate to the City of Antioch such property as the applicant owns or controls within the City of Antioch that would be required to provide the planned 126-foot (four-lane) right of way.

Prior to the issuance of the 25th building permit and the 1st Certificate of Occupancy for a lot within Phase One, the following improvements shall be completed to the satisfaction of the City Engineer:

- b. *Heidorn Ranch Road North:* Heidorn Ranch Road shall be constructed to the interim configuration with one 12 foot lane and an 8 foot bike lane southbound and one 12 foot lane northbound, landscaped western half of a median and western right of way including Parcel F, LED street lights along the western edge of the roadway, turn pockets and other appurtenances, and all utilities to be placed below the surface improvements, including interconnect conduit and pull boxes, from approximately the south right of way of East Bay MUD through the south curb returns of 'B' Street. Improvements shall include conduits and pull boxes for a traffic signal at Heidorn Ranch Road and 'B' Street, all as approved by the City Engineer. Design shall be coordinated with the City of Brentwood or their designee.
- c. *Heidorn Ranch Road/'B' Street traffic signal:* The applicant shall construct a full traffic signal with interconnect at the intersection of Heidorn Ranch Road and 'B' Street. Upon concurrence of the applicant and the City Engineer, the applicant may deposit payment into the City's traffic signal account for the

traffic signal design and/or construction if the third leg of the intersection has not been improved, and in that case, the applicant shall construct the signal at such time, if any, as the applicant constructs the third leg, using such deposited funds. Any unused deposited funds shall be returned to the applicant upon construction of the signal. Should the requirement for construction of the Heidorn Ranch Road/'B' Street traffic signal occur simultaneous with the construction of the Heidorn Ranch Road (by others) in Brentwood, the traffic signal shall be installed with each developer (or the City of Brentwood as applicable) paying their fair share of the improvements as approved by the City Engineer. Should the traffic signal on Heidorn Ranch Road and 'B' Street be constructed by the City of Brentwood or the development in Brentwood adjacent to and east of this project, the applicant shall pay ½ of the cost of the design and construction to the City of Antioch for reimbursement to City of Brentwood or the Brentwood developer(s).

- d. *'B' Street:* 'B' Street shall be fully constructed from Heidorn Ranch Road to the easterly curb returns of 'N' Street including lighting and median and right of way landscaping.

E4. Phase Two:

Prior to the issuance of the 1st building permit for a lot within Phase Two, the following shall be completed to the satisfaction of the City Engineer:

- a. Any uncompleted improvements required of Phase One.
- b. 'B' Street extension: Completion of 'B' Street through 'M' Street including lighting and median and right of way landscaping.
- c. Parcel A Park: The park design shall be approved by the Parks and Recreation Commission and/or the Planning Commission.

Prior to the issuance of the 50th building permit for a lot within Phase Two, the following shall be completed to the satisfaction of the City Engineer:

- d. Parcel A Park: Park construction.

E5. Phase Three:

Prior to the issuance of the 1st building permit for a lot within Phase Three, the following shall be completed to the satisfaction of the City Engineer:

- a. *Hillcrest Avenue North:* Hillcrest Avenue shall be constructed with east side curb, gutter, sidewalk and landscaping, including Parcel B, east side median curb and gutter, median LED street lights, and utilities to be placed under the east half of the roadway, including interconnect conduit and pull boxes (if proposed for the east side of the roadway) and pavement for the northbound bike, turn, and travel lanes from the existing stub of Hillcrest Avenue to the south curb returns of 'A' Street. The transition from the existing 4-lane section of Hillcrest Avenue shall include a 2" grind and overlay of the existing

asphalt south of Prewett Ranch Drive and be as approved by the City Engineer. Improvements shall include conduits and pull boxes for the easterly portion of a traffic signal at Hillcrest Avenue and 'A' Street, all as approved by the City Engineer. The applicant also shall dedicate to the City of Antioch such property as the applicant owns or controls that would be required to provide the planned 112-foot (four-lane) right of way and shall bond for all required or incomplete improvements.

- b. *Hillcrest Avenue/'A' Street traffic signal:* The applicant shall construct a full traffic signal at the intersection of Hillcrest Avenue and 'A' Street. Upon concurrence of the applicant and the City, the applicant may deposit payment into the City's traffic signal account for the traffic signal design and/or construction if the third leg of the intersection has not been constructed, and in that case, the applicant shall construct the signal at such time, if any, as the applicant constructs the third leg, using such deposited funds. Any unused deposited funds shall be returned to the applicant upon construction of the signal. Should the requirement for construction of the Hillcrest Avenue/'A' Street traffic signal occur simultaneous with the Aviano Farms development, the traffic signal shall be installed with each developer paying their fair share of the improvements as approved by the City Engineer. Should the traffic signal be constructed by the Aviano Farms development, the developer otherwise obligated shall pay ½ of the cost of the design and construction to the City for reimbursement to the Aviano Farms development prior to initiation of the Phase Three.
- c. 'A' Street: 'A' Street shall be fully constructed from Hillcrest Avenue to the curb returns of 'H' Street including lighting and median and right of way landscaping.

E6. Phases Four, Five and Six:

Prior to approval of a small lot Final Map within Phase Four, Five or Six, the following improvements shall be completed OR a bond or other security described in Government Code section 66499 acceptable to the City Attorney shall be provided securing their construction:

- a. Any uncompleted improvements required of Phases One, Two and Three.
- b. *Heidorn Ranch Road South:* Heidorn Ranch Road shall be constructed at the interim configuration with one 12 foot lane and an 8 foot bike lane southbound and one 12 foot lane northbound, landscaped western half of a median, and shall include the adjacent portion of Parcel C, street lights, turn pockets and other appurtenances, and all utilities, including interconnect conduit and pull boxes, from 'B' Street through and including the intersection with Sand Creek Road. Design shall be coordinated with the City of Brentwood or their designee. The applicant shall dedicate to the City of Antioch such property as the applicant owns or controls that would be required to provide the planned 126-foot (four-lane) right of way.

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- c. *Heidorn Ranch Road/Sand Creek Traffic Signal:* A full traffic signal shall be constructed at the intersection of Heidorn Ranch Road and Sand Creek Road. Upon concurrence of the applicant and the City, the applicant may deposit payment into the City's traffic signal account for the traffic signal design and/or construction if the third leg of the intersection has not been constructed, and in that case, the applicant shall construct the signal at such time, if any, as the applicant constructs the third leg, using such deposited funds. Any unused deposited funds shall be returned to the applicant upon construction of the signal. The traffic signal is fee creditable against the project's Traffic Signalization fees.
- d. *Sand Creek Road:* Sand Creek Road shall be constructed as a four-lane road from the boundary of the Cities of Antioch and Brentwood to Hillcrest Avenue. The four-lane road shall be constructed to the configuration approved by the City of Antioch Planning Commission and/or City Engineer in coordination with the City of Brentwood. The design shall include an ultimate width of 80 foot curb to curb and 112 foot right-of-way from the centerline of Hillcrest Avenue through the easterly curb return of Heidorn Ranch Road with two 12 foot lanes and an 8 foot bike lane westbound and two 12 foot lanes and an 8 foot bike lane eastbound with landscaped median and northerly right of way (including the adjacent portion of Parcel C) and southerly right of way, street lights, turn pockets and other appurtenances, and all utilities, including interconnect conduit. Improvements shall include conduits and pull boxes for traffic signals at Sand Creek Road/Hillcrest Avenue and Sand Creek Road/Heidorn Ranch Road, all as approved by the City Engineer. Alternatively, the applicant may construct a two-lane road facility with two outside travel lanes, and provide security acceptable to the City Attorney for later construction of the third and fourth interior lanes, as set forth in the Development Agreement. The applicant shall dedicate to the City of Antioch such property as the applicant owns or controls that would be required to provide a 112-foot (four lane) right of way for this segment of Sand Creek Road. Any alternative approach shall be at no cost to the City.
- e. *Sand Creek Regional Trail:* The multi-use Sand Creek Regional Trail shall be constructed to the west, south and east of the Parcel G basin, and landscaping installed on Parcel G as approved by the Park and Recreation Commission. If allowed by the resource agencies, the Regional Trail shall be unfenced (on the Sand Creek side) and the surface shall be as required by the City Engineer. The trail shall be as close to the creek as allowed by the resource agencies. The applicant shall coordinate with the Aviano Farms development to the west, and the City of Brentwood to the east, for the location and elevation of connection points.
- f. *Hillcrest Avenue South:* Hillcrest Avenue shall be constructed with east side curb, gutter, and sidewalk and landscaping, including Parcel C, and east side median curb and gutter, median LED street lights, and utilities to be placed under the east half of the roadway including interconnect conduit and pull boxes (if proposed for the east side of the roadway) and asphalt for the northbound bike, turn, and travel lanes from 'A' Street to Sand Creek Road. Improvements shall include conduits and pull boxes for the easterly portion of

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a traffic signal at Hillcrest Avenue and Sand Creek Road, interconnect conduit and pull boxes, from 'A' Street thru and including the intersection of Sand Creek Road (if proposed for the east side of the roadway), all as approved by the City Engineer.

- g. *Hillcrest Avenue/Sand Creek Road Traffic Signal*: A full traffic signal shall be constructed, with interconnect at the intersection of Hillcrest Avenue and Sand Creek Road. Upon concurrence of the applicant and the City, the applicant may deposit payment into the City's traffic signal account for the traffic signal design and/or construction if the third leg of the intersection has not been constructed, and in that case, the applicant shall construct the signal at such time, if any, as the applicant constructed the third leg, using such deposited funds or bond. Any unused deposited funds or bond shall be returned or released to the applicant upon construction of the signal. The traffic signal is fee creditable against the project's Traffic Signalization fees.
- h. *Parcel D Park*. Prior to the issuance of the 1st building permit for a lot within Phase Four, Five, or Six, Parcel A Park design shall be approved by the Parks and Recreation Commission and/or the Planning Commission. Prior to the issuance of the 50th building permit for a lot within Phase Four, Five, or Six, the construction of Parcel A Park shall be completed to the satisfaction of the City Engineer.

E7. Phase Four:

Prior to the issuance of the 1st building permit for a lot within Phase Four, the following shall be completed to the satisfaction of the City Engineer:

- a. Any uncompleted improvements required of Phase One.
Prior to the issuance of the 1st building permit for a lot within Phase Four, the developer shall begin the following improvements to the satisfaction of the City Engineer:
 - a. *Heidorn Ranch Road South*: Heidorn Ranch Road South shall be constructed as provided in condition E6.b ("Heidorn Ranch Road South"). The applicant shall dedicate to the City of Antioch such property as the applicant owns or controls that would be required to provide the planned 126-foot (four-lane) right of way.
 - b. *Heidorn Ranch Road/Sand Creek Traffic Signal*: A full traffic signal shall be constructed at the intersection of Heidorn Ranch Road and Sand Creek Road as provided in condition E6.c ("Heidorn Ranch Road/Sand Creek Traffic Signal").
 - c. *Sand Creek Road – Phase Four*: Sand Creek Road shall be constructed as provided in condition E6.d ("Sand Creek Road"), as applicable to the segment from the boundary of the Cities of Antioch and Brentwood to the extension of the westerly Phase Four boundary.
 - d. *Sand Creek Regional Trail*. The multi-use Sand Creek Regional Trail shall be constructed as provided in condition E6.e ("Sand Creek Regional Trail"). This

condition may be deferred by the City Engineer to facilitate construction of the overall trail.

- e. *Parcel D Park*: The park design shall be approved by the Parks and Recreation Commission and/or the Planning Commission.
 - f. Prior to the issuance of the 50th building permit for a lot within Phase Four, the following shall be completed to the satisfaction of the City Engineer:
 - g. *Parcel D Park*: Park construction.
- Prior to the issuance of the 35th building permit for a lot within Phase Four, the preceding improvements (E.7b through E.7e) shall be completed to 50% to the satisfaction of the City Engineer.

Prior to the issuance of the 75th building permit for a lot within Phase Four, the preceding improvements (E.7b through E.7e) shall be completed to the satisfaction of the City Engineer.

E8. Phase Five:

Prior to the issuance of the 1st building permit for a lot within Phase Five, one of the following shall be completed to the satisfaction of the City Engineer:

- a. Any uncompleted improvements required of Phase Four, OR
- b. Any uncompleted improvements required of Phase Six.
Prior to the issuance of the 1st building permit for a lot within Phase Five, the developer shall begin the following improvements to the satisfaction of the City Engineer:
- c. *Sand Creek Road and Sand Creek Regional Trail*: All of the improvements described in Condition of Approval E.6d ("Sand Creek Road") and E6.e ("Sand Creek Regional Trail") shall be installed. Condition E.6e may be deferred by the City Engineer to facilitate construction of the overall trail.

Prior to the issuance of the 35th building permit for a lot within Phase Five, the preceding improvements (E8.c) shall be completed to 50% to the satisfaction of the City Engineer.

Prior to the issuance of the 75th building permit for a lot within Phase Five, the preceding improvements (E8.c) shall be completed to the satisfaction of the City Engineer.

E9. Phase Six:

Prior to the issuance of the 1st building permit for a lot within Phase Six, the following shall be completed to the satisfaction of the City Engineer:

- a. Any uncompleted improvements required of Phase Three.
Prior to the issuance of the 1st building permit for a lot within Phase Six, the developer shall begin the following improvements to the satisfaction of the City Engineer:

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- b. *Hillcrest Avenue South*: Hillcrest Avenue South shall be constructed as provided in condition E6.f (“Hillcrest Avenue South”). The applicant also shall dedicate to the City of Antioch such property as the applicant owns or controls that would be required to provide the planned 112-foot (four-lane) right of way.
- c. *Hillcrest Avenue/Sand Creek Road Traffic Signal*: A full traffic signal shall be constructed as provided in condition E6.g (“Hillcrest Avenue/Sand Creek Road Traffic Signal”).
- d. *Sand Creek Road – Phase Six*: Sand Creek Road shall be constructed as provided in condition E6.d (“Sand Creek Road”), as applicable to the segment from the intersection with Hillcrest Avenue to the extension of the easterly Phase Six boundary.
- e. *Sand Creek Regional Trail*: The multi-use Sand Creek Regional Trail shall be constructed as provided in condition E6.e (“Sand Creek Regional Trail”). This condition may be deferred by the City Engineer to facilitate construction of the overall trail.

Prior to the issuance of the 30th building permit for a lot within Phase Six, the preceding improvements (E.9b through E.9e) shall be completed to 50% to the satisfaction of the City Engineer.

Prior to the issuance of the 60th building permit for a lot within Phase Six, the preceding improvements (E.9b through E.9e) shall be completed to the satisfaction of the City Engineer.

F. UTILITIES

- F1. Public utilities shall be constructed to their ultimate size and configuration with the road construction in which they are to be located.
- F2. All existing and proposed utilities shall be undergrounded (e.g. transformers and PMH boxes) and subsurface in accordance with the Antioch Municipal Code and as approved by the City Engineer. Existing overhead utilities on arterial streets shall be undergrounded.
- F3. Underground utilities shall be designed to flow approximately parallel to the centerline of the street, or as approved by the City Engineer.
- F4. All sewage shall flow by gravity to the intersecting street sewer main.
- F5. All public utilities shall be installed in streets avoiding between-lot locations unless approved by the City Engineer.
- F6. Prior to the recordation of the first final map, the applicant shall submit hydrology and hydraulic analyses with a storm water control plan to the City for review and

- approval and to Contra Costa County Flood Control for review at no cost to the City as directed by the City Engineer.
- F7. The applicant shall provide adequate water pressure and volume to serve this development. This will include a minimum residual pressure of 20 psi with all losses included at the highest point of water service and a minimum static pressure of 50 psi or as approved by the City Engineer. See Fire Requirements 3.c. for additional water flow conditions.
- F8. The houses shall contain rain gutters and downspouts that direct water away from the foundation as approved by the City Engineer.
- F9. Recycled water mains shall be constructed in arterial roadways and internal streets with significant right of way, park, or other landscaping as approved by the City Engineer. This development is subject to State Laws which may require recycled water to all landscaped area.
- F10. Prior to recordation of the first final map, the applicant shall submit the completed draft sewer study for the Sand Creek Focus Area to the general concurrence of the City Engineer. Prior to recordation of the first final map creating residential lots, the final version of the sewer study for the Sand Creek Focus Area shall be completed to the approval of the City Engineer. The applicant shall extend the existing sanitary sewer main trunk line from the stub in Heidorn Ranch Road, at no cost to the City (except for fee credits pursuant to the Development Agreement). (Note: If the draft and/or final sewer study for the Sand Creek Focus Area has been submitted to the City in conjunction with other development, it will be used to fulfill the applicable portion(s) of this condition.)
- F11. The applicant may form (if not already formed) or shall annex (if already formed) into a benefit district or participate in another mechanism acceptable to the City that fairly distributes the cost of upsizing of utilities amongst the befitting property owners in and around the Sand Creek Focus Area as approved by the City Engineer.

G. LANDSCAPING

- G1. All right-of-way landscaping (excluding adjacent to front and side yards), medians, private parks, water quality & detention basins, and open space areas north of the northerly curb line of Sand Creek Road, east of the easterly curb line of Hillcrest Avenue and west of the westerly curb line of Heidorn Ranch Road shall be installed by the applicant and maintained by the applicant or HOA.
- G2. Parcel G shall be landscaped by the applicant and maintained by the LLD.
- G3. A minimum of one 15 gallon tree shall be located within 10' of the sidewalk, or within 10' of the back of curb at locations without sidewalk, in the front yard of each lot and the side yard of corner lots prior to the issuance of the certificate of occupancy. The type and location of the tree shall be as approved by the City Engineer.

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- G4. Based on drought conditions, the City Engineer has the authority to delay some or all of the landscape conditions of approval.

H. FIRE REQUIREMENTS

- H1. All weather access roads and a water supply shall be provided prior to commencing any combustible construction, as required by the Fire Chief.
- H2. Street widths shall be subject to approval by the Contra Costa County Fire Protection District and the City Engineer.
- H3. The applicant shall comply with the following conditions provided by the Contra Costa County Fire Protection District:
 - a. Access roadways of less than 28-feet unobstructed width shall have NO PARKING - FIRE LANE signs posted or curbs painted red with the words NO PARKING - FIRE LANE clearly marked, per 22500.1 CVC.
 - b. The cul-de-sacs or turnarounds shall have an outside turning radius of a minimum of a 45' or as approved by the City Engineer. Should the sidewalk be included in the turning radius, it shall be clear of street lights, fire hydrants and other obstructions.
 - c. The applicant shall provide an adequate reliable water supply for fire protection with a minimum fire flow of 1750 GPM. Required flow shall be delivered from not more than one hydrant flowing simultaneously for the duration of 120 minutes while maintaining 20-pounds residual pressure in the main. (508.1), (B105) CFC
 - d. The applicant shall provide hydrants of the East Bay type, which shall be maintained by the City. Approximate hydrant locations will be determined by the Fire District and approved by the City Engineer.
 - e. Emergency apparatus access roadways and hydrants shall be installed, in service, and inspected by the Fire District prior to construction or combustible storage on site. (501.4) CFC. Gravel roads are not considered all-weather roadways for emergency apparatus access. The first lift of asphalt concrete paving shall be installed as the minimum sub base materials and capable of supporting the designated gross vehicle weight specified above.
 - f. Premises identification shall be provided. Such numbers shall contrast with their background and be a minimum of four inches high with 3/8-inch stroke or larger as required to be readily visible from the street. (505.1) CFC, (501.2) CBC
 - g. Plan review and inspection fees shall be submitted at the time of plan review submittal. Checks may be made payable to Contra Costa County Fire Protection District (CCCFPD).
- H4. Submit plans to: Contra Costa County Fire Protection District, 2010 Geary Road, Pleasant Hill, CA 94523.

I. FEES

11. The applicant shall pay all City fees which have been established by the City Council and as required by the Antioch Municipal Code and the Development Agreement.
12. The applicant shall pay all pass through fees. Fees include but are not limited to
 - a. East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fee in effect at the time of building permit issuance.
 - b. Contra Costa County Fire Protection District Fire Development Fee in place at the time of building permit issuance. (See G.3.g.)
 - c. Contra Costa County Map Maintenance Fee in affect at the time of recordation of the final map(s). (currently \$50 per lot or parcel).
 - d. Contra Costa County Flood Control District Fees.
 - e. School Impact Fees.
 - f. Delta Diablo Sewer Fees.
 - g. Contra Costa Water Fees.
13. Prior to filing of the first final map for recording, the applicant shall establish (or annex into an existing) a police financing district and shall agree to accept a level of annual assessments (with a CPI escalator) or provide an additional funding source, excluding tax measures and acceptable to the City, sufficient to fund police to the level identified in the General Plan.

J. MODEL HOMES

- J1. Prior to the placement of any sales trailers, plans shall be submitted to the Engineering Department for review and approval. Any trailer shall be placed out of the public right-of-way and shall have its own parking lot.
- J2. The model home complex parking lot location and design shall be subject to City Engineer approval.
- J3. The model home landscaping shall be drought tolerant, with total area of spray irrigation for the complex not to exceed 50 percent of the landscaping area.

K. GRADING

- K1. The grading operation shall take place at a time, and in a manner, so as not to allow erosion and sedimentation. The slopes shall be landscaped and reseeded as soon as possible after the grading operation ceases. Erosion measures shall be implemented during all construction phases in accordance with an approved erosion and sedimentation control plan.
- K2. All lots and slopes shall drain to approved drainage facilities as approved by the City Engineer.
- K3. All grading shall be accomplished in a manner that precludes surface water drainage across any property line.

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- K4. All lots shall be graded to drain positively from the rear to the street or as approved by the City Engineer.
- K5. The swales adjacent to the house structure shall have a minimum of a one (1) percent slope or as directed by the City Engineer.
- K6. The applicant shall make a good faith effort to coordinate the grading along the project borders with affected property owners. All off-site grading is subject to the approval of the affected property owners and the City Engineer. The applicant shall submit written authorization to "access, enter, or grade" adjacent properties prior to performing any work.
- K7. Any sale of a portion (or portions) of this project to other developers shall include the necessary agreement and/or grading easements to assure that project-wide grading conforms to the approved map and conditions of this resolution.
- K8. The grading plan for this development shall be approved by the City Engineer.
- K9. All elevations shown on the improvement plans shall be on the USGS 1929 sea level datum or as approved by the City Engineer.
- K10. Retaining walls shall not be constructed in City right-of-way or other City maintained parcels unless approved by the City Engineer.
- K11. All retaining walls shall be of masonry construction.
- K12. All retaining walls shall be reduced in height to the maximum extent practicable and the walls shall meet the height requirements in the front yard setback and sight distance triangles as approved by the City Engineer.
- K13. The back to back or side to side grading transitions from lot to lot shall have a maximum slope of 2:1, and shall be accommodated entirely on the lower lot or as approved by the City Engineer.
- K14. The minimum concrete gutter flow slope shall be 0.75%.
- K15. All property lines shall be located at the top of slope.

L. CONSERVATION/NPDES

- L1. Water conservation measures, including low volume toilets, flow restrictors in showers and the use of drought tolerant landscaping, shall be used.
- L2. The Project shall meet or exceed Tier 1 of the CALGreen Building Code.
- L3. The project shall comply with all Federal, State, and City regulations for the National Pollution Discharge Elimination System (NPDES) (AMC§6-9). (Note: Per State Regulations, NPDES Requirements are those in affect at the time of the Final Discretionary Approval.) Under NPDES regulations, the project is subject to provision C.3: New development and redevelopment regulations for storm water treatment. Provision C.3 requires that the project include storm water

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

- L4. The applicant shall comply with the Storm Water Treatment Plan as approved by the City Engineer.
- L5. The following requirements of the federally mandated NPDES program (National Pollutant Discharge Elimination System) shall be complied with as appropriate, or as required by the City Engineer:
 - a. Prior to issuance of permits for building, site improvements, or landscaping, the applicant shall submit a permit application consistent with the applicant's approved Storm Water Control Plan, and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent source control BMPs, and other features that control storm water flow and potential storm water pollutants.
 - b. The Storm Water Control Plan shall be certified by a registered civil engineer, and by a registered architect or landscape architect as applicable. Professionals certifying the Storm Water Control Plan shall be registered in the State of California and submit verification of training, on design of treatment measures for water quality, not more than three years prior to the signature date by an organization with storm water treatment measure design expertise (e.g., a university, American Society of Civil Engineers, American Society of Landscape Architects, American Public Works Association, or the California Water Environment Association), and verify understanding of groundwater protection principles applicable to the project site (see Provision C.3.i of Regional Water Quality Control Board Order R2 2003 0022).
 - c. Prior to building permit final and issuance of a Certificate of Occupancy, the applicant shall submit, for review and approval by the City, a final Storm Water BMP Operation and Maintenance Plan in accordance with City of Antioch guidelines. This O&M plan shall incorporate City comments on the draft O&M plan and any revisions resulting from changes made during construction. The O&M plan shall be incorporated into the CC&Rs for the Project.

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- d. Prior to building permit final and issuance of a Certificate of Occupancy, the applicant shall execute and record any agreements identified in the Storm Water Control Plan which pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs.
 - e. Prevent site drainage from draining across sidewalks and driveways in a concentrated manner.
 - f. Collect and convey all storm water entering, and/or originating from, the site to an adequate downstream drainage facility without diversion of the watershed. Submit hydrologic and hydraulic calculations with the Improvement Plans to Engineering Services for review and approval.
 - g. Prior to issuance of the grading permit, submit proof of filing of a Notice of Intent (NOi) by providing the unique Waste Discharge Identification Number (WDID#) issued from the Regional Water Quality Control Board.
- L6. Submit a copy of the Storm Water Pollution Prevention Plan (SWPPP) for review to the Engineering Department prior to issuance of a building and/or grading permit. The general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMP's. Construction site cleanup and control of construction debris shall also be addressed in this program. Failure to comply with the approved construction BMP may result in the issuance of correction notices, citations, or a project stop work order.
- L7. Install appropriate clean water devices at all private storm drain locations immediately prior to entering the public storm drain system. Implement Best Management Practices (BMP's) at all times.
- L8. Install on all catch basins "No Dumping, Drains to River" decal buttons.
- L9. If sidewalks are pressure washed, debris shall be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged into the storm drain. If any cleaning agent or degreaser is used, wash water shall be collected and discharged to the sanitary sewer, subject to the approval of the sanitary sewer District.
- L10. Include erosion control/storm water quality measures in the final grading plan that specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydro seeding, gravel bags and siltation fences and are subject to review and approval of the City Engineer. If no grading plan is required, necessary erosion control/storm water quality measures shall be shown on the site plan submitted for an on-site permit, subject to review and approval of the City Engineer. The applicant shall be responsible for ensuring that all contractors and subcontractors are aware of and implement such measures.
- L11. Sweep or vacuum the parking lot(s) a minimum of once a month and prevent the accumulation of litter and debris on the site. Corners and hard to reach areas shall be swept manually.

- L12. Ensure that the area surrounding the project such as the streets stay free and clear of construction debris such as silt, dirt, dust, and tracked mud coming in from or in any way related to project construction. Areas that are exposed for extended periods shall be watered regularly to reduce wind erosion. Paved areas and access roads shall be swept on a regular basis. All trucks shall be covered.
- L13. Clean all on-site storm drain facilities a minimum of twice a year, once immediately prior to October 15 and once in January. Additional cleaning may be required if found necessary by City Inspectors and/or City Engineer.
- L14. Per State Regulations, all impervious surfaces including off-site roadways to be constructed as part of the project, are subject to C.3 requirements.

M. FINAL EIR AND MITIGATION MONITORING AND REPORTING PROGRAM

- M1. The applicant shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program.
- M2. The applicant shall mitigate any impacts on wildlife, including State and Federally listed threatened and endangered species, and their habitat by compliance with one of the following:
 - a. Implementing, or making enforceable commitments to implement, all applicable mitigation measures in the project environmental documents, as well as any additional measures as may be required by the California Department of Fish & Wildlife (CDFW) or the U.S. Fish & Wildlife Service (FWS), and obtaining a letter(s) from CDFW and FWS stating that the project has fulfilled the requirements of applicable State and Federal wildlife protection laws and regulations; or
 - b. Complying with applicable terms and conditions of the ECCC HCP/NCCP, as determined in written "Conditions of Coverage" by the East Contra Costa County Habitat Conservancy (Conservancy), provided that the City has first entered into an agreement with the Conservancy for coverage of impacts to ECCCHCP/NCCP Covered Species; or
 - c. Complying with a habitat conservation plan and/or natural community conservation plan developed and adopted by the City, including payment of applicable fees, provided that CDFW and FWS have approved the conservation plan.

* * * * *

I HEREBY CERTIFY that the foregoing Resolution was adopted at a regular meeting of the City Council of the City of Antioch, held on the 28th day of November, 2017, by the following vote:

AYES:
NOES:
ABSENT:

Arne Simonsen, CMC
City Clerk of the City of Antioch

ATTACHMENT “B”

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH TO REZONE THE APPROXIMATELY 141-ACRE VINEYARDS AT SAND CREEK PROJECT SITE (APNs 057-030-003, 057-030-007) FROM PLANNED DEVELOPMENT (PD-14-03) TO PLANNED DEVELOPMENT (PD-17-01)

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

Section 1. The City Council, on February 9, 2016, certified an Environmental Impact Report and Mitigation Monitoring and Reporting Program (Resolution No. 2016/11, State Clearinghouse Number 2014092010); approved a General Plan Amendment (Resolution No. 2016/12, GPA-14-01); and approved a Vesting Tentative Map, Final Development Plan, and Resource Management Plan (Resolution No. 2016/13, Subdivision 9390) for the development of a 650-unit single-family residential community on a project site of approximately 141 acres, known as The Vineyards at Sand Creek Project. The City Council, on February 23, 2016, approved a Development Agreement (Ordinance No. 2112-C-S) and approved a Planned Development rezone (Ordinance No. 2113-C-S, PD-14-03) for The Vineyards at Sand Creek Project. The Vineyards at Sand Creek project is located on the easterly side of the Sand Creek Focus Area, east of the current terminus of Hillcrest Avenue, west of Heidorn Ranch Road and north of Sand Creek (APNs 057-030-003, 057-030-007)

Section 2. The City received an application from GBN Partners, LLC for a First Amended and Restated Development Agreement, and amendments to the conditions of approval to the Vesting Tentative Map, Final Development Plan, and Resource Management Plan, modify and reduce the project requirements for construction of certain roadways and to reflect certain fee credits. Staff determined that a rezoning ordinance would be required to enable amendment to the conditions of approval of the Final Development Plan.

Section 3. The City has prepared an Addendum to the Environmental Impact Report for The Vineyards at Sand Creek Project based on an initial study checklist dated September 2017. As demonstrated in the Addendum, all potential environmental impacts that could occur as a result of the modifications to the project would be less than or similar to impacts previously identified in the 2016 Project EIR, and there is no significant new information that would result in new or more severe significant impacts. Therefore, in accordance with Public Resources Code Section 21166 and California Environmental Quality Act Guidelines Sections 15162 and 15163, a supplemental or subsequent environmental impact report is not required.

Section 4. The real property described in Exhibit A, attached hereto, is hereby rezoned from Planned Development District PD-14-03 to Planned Development District PD-17-01 for The Vineyards at Sand Creek Project, and the zoning map is hereby amended accordingly. This rezoning is enacted only to enable application of modifications to the conditions of approval of the Final Development Plan, and does not contemplate any other changes to the zoning.

Section 5. The Council confirms that the development standards enacted in Ordinance 2113-C-S, as stated below, remain applicable to the subject property:

Development Standards for the Proposed Promenade/Vineyards at Sand Creek Planned Development District (PD-17-01)

Development Standards for the Vineyards at Sand Creek Planned Development District	PD Zoning Standards for Single-Family Residential (SF)	PD Zoning Standards for Active Adult Residential (AA)
Maximum Density	<u>All Lot Types:</u> 4.6 dwelling units per gross acre (5.5 dwelling units per net developable acre)	<u>All Lot Types:</u> 4.6 dwelling units per gross acre (5.5 dwelling units per net developable acre)
Maximum Number of Units	<u>All Lot Types:</u> 641 Single Family Residences	<u>All Lot Types:</u> 641 Active Adult Residences
Minimum Lot Size	<u>Lot Type A:</u> 45’x80’, average Lot Size 4,200 SF <u>Lot Type B:</u> 50’x80’, average Lot Size 4,630 SF <u>Lot Type C:</u> 50’x90’, average Lot Size 5,160 SF	<u>Lot Type A:</u> 45’x80’, average Lot Size 4,200 SF <u>Lot Type B:</u> 50’x80’, average Lot Size 4,630 SF <u>Lot Type C:</u> 50’x90’, average Lot Size 5,160 SF
Minimum Lot Width	<u>Lot Type A:</u> All lots shall have a minimum width of 45 feet at a distance of 20 feet from the right-of-way. <u>Lot Types B and C:</u> All lots shall have a minimum width of 50 feet at a distance of 20-feet from the right of way.	<u>Lot Type A:</u> All lots shall have a minimum width of 45 feet at a distance of 20 feet from the right-of-way. <u>Lot Types B and C:</u> All lots shall have a minimum width of 50 feet at a distance of 20-feet from the right of way.
Minimum Front Yard Setbacks	<u>All Lot Types:</u> 10 foot minimum to porch front, 12 foot minimum to living space, (reserved for landscaping only, excluding driveways).	<u>All Lot Types:</u> 10 foot minimum to porch front, 12 foot minimum to living space, (reserved for landscaping only, excluding driveways).
Minimum Side Yard Setbacks	<u>Lot Type A Interior lot:</u> 4 foot minimum. <u>Lot Type A Corner lot:</u> 4 foot interior/9 foot street-side. <u>Lot Type B and C Interior lot:</u> 5 foot. <u>Lot Types B and C Corner lot:</u> 5 foot interior/10 foot street-side. Architectural pop-outs and encroachments to the front, side and rear shall be allowed pursuant	<u>Lot Type A Interior lot:</u> 4 foot minimum. <u>Lot Type A Interior ‘Active Adult’ Duet lot:</u> 0 foot minimum (duet) one side and 4 foot minimum alternate side. <u>Lot Type A Corner lot:</u> 4 foot interior/9 foot street side. <u>Lot Type A Corner ‘Active Adult’ Duet lot:</u> 0 foot minimum interior/9 foot street side.

Development Standards for the Vineyards at Sand Creek Planned Development District	PD Zoning Standards for Single-Family Residential (SF)	PD Zoning Standards for Active Adult Residential (AA)
	to Municipal Code Section 9-5.801.	<p><u>Lot Types B and C Interior lot:</u> 5 foot.</p> <p><u>Lot Types B and C Interior ‘Active Adult’ Duet lot:</u> 0 foot minimum one side and 5 foot minimum alternate side.</p> <p><u>Lot Types B and C Corner lot:</u> 5 foot interior/10 foot street side.</p> <p><u>Lot Types B and C Corner ‘Active Adult’ Duet lot:</u> 0 foot minimum interior/10 foot street side.</p> <p>Architectural pop-outs and encroachments to the front, side and rear shall be allowed pursuant to Municipal Code Section 9-5.801.</p>
Minimum Rear Yard Setbacks	<p><u>Lot Types A, B, and C:</u> 10 foot minimum/12 foot average.</p> <p><u>Additionally, Lot Type C with lots deeper than 95 feet:</u> 15 foot minimum/18 foot average.</p>	<p><u>All Lot Types:</u> 10 foot minimum/12 foot average.</p> <p><u>Lot Type C with lots deeper than 95 feet:</u> 15 foot minimum/18 foot average.</p>
Accessory Structure Setbacks	<p><u>All Lot Types: Interior lot:</u> side yard and rear yard setback is zero feet.</p> <p><u>All Lot Types: Corner lot:</u> street side yard is 10 feet and rear/interior side yard is zero feet.</p>	<p><u>All Lot Types: Interior lot:</u> side yard and rear yard setback is zero feet.</p> <p><u>All Lot Types: Corner lot:</u> street side yard is 10 feet and rear/interior side yard is zero feet.</p>

Development Standards for the Vineyards at Sand Creek Planned Development District	PD Zoning Standards for Single-Family Residential (SF)	PD Zoning Standards for Active Adult Residential (AA)
Covered Patio	<p><u>All Lot Types:</u> Covered Patio/"California Room": A covered area, attached or detached to the main structure, without walls on two or more sides.</p> <p><u>Covered Patio setbacks:</u> 3' minimum to rear and side yard. The wall-less sides of Covered Patios at the rear elevation can encroach further than architectural popouts. A California Room with a solid covered roof (not trellis) is limited to cover no more than 33% of the required rear yard.</p>	<p><u>All Lot Types:</u> Covered Patio/"California Room": A covered area, attached or detached to the main structure, without walls on two or more sides.</p> <p><u>Covered Patio setbacks:</u> 3' minimum to rear and side yard. The wall-less side of Covered Patios at the rear elevation can encroach further than architectural popouts. A California Room with a solid covered roof (not trellis) is limited to no more than 33% of the required rear yard.</p>
Maximum Building Height	<p><u>All Lot Types:</u> 35 feet for single-story profile and two-story structures.</p> <p><u>All Lot Types:</u> 25 feet for one-story structures.</p>	<p><u>All Lot Types:</u> 35 feet for single-story profile and two-story structures.</p> <p><u>All Lot Types:</u> 25 feet for one-story structures.</p>
Maximum Lot Coverage (gross first floor living plus garage area divided by the lot area and does not include Covered Patios/porches)	<p><u>Lot Types A and B:</u> 60% for single-story homes and 54% for two-story homes. No single-story homes required.</p> <p><u>Lot Type C:</u> 60% for single-story or single-story profile homes and 54% for two-story homes. No single-story homes required.</p>	<p><u>Lot Types A and B:</u> 60% for single-story; 54% for two-story and single-story profile homes. No two-story homes required.</p> <p><u>Lot Type C:</u> 63% for single story homes. 54% for two-story and single-story profile homes. No two-story homes required.</p> <p>If developed as an Active Adult community, all homes are expected to be single-story — either detached or as duets, based upon market preferences. No two-story homes shall be required in an Active Adult community.</p>

Development Standards for the Vineyards at Sand Creek Planned Development District	PD Zoning Standards for Single-Family Residential (SF)	PD Zoning Standards for Active Adult Residential (AA)
Parking and Driveways	All Lot Types: 20-foot minimum setback to garage door for lots with sidewalk along frontage. 18-foot minimum setback to garage door for lots without sidewalk along frontage. Garage provides at least two off-street parking spaces. One on-street parking space must be provided in front of, or for corner lots the parking space may be on the street side yard of - each house (at least 20 feet of curb with exceptions for cul-de-sacs).	All Lot Types: 20-foot minimum setback to garage door for lots with sidewalk along frontage. 18-foot minimum setback to garage door for lots without sidewalk along frontage. Garage provides at least two off-street parking spaces. One on-street parking space must be provided in front of, or for corner lots the parking space may be on the street side yard of - each house (at least 20 feet of curb with exceptions for cul-de-sacs).
Driveway Width	Lot Type A: Driveway width not to exceed 45% of lot frontage. Lot Type B and C: Driveway width not to exceed 40% of lot frontage.	Lot Type A: Driveway width not to exceed 45% of lot frontage. Lot Types B and C: Driveway width not to exceed 40% of lot frontage.
Landscape Requirements	The landscaped setbacks from arterial streets (Hillcrest Avenue, Heidorn Ranch Road and Sand Creek Road) shall be as shown on the project's Vesting Tentative Map 9390 dated February 24, 2015.	The landscaped setbacks from arterial streets (Hillcrest Avenue, Heidorn Ranch Road and Sand Creek Road) shall be as shown on the project's Vesting Tentative Map 9390 dated February 24, 2015.
Private Pool Club and Park	A private Pool Club and Parks shall be allowed within in the Vineyards at Sand Creek project.	A private Pool Club and Parks shall be allowed within in the Vineyards at Sand Creek project. If developed as an Active Adult Community, Parcel A Park and Parcel D Park may be adjusted to reflect the Active Adult programming. In no case shall this adjustment result in less park acreage in the gated community.
Model Home Complexes	One or more model home complexes that showcase the different lot sizes and products shall be allowed within the	One or more model home complexes that showcase the different lot sizes and products shall be allowed within the

Development Standards for the Vineyards at Sand Creek Planned Development District	PD Zoning Standards for Single-Family Residential (SF)	PD Zoning Standards for Active Adult Residential (AA)
	Vineyards at Sand Creek project.	Vineyards at Sand Creek project.
RV Parking	The project shall not be required to provide onsite or offsite RV Parking. This exclusion shall be included in the community's CC&R's.	The project shall not be required to provide onsite or offsite RV Parking. This exclusion shall be included in the community's CC&R's.
Private Curbs	VSC Private Streets shall have the option of providing a beveled-curb as shown on the project's Vesting Tentative Map 9390 dated February 24, 2015.	VSC Private Streets shall have the option of providing a beveled-curb as shown on the project's Vesting Tentative Map 9390 dated February 24, 2015.

Section 6. The City council finds that the public necessity requires this ordinance; that the subject property is suitable to the uses permitted; that said permitted uses are not detrimental to the surrounding property; and that the proposed zone change will not adversely affect the Antioch General Plan and is in conformance with the General Plan.

Section 7. This ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption and shall be published once within fifteen (15) days upon passage and adoption in a newspaper of general circulation printed and published in the City of Antioch.

* * * * *

I HEREBY CERTIFY that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 28th day of November, 2017, and passed and adopted at a regular meeting thereof, held on the day of , by the following vote:

AYES:

NOES:

ABSENT:

Sean Wright, Mayor of the City of Antioch

ATTEST:

Arne Simonsen, CMC, City Clerk of the City of Antioch

ATTACHMENT “C”

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH APPROVING A FIRST AMENDED AND RESTATED DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ANTIOCH AND GBN PARTNERS, LLC FOR THE VINEYARDS AT SAND CREEK PROJECT

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

Section 1. The City Council, on February 9, 2016, certified an Environmental Impact Report and Mitigation Monitoring and Reporting Program (Resolution No. 2016/11, State Clearinghouse Number 2014092010); approved a General Plan Amendment (Resolution No. 2016/12, GPA-14-01); and approved a Vesting Tentative Map, Final Development Plan, and Resource Management Plan (Resolution No. 2016/13, Subdivision 9390) for the development of a 641-unit single-family residential community on a project site of approximately 141 acres, known as The Vineyards at Sand Creek Project. The City Council, on February 23, 2016, approved a Development Agreement (Ordinance No. 2112-C-S) and approved a Planned Development rezone (Ordinance No. 2113-C-S, PD-14-03) for The Vineyards at Sand Creek Project. The Vineyards at Sand Creek project is located on the easterly side of the Sand Creek Focus Area, east of the current terminus of Hillcrest Avenue, west of Heidorn Ranch Road and north of Sand Creek (APNs 057-030-003, 057-030-007)

Section 2. The City received an application from GBN Partners, LLC for a First Amended and Restated Development Agreement, and amendments to the conditions of approval to the Vesting Tentative Map, Final Development Plan, and Resource Management Plan. to reflect certain fee credits and to modify and reduce the project requirements for construction of roadways. Staff determined that a rezoning ordinance would be required to enable amendment to the conditions of approval of the Final Development Plan.

Section 3. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Section 65864, *et seq.* of the Government Code, which authorizes the City of Antioch to enter into an agreement with any person having a legal or equitable interest in real property providing for the development of such property in order to establish certainty in the development process.

Section 4. The City of Antioch previously adopted an implementing ordinance (Article 32 of the Zoning Ordinance) authorizing and regulating the use of development agreements.

Section 5. The City Council finds that the First Amended and Restated Development Agreement included as Exhibit A attached hereto is consistent with the City’s General Plan and all provisions of the City’s Zoning Ordinance and Municipal Code. The City

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

Section 6. The City has prepared an Addendum to the Environmental Impact Report for The Vineyards at Sand Creek Project based on an initial study checklist dated September 2017. As demonstrated in the Addendum, all potential environmental impacts that could occur as a result of the modifications to the project would be less than or similar to impacts previously identified in the 2016 Project EIR, and there is no significant new information that would result in new or more severe significant impacts. Therefore, in accordance with Public Resources Code Section 21166 and California Environmental Quality Act Guidelines Sections 15162 and 15163, a supplemental or subsequent environmental impact report is not required.

Section 7. The First Amended and Restated Development Agreement included as Exhibit A attached hereto is hereby approved, subject to minor and clarifying revisions approved by the City Manager and City Attorney, and the City Manager is authorized and directed to sign it on behalf of the City of Antioch.

* * * * *

I **HEREBY CERTIFY** that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 28th day of November, 2017, and passed and adopted at a regular meeting thereof, held on the day of by the following vote:

AYES:

NOES:

ABSENT:

Sean Wright, Mayor of the City of Antioch

ATTEST:

Arne Simonsen, CMC, City Clerk of the City of Antioch

**FIRST AMENDED AND RESTATED DEVELOPMENT AGREEMENT
BETWEEN
THE CITY OF ANTIOCH
AND
GBN PARTNERS, LLC**

THIS FIRST AMENDED AND RESTATED DEVELOPMENT AGREEMENT (“**Agreement**”) by and between the City of Antioch, a municipal corporation (“**City**”) and GBN Partners, LLC, a Delaware limited liability company (“**Developer**”) (each a “**Party**” and collectively the “**Parties**”), pursuant to the authority of Division 1, Chapter 4, Article 2.5, Sections 65864 et seq. of the Government Code (the “**Statute**”) is entered into as of _____ (the “**Effective Date**”) in the following factual context:

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

B. Developer is the owner of approximately 142 acres of real property located in the City of Antioch, Contra Costa County more particularly described in *Exhibit A* to this Agreement (the “**Property**”), known as Promenade/Vineyards at Sand Creek, which Developer plans to develop as a single-family market-rate and/or age-restricted Active-Adult residential community (the “**Project**”). The planning, development, construction, operation and maintenance of the Project is more particularly described in, and reviewed and analyzed by, the Environmental Impact Report (SCH # 2014092010, “**EIR**”) prepared in conjunction with the Project and its below-described “**Project Approvals**.” In accordance with the California Environmental Quality Act (Pub. Res. Code §§ 21000 *et seq.*) and its Guidelines (C.C.R., Title 14 §§ 15000, *et seq.*), as each is amended from time to time (collectively, “**CEQA**”), City certified as adequate and complete the EIR. Pursuant to CEQA, a mitigation/monitoring program for the Project was approved by the City Council. The City has determined that no additional environmental review is necessary in connection with its consideration, approval and execution of this Agreement.

C. The Project has been designed as a private, gated residential community, where housing and recreation are integrated into one cohesive whole. Key components include pedestrian and bicycle friendly streets, private recreational opportunities, a mix of housing opportunities, distinctive architecture and landscape elements, and a vibrant neighborhood community center.

D. As of the execution of this Agreement, various land use regulations, entitlements, grants, permits and other approvals have been adopted, issued, and/or granted by City relating to the Project (collectively, “**Existing Approvals**”), including without limitation, all of the following (including their text, diagrams and conditions of approval):

1. “**EIR**” (defined in Recital B above).
2. “**General Plan Amendment**” — (GPA 14-01) — Redesignating the Property from Business Park to Residential, and exempting the Property from the City regulations (including without limitation City Ordinance No. 2005/41) relating to an alternative process for the project applications within the Sand Creek Focus Area (collectively, “**GPA**”).
3. “**Master Development Plan/Planned Development Rezone**” — (PD 14-03) — A Planned Development District with Design Guidelines to guide future development of the community and a Master Development Plan (collectively, the “**Rezoning**”).

4. **“Vesting Tentative Map/Final Development Plan”** — (Subdivision 9390) — Subdivision map, Final Development Plan and Resource Management Plan reflecting roads, infrastructure and up to 650 single-family residential lots, which lots can also be developed as age-restricted units in their entirety. The Vesting Tentative Map/Final Development Plan/Resource Management Plan will employ multiple (phased) final maps, creating separate phases of the Project (currently approximated at 6 phases) (collectively, the **“VTM”**). The VTM includes a Preliminary Phasing Plan consistent with the VTM to facilitate development of the Property. The Preliminary Phasing Plan is included as part of the VTM approval, including the conditions of approval that accompany the VTM, and shall be included within any reference in this Agreement to the VTM. The conditions of approval of the VTM (as defined above to encompass the Final Development Plan and the Resource Management Plan) were amended on November 28, 2017 as described in Recital J below. References in this Agreement to the VTM mean the VTM with the modified conditions of approval.

5. **“2016 Development Agreement”** — The Parties entered into the 2016 Development Agreement as of October 13, 2016 (the **“Term Commencement Date”**).

E. **“Subsequent Approvals”** (each referred to individually as a **“Subsequent Approval”**) shall mean those permits, entitlements, approvals or other grants of authority (and all text, terms and conditions of approval related thereto), that may be necessary or desirable for the development of the Project, that are sought by Developer, and that are granted by City on or after the Term Commencement Date. Subsequent Approvals include without limitation new permits, entitlements, approvals or other grants of authority (and all text, terms and conditions of approval related thereto), as well as amendments to Existing Approvals.

F. On January 6, 2016, at a duly noticed public hearing, the Planning Commission considered and recommended approval of the EIR, GPA, Rezone, VTM and this Agreement to the City Council pursuant to Resolution No. 2016-2, 2016-03, 2016-05, 2016-06 and 2016-04.

G. On February 9, 2016, at a duly noticed public hearing, the City Council certified the EIR pursuant to Resolution No. 2016/11, approved the GPA pursuant to Resolution No. 2016/12, introduced the Rezone pursuant to Ordinance No. 2013-C-S, approved the VTM pursuant to Resolution No. 2016/13, and introduced the 2016 Development Agreement approval pursuant to Ordinance No. 2112-C-S.

H. On February 23, 2016, at a duly noticed public hearing, the City Council enacted the Rezone pursuant to Ordinance No. 2103-C-S and enacted Ordinance No. 2112-C-S approving the 2016 Development Agreement.

I. On September 20, 2017, the Planning Commission considered and forwarded recommendations regarding an Addendum based upon an Initial Study Checklist dated September 2017 and prepared by Raney Planning & Management (**“Addendum”**) and proposed amendments to the Project’s conditions of approval and the Development Agreement.

J. On November 28, 2017, at a duly noticed public hearing, the City Council determined that no additional environmental review was required pursuant to the Addendum, approved amendments to the conditions of approval of the VTM pursuant to Resolution No. _____, introduced a zoning ordinance to rezone the property from PD-14-03 to PD-17-01 to enable application of the amended conditions of approval of the Final Development Plan, and introduced Ordinance No. _____ approving this First Amended and Restated Development Agreement.

K. On December 12, 2017, at a duly noticed public hearing, the City Council enacted Ordinance No. _____ approving this First Amended and Restated Development Agreement, a copy of which is

attached as *Exhibit B*. The Council also enacted rezoning Ordinance No. ____.

L. The City Council has found that, among other things, this First Amended and Restated Development Agreement and the Project Approvals, are consistent with its General Plan and has been reviewed and evaluated in accordance with California Government Code §§ 65864 *et seq.*

AGREEMENT

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

ARTICLE 1 TERM

1.1 The term of this Agreement (“Term”) shall commence as of the Term Commencement Date and continue to and including October 17, 2031. The expiration of the term of this Agreement shall not be interpreted to, and shall not affect, terminate or waive any additional rights that Developer may have that exist independently of this Agreement and derive from common law vesting or other laws or regulations of the State or the City.

1.2 Pursuant to Government Code section 66452.6(a) and this Agreement, in addition to other extensions available under the Subdivision Map Act, the term of the Vesting Tentative Map and any other tentative map, vesting tentative map, tentative parcel map, vesting tentative parcel map, final map or vesting final maps, or any new such map or any amendment to any such map, or any resubdivision (collectively referred to as “Subdivision Document”) relating to the Project shall automatically be extended to and until the later of the following:

1.2.1 The Term; or

1.2.2 The end of the term or life of any such Subdivision Document otherwise given pursuant to the “**Subdivision Map Act**” (defined herein) and/or local regulation not in conflict with the Subdivision Map Act.

1.3 If this Agreement terminates for any reason prior to the expiration of the vested rights otherwise given under the Subdivision Map Act to any vesting tentative map, vesting parcel map, vesting final map or any other type of vesting map on the Property (or any portion of the Property) (collectively, “Vesting Map”), such termination of this Agreement shall not affect Developer’s right to proceed with development under such Vesting Map in accordance with only the applicable law so vested under the Vesting Map, for the life of such vested rights given by such Vesting Map.

1.4 The term of any and all Project Approvals, including without limitation, all development plans, development permits, or other permit, grant, agreement, approval or entitlement for the general development of all or any part of the Project and Property, shall be to and until the later of the following:

1.4.1 The Term; or

1.4.2 The term or life of any Subdivision Document pursuant to the Subdivision Map Act or local regulation not in conflict with the Subdivision Map Act.

ARTICLE 2 COVENANTS OF DEVELOPER

2.1 Obligations of Developer Generally. Developer shall have no obligation to proceed with, or complete the Project at any particular time or at all. However, if Developer proceeds, it shall comply with the provisions of this Agreement and shall comply with Applicable Law, as defined in this Agreement, including without limitation, Section 2.2. below.

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

2.3 Fees, Taxes and Assessments.

2.3.1 Development Fees. During the Term, Developer shall pay only those City-imposed development fees (collectively, “**Development Fees**”) in force and effect as of the Term Commencement Date. The Project has been approved for development as a single-family market-rate residential community and/or as an age-restricted “active-adult” residential community. Developer, in its sole and exclusive discretion, shall determine whether to include either or both of these two types of residential development within the Project. If Developer decides to pursue an age-restricted “active-adult” residential community and if City, in its sole and absolute discretion, has implemented an active adult fee category after completion of a nexus study and adoption of such fees, that portion of the Project shall be subject to such fees. Development Fees shall be paid at the rate in effect at the time of building permit issuance.

(a) The Project shall not be subject to any existing or future Development Fees related to affordable housing, public art, Residential Development Allocation Fee(s)/Growth Management Fees, or Habitat Conservation Plan (HCP) fees. The project is progressing with environmental permitting through the State and Federal Agencies, but the project may at its option participate in an HCP.

(b) Developer has agreed to dedicate right-of-way and complete certain improvements required by the Project Approvals to Hillcrest Avenue, Sand Creek Road and Heidorn Ranch Road as described in the Project Approvals. Therefore, the Project shall not be subject to any existing or future Development Fees relating to local traffic/roadway/circulation/transportation dedication, construction, improvements and/or funding of any kind or any other Development Fees relating to such local traffic/roadway/circulation/transportation dedication, construction, improvements and/or funding of any kind. The project is subject to regional transportation fees (East Contra Costa Regional Fee and Financing Authority) in place at the time of building permit.

(c) Developer has agreed to be financially responsible for half of two public-benefit traffic signal improvements — one at Sand Creek Road at Hillcrest Avenue and the second at Sand Creek Road at Heidorn Ranch Road — neither of which are

necessitated by project traffic alone, but are required by the Project Approvals and described in the Project Approvals. The developer will construct these signals and be reimbursed 50% by adjacent development or the City of Brentwood or deposit funds with the City for 50% of the signals as required by the Conditions of Approval. Therefore in consideration of the portion of these two traffic signals, the Project will not be subject to traffic signal fees or eligible for traffic signal reimbursements.

(d) Incentivize Community Benefit Infrastructure Construction.

The City and the community have a significant interest in ensuring that the Project proceeds in an orderly fashion as part of the overall improvement of the community. In an effort to incentivize Developer's construction of important infrastructure in the Sand Creek Focus Area, from the date of the issuance of the first building permit for a non-model residential dwelling unit ("Permit Issuance Date") until the fifth anniversary of the Permit Issuance Date (5 years), the Development Fees Developer shall pay are the Development Fees in effect on a Citywide basis at the Permit Issuance Date, depending on the residential type of the Project (market rate or active adult). Notwithstanding the forgoing, the City may, at City's sole and exclusive discretion, on an annual basis, and pursuant to any applicable City Municipal Code requirements, increase or decrease (as appropriate) the amount of such Development Fees by a percentage not to exceed the percentage increase or decrease (as appropriate) for the prior calendar year in the Engineering News Record Construction Cost Index for the Region ("**Index-Adjusted Fees**"); however, Developer shall pay that Development Fee that is lower: the then-current City-wide Development Fee otherwise applicable to similar projects or the Index-Adjusted Fees.

2.3.2 Processing Fees. For the purposes of this Agreement, "Processing Fees" shall mean processing fees and charges of every kind and nature imposed by City, including planning processing deposits, to cover the actual costs to City for City staff and consultant time and resources spent reviewing and processing Developer's applications for Project Approvals, or for monitoring compliance with and reviewing submittals for any Project Approvals. Developer shall pay all Processing Fees, as such fees and charges are adjusted from time to time. "Processing Fees" shall not mean and include Development Impact Fees or any other fee, tax or assessment. The foregoing notwithstanding, no fees other than Processing Fees shall be due before approval of the final map, unless earlier payment is expressly required by the Project Approvals.

2.3.3 Taxes and Assessments. Except as otherwise provided in this Agreement or the Project Approvals, during the Term, Developer shall pay only those City-imposed land-based taxes and assessments in force and effect as of the Term Commencement Date, except for a tax or assessment agreed upon by Developer, a tax or assessment imposed as a result of the implementation of a financing mechanism to fund improvements or services or a Proposition 218 voter approved assessment.

2.4 Construction and Timing of Improvements.

2.4.1 Developer shall construct the improvements required by, and more particularly described in, the conditions of approval included in the Project Approvals. Developer shall perform the work in accordance with the standards and specifications established by Applicable Law. To the extent there are no such standards or specifications, the work shall be performed in accordance with industry standards and in good and workmanlike manner, as approved by the City Engineer.

2.4.2 The Parties acknowledge that the Project may be built in phases different from those set forth in the Preliminary Phasing Plan included as part of the VT. The timing of certain improvements set forth in the conditions of approval were based on the Preliminary Phasing Plan. If the City Engineer approves changes to the phasing of the Project from that in the Preliminary Phasing Plan in a manner that impacts the timing for the construction of the improvements set forth therein, the City Engineer has the authority to change the timing for those improvements to be consistent with the changes to the phasing. Such changes will automatically be incorporated into the Project Approvals and will not require an amendment to the Project Approvals, including this Agreement.

2.5 Subdivision and Other Agreements; Multiple Final Maps. Developer shall execute and perform its obligations as set forth in any Subdivision Improvement Agreements required or permitted by Applicable Law to obtain approval of final maps. Developer may file multiple final maps in accordance with 3.5 below.

2.6 Design Review. The Project Approvals include Design Review Guidelines but do not include design review approval, which Developer has yet to obtain. Developer's design review applications and submittals shall be consistent with the Vineyards at Sand Creek Design Review Guidelines approved by the City. The designs shall incorporate a level of quality craftsmanship consistent with projects completed in similar regional markets.

2.7 Sewer Improvements.

2.7.1 Oversized Sewer Infrastructure. Developer shall build oversized sewer infrastructure as set forth in the Project Approvals and as listed in the CBG Preliminary Cost Estimate dated March 23, 2017, which is attached as **Exhibit D** for reference only. Developer shall be entitled to fee credits against sewer connection fees in the amount equal to the estimated cost of the oversized increment of such infrastructure, which is \$423,037 pursuant to **Exhibit D**. Such fee credits shall be applied pro rata to each building permit for the Project as such permit is issued, and shall be available for any building permits issued within 7 years of the Effective Date. Developer shall forfeit all reimbursement from benefitting properties to City until such time that City has been reimbursed for the entire \$423,037, including interest. Should Developer fail to receive the entire \$423,037 reduction benefit within these 7 years, City shall recover only the amount actually provided in fee reductions with interest during said period. All surplus reimbursement shall be provided to Developer.

2.7.2 Sand Creek Focus Area (SCFA) Sewer Trunk Line Improvements. Developer shall provide a sewer study and coordinate with the design, rights-of-way and easement needs of the major sewer trunk line through the Property in order to help facilitate the construction of the major sewer trunk line to benefitting properties, as more particularly described in the conditions of approval included in the Project Approvals (collectively, "**SCFA Sewer Trunk Line Improvements**"). If desired by Developer, City shall cooperate in creating a land-based financing mechanism or another mechanism acceptable to the City that will fairly distribute the cost of formation, design, offsite construction, upsizing and advance funding of the Sewer Trunk Line Improvements amongst the benefitting property owners in and around the Sand Creek Focus Area, as approved by the City Engineer. City shall assist Developer as needed, including without limitation, taking those actions set forth in Section 2.12 of this Agreement. Upon acceptance by the City, the SCFA Sewer Trunk Line Improvements shall be maintained by City.

2.8 Parks, Trail Improvements and Landscaped Areas.

2.8.1 Public Park and Development Impact Fees. Developer shall, at its sole cost and expense, design, construct and dedicate to the City, the water quality and detention basin located in Parcel G, located south of the future extension of Sand Creek Road, as more particularly described in the conditions of approval included in the Project Approvals (“**Parcel G Water Quality & Detention Basin**”). Upon acceptance by the City, the Parcel G Water Quality & Detention Basin shall be owned by the City and maintained by the Lighting and Landscaping District. Developer also shall, at its sole cost and expense (except for the fee credits referenced in this Subsection), construct and dedicate to City 6.13 Acres in Parcel G and the Sand Creek Regional Trail facilities (including fencing to protect Sand Creek, landscaping that includes plants, shrubs and grasses to complement the natural setting, and a paved pathway) as more particularly described in the conditions of approval included in the Project Approvals (“**Trail Improvements**”). Upon acceptance by the City, the Trail Improvements shall be maintained by the City or the Lighting and Landscaping District. If the Trail Improvements are included in the project list referenced in Antioch Municipal Code Section 9-3.70, then Developer shall be entitled to a credit against park and recreation facilities development impact fees for the cost of the Trail Improvements (currently estimated at \$830,000 pursuant to **Exhibit D**). To the extent consistent with City practices and standards used to determine the costs of the Sand Creek Basin park referenced in the City of Antioch Development Impact Fee Study dated February 2014 and prepared by Economic & Planning Systems, Inc., Developer also shall be entitled to a credit for the value of the 6.13 Acres dedicated for the Sand Creek Regional Trail facilities. Developer shall fund the costs of any study to the extent such study is needed to include the Sand Creek Regional Trail facilities to be located along Sand Creek in the Sand Creek Focus Area (including the Trail Improvements) in the project list referenced in Section 3.7 below. Such study shall use the linear foot cost estimates developed for the Trail Improvements to determine the costs of the remaining trail facilities in the study area. The amount of the credits shall be determined in accordance with the procedures of Antioch Municipal Code Section 9-3.70(B). Credits shall be applied pro rata to each residential building permit in phases four, five and six of the Project.

2.8.2 Private Parks Development. Developer shall, at its sole cost and expense, design and construct private parks and landscaped areas, as more particularly described in the conditions of approval included in the Project Approvals. The parks identified on Parcel A and Parcel D shall also be designed and landscaped by Developer and shall be dedicated to and maintained by the Homeowners Association (“**Parcel A Park**” and “**Parcel D Park**,” respectively). Parcel A Park is 2.13 acres and Parcel D Park is 3.47 acres for a combined total private park acreage of 5.6 acres.

2.8.3 Article 10 Requirement For Private Park Land, Improvements and In Lieu Fees. The Project is subject to the requirement to provide park land, construct park improvements, or pay in lieu park fees pursuant to Article 10 of Chapter 4 Title 9 (beginning with Section 9-4.1001) of the Antioch Municipal Code (the “**Article 10 Park Requirement**”). The Parcel A Park land, and improvements that qualify under Municipal Code Section 9-4.1010, shall be counted towards compliance with the Article 10 Park Requirement for phases one, two and three. If the Parcel A Park land and improvements do not fully satisfy the Article 10 Park Requirement for those phases, then Developer shall pay in lieu fees to the extent necessary to achieve full compliance, which fees shall be paid pro rata for each residential building permit in those phases. The Parcel D Park land, and improvements that qualify under Municipal Code Section 9-4.1010, shall be counted toward compliance with the Article 10 Park Requirement of phases four, five and six. If the Parcel D Park land and improvements do not fully satisfy the Article 10 Park Requirement for those phases, then Developer shall pay in lieu fees to the extent necessary to achieve full compliance, which fees shall be paid pro rata for each

residential building permit in those phases. The extent to which land and improvements count towards the Article 10 Park Requirement shall be calculated pursuant to the procedures set forth in Article 10.

2.9 Homeowners Association. Developer shall establish a Homeowners Association (“HOA”) for the Project in conformance with the regulations set forth by the State Bureau of Real Estate.

2.9.1 Subject to approval by the State, the City Attorney and Community Development Director shall review and approve the HOA’s conditions, covenants and restrictions (“**CC&Rs**”) for conformance with this Agreement and the Project Approvals prior to the issuance of the first building permit for the Project. In addition, the City Attorney and Community Development Director may suggest modifications to the CC&Rs relating to the maintenance and repair of the property and improvements, including but not limited to landscaping, parking, open space, storm water facilities and the prohibition of nuisances. The applicant shall consider all such City-suggested modifications to such CC&Rs, and shall make those modifications that are reasonable and cost-effective.

2.9.2 The CC&Rs shall include the following provisions and requirements:

- (a) The City shall have rights of entry to the Project streets and public spaces.
- (b) Any design approvals required by the CC&RS for construction, reconstruction and remodeling are in addition to any approvals needed from the City.
- (c) A homeowner must secure a business license before a home can be rented as required by Municipal Code Section 3-1.217.
- (d) The front yards must be adequately maintained.
- (e) Any modifications to these requirements must be approved in advance by the City.

2.9.3 The City shall not have the right of enforcement of the CC&Rs, but the City shall have the right of enforcement of all legal and equitable remedies available to the City, including without limitation the following:

- (a) The right to enforce its ordinances and regulations, including without limitation, Antioch Municipal Code Title 4 Chapter 7 (Weed and Rubbish Abatement), Chapter 10 (Abandoned, Wrecked, Dismantled or Inoperative Vehicles), and Chapter 16 (Repair of Vehicles and Boats in Residential Districts); and Antioch Municipal Code Title 5 Chapter 1 (including property/yard maintenance, abatement procedures, and nuisances), Chapter 8 (Public intoxication), and Chapter 20 (Rental Dwelling Unit Maintenance and Inspection Program); and
- (b) The right to refuse to issue building permits for any building or structure that is not in compliance with applicable federal, state or local laws, regulations, permits or approvals.

2.10 City Services. City shall provide wastewater collection and police services to the Project (or any and all portions thereof) to the same degree as all other users of such services and facilities in the City.

2.11 Police Services Funding.

2.11.1 Formation or Participation in a Police Services Financing Mechanism. In order to assist the City in meeting a police force level within a range of 1.2 to 1.5 officers per 1,000 residents as set forth in Performance Standard 3.5.3.1 of the General Plan, at the direction of the City, Developer shall either establish, or participate in (if one has already been established), a land-based financing mechanism in the form of a community facilities district, special tax or other means, as to the Property. The City and Developer shall work cooperatively in forming such a police services financing mechanism. The costs related to forming such financing mechanism, including consultant costs, shall be paid by Developer (“Formation Costs”). It is the intent of the City to require other property, as such other property develops, to annex into or become subject to such financing mechanism. For such other property, the City shall require, by imposing a condition of approval, inserting a requirement in a development agreement, or otherwise, an obligation/requirement on such other property (and the property’s owner(s)) to reimburse Developer for such other property’s (and its owner(s))’ proportional share (fair share) of the Formation Costs (“**Formation Cost Reimbursement**”). The City shall require and collect the Formation Cost Reimbursement at the earlier of the filing of the final map or issuance of a building permit for any such other property on behalf of Developer and distribute that collected amount to Developer on a quarterly basis. Developer shall provide the Formation Costs, with supporting documentation, to the City.

2.11.2 Financial Obligation of the Developer. For the Term, the amount of the financial obligation for police services for the Project developed as a single family market rate (non-active adult) residential development (assuming an average of 3.22 persons per dwelling unit) related to police services funding shall not exceed \$445.00 per each Project lot upon which a single-family residential home is constructed, except that commencing one year after the Term Commencement Date, City may increase or decrease, as appropriate, such \$445 maximum pursuant to the Consumer Price Index for the San Francisco Bay Area. However, if the Project is developed as an active adult residential development, then the assumed average occupancy of a dwelling unit shall be 1.8 persons per dwelling unit, and the police services funding shall not exceed \$250 per each Project lot upon which an active adult residential home is constructed, except that commencing one year after the Term Commencement Date, City may increase or decrease, as appropriate, such \$250 maximum owing per active adult residential dwelling pursuant to the Consumer Price Index for the San Francisco Bay Area. The requirements of this Section 2.11.2 shall be waived if the City imposes a special tax or other form of revenue generation on all City residents dedicated specifically for the purpose of funding police services, which shall not include the business license tax approved by voters in 2014 (Measure 0) or any additional sales tax or extension of such sales tax.

2.12 Establishment of Facilities and Infrastructure Financing Mechanisms.

2.12.1 Upon Developer’s request and in connection with the development of any phase of the Project, City shall consider, in its sole and absolute discretion, establishing a mechanism(s) that is legal and available to the City to aid in financing the construction, maintenance, operation of (or other financeable aspect of) “**Facilities and Infrastructure.**” “Facilities and Infrastructure” as used in this Agreement shall mean and include all onsite facilities and infrastructure and all offsite facilities and infrastructure needed for the Project.

These mechanisms may include, without limitation, direct funding of condemnation costs and construction costs, acquisition of improvements, establishing reserve accounts to fund capital improvement program projects, Landscaping and Lighting Districts, Mello-Roos Districts, Community Facilities Districts, Infrastructure Finance Districts, special taxes and/or other similar mechanisms (collectively, "**Facilities Financing Mechanism(s)**"), and issuing any debt in connection therewith ("**Debt**"). Included goals of such Facilities Financing Mechanisms shall be to: ensure that each development project using Facilities and Infrastructure pay its proportional share of the cost of providing such Facilities and Infrastructure to such development project ("**Fair Share Contribution**"), that development projects that advance the construction or funding of the construction of all or a portion of such Facilities and Infrastructure ("**Advancing Projects**") be reimbursed for that costs of that construction or construction funding that is in excess of such Advancing Projects' Fair Share Contribution (collectively, "**Reimbursement Amounts**"), and that any and all Reimbursements Amounts owing to Advancing Projects be collected from those other projects that are not Advancing Projects at the earliest stage possible, but no later than building permit issuance.

2.12.2 Developer's request that City establish a Facilities Financing Mechanism and issue Debt shall be made to the City Manager in written form, and shall outline the purposes for which the Facilities Financing Mechanism and Debt will be established or issued, the general terms and conditions upon which it will be established or issued and a proposed timeline for its establishment or issuance.

2.12.3 City's participation in forming any Facilities Financing Mechanisms approved by City (and its operation thereafter) and in issuing any Debt approved by the City will include all of the usual and customary municipal functions associated with such tasks including, without limitation, the formation and administration of special districts, the issuance of Debt, the monitoring and collection of fees, taxes, assessments and charges such as utility charges, the creation and administration of enterprise funds, the enforcement of debt obligations and other functions or duties authorized or mandated by the laws, regulations or customs relating to such tasks.

2.13 Sand Creek Road.

2.13.1 In lieu of constructing a four-lane Sand Creek Road facility from the boundary of the Cities of Antioch and Brentwood to the intersection with Hillcrest Avenue, as described in Condition of Approval E6.e, Developer may, at its option, construct a two-lane Sand Creek Road facility, provided Developer satisfies the requirements of this Section 2.13.

2.13.2 Developer has an equitable interest in approximately 160 acres of real property located in the City of Antioch, Contra Costa County, which is located south of the Property and is more particularly described in Exhibit E to this Agreement (the "**Southern Property**").

2.13.3 If, prior to filing the first final map in Phases 4, 5 or 6, Developer proposes to construct Sand Creek Road as a two-lane facility, Developer shall first provide security acceptable to the City Attorney that creates a security interest in the Southern Property. The security shall be adequate to secure, and shall secure, an obligation of the owner of the Southern Property to construct interior lanes three and four of Sand Creek Road from the boundary of the Cities of Antioch and Brentwood to the intersection with Hillcrest Avenue at the earlier of: (a) any development on the Southern Property or (b) as needed to avoid exceedance of the applicable thresholds of significance established in the environmental impact report

certified for the Project (i) on Sand Creek Road from the centerline of Hillcrest Avenue through the easterly curb return of Heidorn Ranch Road; (ii) at the intersections of Sand Creek Road with Heidorn Ranch Road and Hillcrest Avenue; or (iii) at the intersections of Lone Tree Way with Deer Valley Road and Hillcrest Avenue. The security also shall be adequate to secure, and shall secure, an obligation of the owner of the Southern Property to fund semi-annual traffic studies, commencing the year after Sand Creek Road connects to the State Route 4 Bypass and the 2,000th building permit is issued in the Sand Creek Focus Area, and continuing until such a study determines that the third and fourth lanes are needed.

2.13.4 If Developer constructs Sand Creek Road as a two lane facility, it shall construct the road to an ultimate width of 80 foot curb to curb and 112 foot right-of-way from the centerline of Hillcrest Avenue through the easterly curb return of Heidorn Ranch Road, with a 6-foot sidewalk on the north side, and a 10 foot landscaped area, 8 foot bike path and 12 foot travel lane in each direction, with the travel lanes located near the outside edges of the right of way. The two-lane design shall include a landscaped 40-foot median and northerly right of way (including the adjacent portion of Parcel C) and southerly right of way, street lights, turn pockets and other appurtenances, and all utilities to serve the Project, including interconnect conduit. Improvements shall include conduits and pull boxes for traffic signals at Sand Creek Road/Hillcrest Avenue and Sand Creek Road/Heidorn Ranch Road, for the two-lane facility, all as approved by the City Engineer.

ARTICLE 3 COVENANTS OF THE CITY

3.1 Obligations of City Generally. The City shall act in good faith to accomplish the intent of this Agreement, to protect Developer's vested rights provided by this Agreement, and to ensure this Agreement remains in full force and effect. City shall cooperate with Developer so that Developer receives the benefits of and the rights vested by this Agreement, including prompt and timely action and assistance in (a) forming a Communities Facilities District(s) or other appropriate financing district(s) or mechanisms, and (b) obtaining from other governmental entities necessary or desirable permits or other approvals for the Project. To this end, any part of the Applicable Law that involves the exercise of judgment, discretion and/or action by City Staff, the City Planning Commission and/or the City Council shall require that such exercise of judgment, discretion and/or action be done in a reasonable manner.

3.2 Eminent Domain. Developer shall purchase any and all real property interests necessary to allow it to construct the public improvements required by the Project Approvals. In the event that an affected property owner has rejected an offer by Developer, based upon fair market value as determined by an appraisal prepared by a City-approved appraiser in cooperation with City, Developer may request City assistance. Provided that Developer provides adequate funding and enters into an agreement with the City setting forth the terms of City's obligations, in a form approved by City in its reasonable discretion, City shall promptly and timely negotiate and seek the purchase of the necessary property, including the possible consideration of City's use of its power of eminent domain (condemnation) to acquire such real property interests. Developer shall pay all costs associated with such acquisition or condemnation proceedings. Nothing herein is intended to or shall prejudice or commit City regarding any findings and determinations required to be made in connection with adoption of a resolution of necessity.

3.3 Vested Development Rights. Through this Agreement and the Applicable Law it describes, Developer has the vested right to develop the Property in accordance with the

Applicable Law, which Applicable Law includes this Agreement, the City Regulations and the Project Approvals, with the reservations of authority set forth in Section 3.6 below. Any City ordinance, resolution, minute order, rule, motion, policy, standard, specification, or a practice adopted or enacted by City, its staff or its electorate (through their powers of initiative, referendum, recall or otherwise) that is not part of the Applicable Law and that takes effect on or after the Term Commencement Date is hereby referred to as a “New City Law(s).” During the Term, no New City Law(s) shall be applied to the Project and/or Property except as otherwise set forth herein, including without limitation, the New City Laws set forth in Section 3.6 below.

3.4 Permitted Uses. The permitted uses of the Property; the density and intensity of use of the Property; the maximum height, bulk and size of buildings and other structures, except as such may be limited by any design review approvals yet to be obtained; and provisions for reservation or dedication of land for public purposes and other terms and conditions applicable to the Project/Property shall be those set forth in the Project Approvals, which City confirms and vests by this Agreement. As Subsequent Approvals are adopted and therefore become part of the Applicable Law, the Subsequent Approvals will refine the permitted uses, density and/or intensity of use, maximum height and size of buildings and other structures, provisions for reservation or dedication of land, and other terms and conditions applicable to the Project/Property. City shall not require Developer to reserve or dedicate land for public purposes except as expressly required by the Applicable Law, including without limitation, the Project Approvals.

3.5 Subdivision and Other Agreements. The City shall not require Developer to enter into any subdivision or other agreement that is inconsistent with the Applicable Law or that requires more work than is required by the Applicable Law, provided however that the Parties agree and understand that Developer will be required to enter into subdivision improvement agreements as set forth in this Agreement. The City shall allow Developer to file multiple final maps, if Developer desires, in accordance with the Subdivision Map Act, as amended from time to time.

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

3.6.1 New City Laws regarding Processing Fees, provided such Processing Fees are adopted pursuant to controlling law and are uniformly applied on a City-wide basis to all substantially similar types of development projects and properties.

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

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

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

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

3.6.6 Notwithstanding anything to the contrary provided herein, Developer shall have the right to challenge in court any. New City Laws that would conflict with Applicable Law or this Agreement or reduce the development rights provided by this Agreement, including without limitation any of the items listed in this Section 3.6 (Subsections 3.6.1 through 3.6.6).

3.7 City’s Obligations Regarding Certain Reimbursements.

3.7.1 Trail Improvements. City shall commence study of potential inclusion of the Sand Creek Regional Trail facilities in the project list referenced in Antioch Municipal Code Section 9-3.70(B)(2), upon receipt of the funds Developer is required to provide pursuant to Section 2.8.1 above.

3.7.2 Funds for Offsite Johnson Property Frontage Improvements. Developer is obligated to construct offsite frontage improvements that are listed as the “Johnson Property Frontage” in *Exhibit D*. These offsite frontage improvements front a project that is located immediately north of the Project. City shall use good faith efforts to require that project to comply with General Plan policies by funding the cost of that project’s frontage improvements, according to the City’s standard practices. Upon receipt, City shall pay any such funds it collects to Developer, less any incurred costs.

ARTICLE 4 AMENDMENT

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

4.1.1 Administrative Project Amendments. Upon the written request of Developer for an amendment or modification to an Approval, the Director of Community Development, or his/her designee (collectively “Authorized Official”) shall determine: (i) whether the requested amendment or modification is minor when considered in light of the Project Approvals as a whole; and (ii) whether the requested amendment or modification is substantially consistent with Applicable Law. If the Authorized Official finds that the proposed amendment or modification is minor, substantially consistent with Applicable Law, and will result in no new significant environmental impacts, the amendment shall be determined to be an “Administrative Project Amendment” and the Authorized Official may, except to the extent otherwise required by

law, approve the Administrative Project Amendment, following consultation with other relevant City staff, without notice and public hearing. Without limiting the generality of the foregoing, lot line adjustments, non-substantial reductions in the density, intensity, scale or scope of the Project, minor alterations in vehicle circulation patterns or vehicle access points, substitutions of comparable landscaping for any landscaping shown on any final development plan or landscape plan, variations in the design and location of structures that do not substantially alter the design concepts of the Project, variations in the location or installation of utilities and other infrastructure connections or facilities that do not substantially alter the design concepts of the Project Approvals, and minor adjustments to the Property diagram or Property legal description shall be treated as Administrative Project Amendments.

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

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

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

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

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

4.2.3 Subsequent Approvals. No amendment of this Agreement shall be required in connection with the issuance/approval of any Subsequent Approval Developer seeks and secures or any New City Laws that Developer elects to be subject to (in Developer’s sole and exclusive discretion) (“New City Regulation”). Any such Subsequent Approval or New City Regulation shall be vested into by Developer and City when it becomes effective under controlling law. City shall not amend or issue any Subsequent Approval unless Developer requests such an amendment or issuance from City.

ARTICLE 5
ASSIGNMENT, TRANSFER AND MORTGAGEE PROTECTION

5.1 Assignment of Interests, Rights and Obligations. Nothing in this Agreement shall limit the right of Developer to freely alienate, transfer or assign (“**Assign**” or “**Assignment**”) all or any portion of the Property, except that Developer may only Assign all or any portion of its interests, rights or obligations under this Agreement or the Project Approvals, including any amendments thereto, subject to both of the following:

5.1.1 The requirements of this ARTICLE 5; and

5.1.2 To a third party who acquires an interest or estate in Developer and/or the Property or any portion thereof including, without limitation, a third party who is a purchaser or ground lessee of lots, parcels or improvements (an “**Assignee**”).

5.2 Assignment Agreements.

5.2.1 Written Assignment Agreement. In connection with an Assignment by Developer (other than an Assignment by Developer to an Affiliated Party (as defined below), to a Mortgagee (as defined below in 5.4) or to a Home Purchaser (as defined below in 5.3)), Developer and the Assignee shall enter into a written agreement (an “**Assignment Agreement**”), with City’s consent in writing to such Assignment, which consent shall not be unreasonably withheld, regarding the respective interests, rights, benefits, burdens and obligations (collectively, “benefits and burdens”) of Developer and the Assignee in and under this Agreement and the Project Approvals. Such Assignment Agreement shall (i) set forth the benefits and burdens of this Agreement and/or the Project Approvals that are being assigned to Assignee, (ii) transfer to the Assignee the benefits and burdens of this Agreement and/or the Project Approvals that are being assigned, and (iii) address any other matter deemed by Developer to be necessary or appropriate in connection with the Assignment. Developer shall notify the City in writing that Developer plans to execute a Assignment Agreement at least 30 days in advance of the proposed execution date of the Assignment Agreement, and Developer shall provide City with such information as may be required by City to demonstrate the Assignee’s qualifications (including financial ability) to the Assignment. City shall have 30 days from the date of receipt of such notice from Developer to review the information and to provide City’s determination to Developer regarding City’s consent to the Assignment. City may withhold its consent to the Assignment if the City reasonably determines that the Assignee, or an entity with similar or related ownership or control as Assignee, lacks the financial ability to assume the obligations involved with the Assignment or the Assignment Agreement does not adequately address the division of the obligations and requirements of this Agreement. If City consents to the Assignment, Developer shall be released from its benefits and burdens as set forth in the Assignment Agreement. If City does not consent to the Assignment, City shall provide its reasons in writing and shall meet with Developer in good faith to determine what additional information may be necessary for City to provide its consent. An “**Affiliated Party**” is defined as any corporation, limited liability company, partnership or other entity which is controlling of, controlled by, or under common control with Developer, and “**control**,” for purposes of this definition, means effective management and control of the other entity, subject only to major events requiring the consent or approval of the other owners of such entity.

5.2.2 Binding. Upon City approval of, execution and recordation in the Official Records of Contra Costa County of an Assignment Agreement, and a “**Memorandum of Assignment**” (in a form substantially similar to the Memorandum of Assignment set forth in

Exhibit C to this Agreement), the Assignment Agreement shall be binding on Developer, the City and the Assignee, and shall release Developer from those benefits and burdens of this Agreement and the Project Approvals expressly assigned and transferred in the Assignment Agreement.

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

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

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

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

ARTICLE 6 COOPERATION IN THE EVENT OF LEGAL CHALLENGE; INDEMNITY

6.1 Indemnity. Developer shall defend, indemnify, and hold harmless the City from any legal action brought by any third party concerning: (i) the validity, legality, or constitutionality of any term, condition, obligation, fee, dedication, or exaction required or imposed by this Agreement; (ii) the procedures utilized in or the sufficiency of the environmental review associated with this Agreement; and (iii) the implementation of this Agreement through such further actions, measures, procedures, and approvals as are necessary to satisfy the Agreement's requirements. Developer shall defend the City with qualified legal counsel subject

to the approval of the City Attorney, which approval shall not unreasonably be withheld. Developer shall be exclusively responsible for paying all costs, damages, attorney fees, and other court-ordered compensation awarded to any third party (whether awarded against the City, Developer, or any other party) in any legal action in which its Developer' duties to defend, indemnify, and hold the City harmless arise under this Section. City shall promptly notify Developer of any action filed and the Parties shall cooperate fully in the defense of any such action.

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

ARTICLE 7 DEFAULT; TERMINATION; ANNUAL REVIEW

7.1 Default.

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

7.1.2 Cure Period. Subject to extensions of time by mutual consent in writing of the Parties, breach of, failure, or delay by either Party to perform any term or condition of this Agreement shall constitute a default. In the event of any alleged default of any term, condition, or obligation of this Agreement, the Party alleging such default shall give the defaulting Party notice in writing specifying the nature of the alleged default and the manner in which such default may be satisfactorily cured ("**Notice of Breach**"). The defaulting Party shall cure the default within 30 days following receipt of the Notice of Breach, provided, however, if the nature of the alleged default is non-monetary and such that it cannot reasonably be cured within such 30-day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, shall be deemed to be a cure, provided that if the cure is not diligently prosecuted to completion, then no additional cure period shall be provided. If the alleged failure is cured within the time provided above, then no default shall exist and the noticing Party shall take no further action to exercise any remedies available

hereunder. If the alleged failure is not cured, then a default shall exist under this Agreement and the non-defaulting Party may exercise any of the remedies available.

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

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

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

7.3 Annual Review. Throughout the term of this Agreement, at least once every 12 months, Developer shall provide City with a written report in demonstrating Developer’s good-faith compliance with the terms and conditions of this Agreement (the “**Written Report**”). City’s City Manager and City Attorney shall review the Written Report to determine whether Developer is in good-faith compliance with the terms of the Agreement and, if they have concerns about

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

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

ARTICLE 8 DISPUTE RESOLUTION

8.1 Dispute; Confidentiality. Any controversy or dispute arising out of or related to this Agreement, or the development of the Project (a "**Dispute**"), shall be subject to private negotiation among the Parties, and if then not resolved shall be subject to non-binding mediation followed by litigation, if necessary, as set forth below. Each Party agrees that any Dispute, and all matters concerning any Dispute, will be considered confidential and will not be disclosed to any third-party except (a) disclosures to a Party's attorneys, accountants, and other consultants who assist the Party in the resolution of the Dispute, (b) as provided below with respect to the mediation, and (c) as otherwise required by law, including without limitation, the California Public Records Act or the City's Municipal Code.

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

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

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

ARTICLE 9 MISCELLANEOUS

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

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

9.3 Other Necessary Acts. Each Party shall execute and deliver to the other all such other further instruments and documents as may be reasonably necessary to carry out the Project Approvals, Subsequent Approvals or this Agreement and to provide and secure to the other Party the full and complete enjoyment of its rights and privileges under this Agreement.

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

9.5 Covenants Running with the Land. Subject to the Assignment provisions in ARTICLE 5, all of the provisions contained in this Agreement shall be binding upon and benefit the Parties and their respective heirs, successors and assigns, representatives, lessees, and all other persons acquiring all or a portion of, or interest in, the Property, whether by operation of law or in any manner whatsoever. All of the provisions contained in this Agreement shall be

enforceable as equitable servitudes and shall constitute covenants running with the land pursuant to California law including, without limitation, Civil Code Section 1468. Each covenant herein to act or refrain from acting is for the benefit of or a burden upon the Property, as appropriate, runs with the Property and is for the benefit of and binding upon the owner, Developer, and each successive owner of all or a portion of the Property, during its ownership of such property.

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

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

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

9.9 Notices. All notices, consents, requests, demands or other communications to or upon the respective Parties shall be in writing and shall be effective for all purposes: (A) upon receipt on any City business day before 5:00 PM local time and on the next City business day if received after 5:00 PM or on other than a City business day, including without limitation, in the case of (i) personal delivery, or (ii) delivery by messenger, express or air courier or similar courier, or (B) five days after being duly mailed certified mail, return receipt requested, postage prepaid, all addressed as follows:

If to City: City of Antioch
Attention: City Manager
200 H Street
Antioch, CA 94509
Telephone: (925) 779-7011
Facsimile: (925) 779-7003

With a mandatory copy to: City Attorney
City of Antioch
200 H Street
Antioch, CA 94509
Telephone: (925) 779-7015
Facsimile: (925) 779-7003

If to Developer: GBN Partners, LLC
Attention: Matthew D. Beinke
3820 Blackhawk Road
Danville, CA 94506
Telephone: (925) 736-1571
Facsimile: (925) 736-0309

With a mandatory copy to: Perkins Coie LLP
Attention: Cecily T. Barclay
505 Howard Street, Suite 1000
San Francisco, CA 94105
Telephone: (415) 344-7000
Facsimile: (415) 344-7050

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

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

- Exhibit A Property Description.
- Exhibit B Ordinance Approving First Amended and Restated Development Agreement.
- Exhibit C Memorandum of Assignment.
- Exhibit D CBG Preliminary Cost Estimate dated March 23, 2017.
- Exhibit E Southern Property Description.

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

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

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

CITY:

DEVELOPER:

City of Antioch, a municipal corporation

GBN Partners, LLC, a Delaware limited liability company

By: _____

By: _____
Matthew D. Beinke, Partner

APPROVED AS TO FORM:

APPROVED AS TO FORM:
Perkins Coie LLP

By: _____
City Attorney

By: _____
Attorneys for Developer

ATTEST:

By: _____
City Clerk

EXHIBIT A
Property Description

**LEGAL
DESCRIPTION
GINOCHIO PROPERTY (PARCEL ONE 2014-
0150641) ANTIOCH, CALIFORNIA**

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING ALL OF PARCEL ONE, AS SAID PARCEL ONE IS DESCRIBED AND SHOWN IN THAT CERTAIN DOCUMENT ENTITLED "PW 443-03-14 LOT LINE ADJUSTMENT", RECORDED SEPTEMBER 5, 2014, INSTRUMENT NO. 2014-0150641, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, DESCRIBED AS FOLLOWS:

BEING ALL OF PARCEL C, AS SAID PARCEL C IS DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED SEPTEMBER 5, 2002, IN INSTRUMENT NO. 2002-0312734 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF THE CONTRA COSTA COUNTY.

EXCEPTING THEREFROM, THE FOLLOWING DESCRIBED PARCEL OF LAND:

COMMENCING AT THE NORTHEASTERN CORNER OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 1 NORTH, RANGE 2 EAST, MOUNT DIABLO BASE AND MERIDIAN;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE NORTHERN LINE OF SAID SOUTHEAST QUARTER, NORTH 89°22'08" WEST (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 89°22'08" WEST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 1,562.40 FEET TO A POINT ON THE SOUTHERN LINE OF SAID PARCEL C, SAID POINT BEING THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID SOUTHERN LINE OF PARCEL C, NORTH 14°36'23" WEST 100.92 FEET;

THENCE, NORTH 58°51'12" WEST 887.40

FEET; THENCE, NORTH 89°23'27" WEST 91.74

FEET;

THENCE, SOUTH 75°29'23" WEST 158.77 FEET TO A POINT ON THE WESTERN LINE OF SAID PARCEL C;

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°58'52" WEST 506.47 FEET

TO THE SOUTHWESTERN CORNER OF SAID PARCEL C;
THENCE, ALONG SAID WESTERN LINE, SOUTH 85°
THE SOUTHWESTERN CORNER OF SAID PARCEL C;

LEGAL DESCRIPTION
PAGE 2 OF 2

AUGUST 14, 2015
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THENCE, FROM SAID SOUTHWESTERN CORNER, ALONG SAID SOUTHERN LINE OF PARCEL C, SOUTH 89°22'08" EAST 1,039.10 FEET TO SAID POINT OF BEGINNING.

TOGETHER THEREWITH, THE FOLLOWING DESCRIBED PARCEL OF LAND:

BEING A PORTION OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 1 NORTH, RANGE 2 EAST, MOUNT DIABLO BASE AND MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERN CORNER OF SAID SOUTHEAST QUARTER;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE NORTHERN LINE OF

SAID SOUTHEAST QUARTER, NORTH 89°22'08" WEST (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 89°22'08" WEST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 1,562.40 FEET;

THENCE, LEAVING SAID NORTHERN LINE, SOUTH 14°36'23" EAST 281.45

FEET; THENCE, SOUTH 61°13'41" EAST 51.04 FEET;

THENCE, NORTH 57°49'21" EAST 516.24

FEET; THENCE, SOUTH 89°22'08" EAST

324.45 FEET;

THENCE, SOUTH 59°24'33" EAST 788.29 FEET TO A POINT ON THE EASTERN LINE OF SAID SOUTHEAST QUARTER;

THENCE, ALONG SAID EASTERN LINE, NORTH 00°55'42" EAST 409.59 FEET TO SAID POINT OF BEGINNING.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

**END OF
DESCRIPTION**

____ SABRINA KYLE PACK, P.L.S.
L.S. NO.
8164

C27

AUGUST 14, 2015
JOB NO.: 514-072

LEGAL
DESCRIPTION
20' WIDE SANITARY SEWER EASEMENT GINOCHIO
PROPERTY (PARCEL ONE 2014-0150641)
ANTIOCH, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY
OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA,
DESCRIBED AS FOLLOWS:

BEING A PORTION OF PARCEL ONE, AS SAID PARCEL ONE IS DESCRIBED AND
SHOWN IN THAT CERTAIN DOCUMENT ENTITLED "PW 443-03-14 LOT LINE
ADJUSTMENT", RECORDED SEPTEMBER 5, 2014, INSTRUMENT NO. 2014-
0150641, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER
OF CONTRA COSTA COUNTY, DESCRIBED AS FOLLOWS:

BEING A STRIP OF LAND TWENTY (20.00) FEET IN WIDTH, THE CENTERLINE
OF WHICH IS DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE EASTERN LINE OF SECTION 9, SAID
POINT BEING THE NORTHEASTERN CORNER OF SAID PARCEL ONE (2014-
0150641);

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE NORTHERN LINE OF
SAID PARCEL ONE (2014-0150641), NORTH 89°56'08" WEST 14.00 FEET TO
THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID NORTHERN LINE,
ALONG A LINE PARALLEL WITH AND FOURTEEN (14.00) FEET WESTERLY,
MEASURED AT RIGHT ANGLES, FROM THE EASTERN LINE OF SAID PARCEL
ONE, SAID LINE ALSO BEING THE EASTERN LINE OF SAID SECTION 9,
SOUTH 00°52'52" WEST 1,003.69 FEET;

THENCE, LEAVING SAID PARALLEL LINE, NORTH 89°00'28" WEST 1,073.72
FEET;

THENCE, SOUTH 00°59'32" WEST 164.23

FEET; THENCE, NORTH 89°00'28" WEST

387.00 FEET; THENCE, NORTH 00°59'32"

EAST 164.23 FEET;

LEGAL DESCRIPTION

PAGE 2 OF 2

AUGUST 14, 2015

JOB NO.: 514-072

THENCE, NORTH 89°00'28" WEST 1,124.27 FEET TO A POINT ON THE WESTERN LINE OF SAID PARCEL ONE (2014-0150641), SAID LINE ALSO BEING THE WESTERN LINE OF THE NORTHEAST QUARTER OF SECTION 9, SAID POINT ALSO BEING THE POINT OF TERMINUS FOR THIS DESCRIPTION.

THE SIDELINES OF SAID STRIP OF LAND ARE TO BE LENGTHENED OR SHORTENED TO TERMINATE ON SAID NORTHERN LINE AND SAID WESTERN LINE OF PARCEL ONE (2014-0150641).

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION

SABRINA KYLE PACK, P.L.S.
L.S. NO. 8164

EXHIBIT B
Ordinance Approving First Amended and Restated Development Agreement

EXHIBIT C
Memorandum of Assignment

NO FEE DOCUMENT per Government Code § 6103
RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

City of Antioch
200 H Street
Antioch, CA 94509
Attention: City Manager and City Attorney

Memorandum of Assignment

This "**Memorandum of Assignment**" (the "**Agreement**") relates to that Development Agreement by and between the City of Antioch and GBN Partners, LLP, dated _____, 2016, ("Development Agreement") and the recording and use of the Agreement on that certain below-described real property ("Subject Property"). This Agreement is entered into by GBN Partners, LLC, a Delaware limited liability company ("Developer") and _____ [owner of Subject Property] ("Assignee"), which Developer and Assignee likewise entered into a "Assignment Agreement" pursuant to Section _____ of the Agreement.

The Subject Property is more particularly described in *Exhibit* _____, attached hereto and incorporated herein by this reference as if set forth in full.

The Subject Property is burdened and benefitted by and otherwise bound and subject to each and every term and condition of the Development Agreement, as more specifically described in this Agreement and the Assignment Agreement, and Developer is released and therefore no longer burdened and benefitted by and otherwise bound and subject to each and every term and condition of the Agreement as relates to the Subject Property.

[Parties to delineate how all obligations, such as parks, roads, etc. are being distributed amongst the Developer and Assignee]

EXHIBIT D
CBG Preliminary Cost Estimate dated March 23, 2017



**Carlson, Barbee
& Gibson, Inc.**
 CIVIL ENGINEERS • SURVEYORS • PLANNERS

ENGINEER'S PRELIMINARY ESTIMATE
FEE CREDITABLE ITEMS SUMMARY
 641 LOTS
 SUBDIVISION 9390
PROMENADE / VINEYARDS AT SAND CREEK
 ANTIOCH, CALIFORNIA

March 23, 2017
 Job No.: 0974-050

Item	Description	Amount
1	2-Lane Heidorn Ranch Road Improvements (Johnson Property Frontage) <i>(Includes 100% of proposed 2-lane improvements for Segment 2)</i>	\$ 825,000
2	Upsized Sewer Trunk Main in Heidorn Ranch Road along Project Frontage (8" to 24") <i>(8" SS (\$55/LF) to 24" SS (\$150/LF); Increase = \$95/LF + 20% Contingency and 25% Load = \$137.75/LF x 1,060 LF)</i>	\$ 146,015
3	Upsized Sewer Manholes in Heidorn Ranch Road along Project Frontage <i>(Increase = \$3,000/manhole + 20% Contingency and 25% Load = \$4,350/manhole x 3 manholes)</i>	\$ 13,050
4	Upsized Sewer Trunk Main In-Tract (8" to 24") <i>(8" SS (\$55/LF) to 24" SS (\$150/LF); Increase = \$95/LF + 20% Contingency and 25% Load = \$137.75/LF x 575 LF)</i>	\$ 79,206
5	Upsized Sewer Trunk Main In-Tract (8" to 18") <i>(8" SS (\$55/LF) to 18" SS (\$100/LF); Increase = \$45/LF + 20% Contingency and 25% Load = \$65.25/LF x 2,165 LF)</i>	\$ 141,286
6	Upsized Sewer Manholes In-Tract <i>(Increase = \$3,000/manhole + 20% Contingency and 25% Load = \$4,350/manhole x 10 manholes)</i>	\$ 43,500
7	Heidorn Ranch Road and Sand Creek Road Traffic Signal <i>(Increase = \$150,000/signal + 20% Contingency and 25% Load = \$217,500/signal)</i>	\$ 217,500
8	Hillcrest Avenue and Sand Creek Road Traffic Signal <i>(Increase = \$150,000/signal + 20% Contingency and 25% Load = \$217,500/signal)</i>	\$ 217,500
9	Private Park Area (Parcel A) (2.13 AC x \$103,000/AC)	\$ 219,390
10	Private Park Improvements (Parcel A) (50% of \$1,000,000)	\$ 500,000
11	Private Park Area (Parcel D) (3.47 AC x \$103,000/AC)	\$ 357,410
12	Private Park Improvements (Parcel D) (50% of \$2,000,000)	\$ 1,000,000
13	Public Park Area (Parcel G - Basin Footprint) (13.89 - 7.76 = 6.13 AC x \$103,000/AC)	\$ 631,390
14	Public Park Improvements (Parcel G) (100% of \$830,000)	\$ 830,000
TOTAL FEE CREDITS		\$ 5,221,000 <i>(to the nearest \$100)</i>

Notes:

- 1 Park In-Lieu Fee is \$1,545 / unit per 2016/2017 Fee Schedule, equates to \$103,000/acre (online muni code still has \$100,000/acre).

EXHIBIT E
Southern Property Description

ATTACHMENT "D"

11-15-17 DRAFT

THE VINEYARDS AT SAND CREEK PROJECT ~~2016~~2017 CONDITIONS OF APPROVAL

A. GENERAL CONDITIONS

- A1. The development shall comply with the City of Antioch Municipal Code, unless a specific exception is granted thereto, or is otherwise modified in these conditions or in the development agreement.
- A2. Concurrent with the first submittal of grading or improvement plans, the applicant shall submit a site plan exhibit showing the site plan as modified by conditions and approvals.
- A3. Architecture, sound walls, fencing, mailboxes, lighting, any accent paving, addressing, and landscaping for the entire project shall be subject to review and approval by the Planning Commission.
- A4. Sound wall locations and elevations for each phase of the project shall be included on the grading plan(s).
- A5. This approval expires two years from the date of approval ~~(Expires 2018)~~ or alternate date as identified in the signed Development Agreement, pursuant to the Map Act as amended.
- A6. The applicant shall defend, indemnify, and hold harmless the City in any action brought challenging any land use approval or environmental review for the Project. In addition, applicant shall pay any and all costs associated with any challenge to the land use approval or environmental review for the Project, including, without limitation, the costs associated with any election challenging the Project.
- A7. Permits or approvals, whether discretionary or ministerial, will not be considered if the applicant is not current on fees, reimbursement and/or other payments that are due the City.
- A8. All required easements or rights-of-way for improvements shall be obtained by the applicant at no cost to the City of Antioch. Advance permission shall be obtained from any property or, if required from easement holders, for any work done within such property or easements.
- A9. All easements of record that are no longer required and affect individual lots or parcels within this project shall be removed prior to or concurrently with the recordation of the final map or executed by separate subsequent instrument as approved by the City Engineer.
- A10. The applicant shall establish a Home Owners Association (HOA) for this project in conformance with the regulations set forth by the State Bureau of Real Estate. The HOA shall be responsible for maintaining:
 - a. All HOA owned parcels (includes private streets and parks).

- b. Landscaping in City rights-of-way north of the northerly curb line of Sand Creek Road, west of the westerly curb line of Heidorn Ranch Road, and east of the easterly curb line of Hillcrest Avenue.
 - c. Storm drain facilities (pipes, structures, and basins) north of the northerly curb line of Sand Creek Road, west of the westerly curb line of Heidorn Ranch Road, and east of the easterly curb line of Hillcrest Avenue.
 - d. Sound walls.
 - e. The City shall be reimbursed if it maintains landscape, roadway (including striping and signing), concrete (including sidewalk, curb, gutter, and curb ramps), storm drain facilities, street lighting, or all other HOA facilities and amenities that are not maintained by the HOA to an acceptable City level.
- A11. Prior to issuance of the 1st building permit, the applicant shall provide draft CC&R's to the City for review. The applicant shall incorporate City comments into the application to the State or provide documentation acceptable to the City for omitting the comments. Prior to issuance of the 25th production building permit or issuance of the 1st Certificate of Occupancy, the applicant shall provide written confirmation of State approval of the CC&R's as outlined in the Development Agreement or as approved by the Community Development Director.
- A12. All advertising signs shall be consistent with the Sign Ordinance or as approved by the Community Development Director.
- A13. The property shall annex into or establish and participate in a Lighting and Landscape District (LLD) and accept a level of annual assessments sufficient to maintain:
- a. The street lights and landscaping adjacent to the project area excluding those areas to be maintained by the HOA (generally medians on Sand Creek Road, half of the median on Heidorn Ranch Road, and half of the median on Hillcrest Avenue).
 - b. The C.3 basin and trails south of Sand Creek Road (Parcel G).
 - c. The annual assessment shall cover the actual annual cost of maintenance as described in the Engineer's Report.

B. TENTATIVE MAP CONDITIONS

- B1. The Tentative Map approval is subject to the time lines established in the State of California Subdivision Map Act, as amended, [and as may be extended by the Development Agreement.](#)
- B2. Approval is based upon substantial conformance with the Vesting Tentative Maps dated May 20, 2015, (Subdivision No. 9390), [as modified by these conditions.](#)

- B3. Approval of this tentative map shall not be construed as a guarantee of future extension or re-approvals of this or similar maps.

C. CONSTRUCTION CONDITIONS

- C1. The use of construction equipment shall be as outlined in the Antioch Municipal Code. Requests for alternative days/time may be submitted in writing to the City Engineer for consideration.
- C2. The project shall be in compliance with and supply all the necessary documentation for AMC 6-3.2: Construction and Demolition Debris Recycling.
- C3. Standard dust control methods and designs shall be used to stabilize the dust generated by construction activities. The applicant shall post dust control signage with an applicable contact and phone number, City staff, and the air quality control board.
- C4. The site shall be kept clean of all debris (boxes, junk, garbage, etc.) at all times.

D. SITE AND PROJECT DESIGN

- D1. Provisions for mail delivery in the subdivision area shall be reviewed and approved by staff prior to the approval of the small lot final map(s). Applicant shall install mail box facilities as required by the City Engineer.
- D2. Prior to the approval of the grading plan(s), the City Engineer shall determine if it is necessary to engage soils and structural engineers, as well as any other professionals, deemed necessary to review and verify the adequacy of the building plans submitted for this project. If deemed necessary by the City Engineer, this condition may include field inspections by such professionals to verify implementation of the plans. Costs for these services shall be borne by the applicant.
- D3. All proposed improvements shall be constructed to City standards or as approved by the City Engineer.
- D4. All public streets shall intersect at approximately 90 degrees or as approved by the City Engineer.
- D5. All driveways shall be perpendicular to the street centerline, or as approved by the City Engineer.
- D6. All driveways shall be a minimum of five feet from curb return.
- D7. Monolithic sidewalks with beveled curb shall be 6" thick and reinforced as approved by the City Engineer. Detached sidewalks that will be crossed by vehicles at driveway locations shall be 6" thick and reinforced as approved by the City Engineer. Minimum sidewalk widths shall be as follows:

Vineyards at Sand Creek
~~2016~~2017 Conditions of Approval
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- a. Adjacent to beveled curb, 4 feet excluding curb (bevel curb to be 12" deep by 3" high with ½" lip and 18" gutter).
 - b. Adjacent to vertical curb, 4.5 feet excluding curb.
 - c. Detached sidewalk, 5 feet.
- D8. A minimum of a 20 foot tangent shall extend beyond the return at intersections, or as approved by the City Engineer.
- D9. All lot sidelines shall be perpendicular or radial to the fronting street centerline, or as approved by the City Engineer.
- D10. Sight distance triangles shall be maintained per 9-5.1101, Site Obstructions at Intersections of the Antioch Municipal Code or as approved by the City Engineer.
- D11. Rear and side yard fencing shall be provided for all units. All fences shall be located at the top of slope, or as approved by the City Engineer.
- D12. In cases where a fence is to be built in conjunction with a retaining wall, and the wall face is exposed to a side street, the fence shall be setback a minimum of three feet (3') behind the retaining wall per 9-5.1603 or as approved by the City Engineer.
- D13. The applicant shall install streetlights within the project area.
- D14. Street names shall be as approved by the Planning Commission as shown on Exhibit C. Future changes to street names will require Planning Commission review and approval.
- D15. The applicant shall provide a "checklist" of universal design accessibility features to home buyers as required by Section 17959.6 of the Health and Safety Code.
- D16. All improvements for each lot (water meters, sewer cleanouts, etc.) shall be contained outside of the driveway and within the lot and the projection of its sidelines, or as approved by the City Engineer.
- D17. Cul-de-sac parking shall be provided as required by the City Engineer.
- D18. One on-street parking space per lot shall be located within close proximity to the unit served as approved by the City Engineer.
- D19. The applicant and then the HOA, once the CC&Rs are operative, shall maintain all undeveloped areas within this subdivision in a fire-safe and attractive manner.
- D20. All fencing adjacent to public open space (trails and basins), shall be wrought iron, black vinyl clad chain link with powder coated posts, or other material as approved by the City Engineer.

- D21. Sound walls shall be constructed along the lots adjoining or adjacent to Sand Creek Road (Parcel C), Hillcrest Avenue (Parcels B & C), Heidorn Ranch Road (Parcel C & F), 'A' Street between Hillcrest Avenue and 'E' Street (Parcels B & C), and 'B' Street between 'Q' Street and Heidorn Ranch Road (Parcels C & F). Fencing/wall/berm along the street side of Parcel E shall be approved by the Planning Commission. Sound walls along Sand Creek Road shall be a minimum of seven (7) feet high or six (6) feet on a one (1) foot berm in conformance to the sound study. Sound walls at other locations shall be a minimum of six (6) feet high and in conformance to the sound study.
- D22. All two-car garages shall be a minimum of 20 feet by 20 feet clear inside dimensions or as approved by the Community Development Director.
- D23. Prior to submitting a final map that creates buildable lots, the applicant shall provide bonding in a sufficient amount to secure all necessary improvements for the phase as described throughout these Conditions of Approval. Such bonds will be released upon satisfactory completion of the corresponding improvements by the applicant.
- D24. All trails and access roadways shall be constructed as shown on the Tentative Map to the standards for a Class I Bike Path in the 5th Edition of the Caltrans Highway Design Manual or as approved by the City Engineer. The basin access roadway/trail, the Calpine facility access roadway, and landscape on Parcel E shall be constructed in conjunction with the basin on Parcel E. The combination trail/access roadway around the basin on Parcel G shall be constructed in conjunction with the basin on Parcel G.
- D25. Concurrent with the construction of the adjacent roadways, the applicant shall construct bus turnouts, shelters and benches (or lean bar as approved by Tri-Delta Transit) at the following locations or as approved by the City Engineer:
- a. East side of Hillcrest Avenue north of 'A' Street.
 - b. West side of Heidorn Ranch Road south of 'B' Street.
- D26. The shelters shall be constructed with the roadway if bus service to the location is anticipated within the next 6 months by Tri-Delta Transit. If bus service is ultimately anticipated, but not within the next 6 months, a deposit of \$6,000 will be made by the applicant to Tri-Delta Transit. If bus service is not provided to the location and the shelter is not constructed within 10 years of the deposit, the \$6,000 will be returned to the applicant.

E. PHASING CONDITIONS

- E1. Prior to development of any phase of the subdivision, the applicant shall secure a use permit and design review approval from the Planning Commission for that phase.

E2. The order and phasing boundaries of project construction shall conform to the proposed Phasing Plan, dated March 26, 2015, Exhibit B to this resolution. Proposed changes to the Phasing Plan shall be submitted to the City prior to or in conjunction with the use permit application required for the affected phase(s). Changes to the Phasing Plan are subject to approval by the Zoning Administrator or the Planning Commission. Use permits applications are subject to approval by the Planning Commission.

E3. **Phase One:**

Prior to the issuance of the 1st building permit within Phase One, the following improvements shall be completed to the satisfaction of the City Engineer:

- a. *Heidorn Ranch Road North*: Heidorn Ranch Road shall be constructed with west side curb and gutter and west side median curb and gutter, utilities to be placed under the west half of the roadway (with needed laterals for street lights, fire hydrants, irrigation, etc. and asphalt for the southbound bike, turn, and travel lanes from approximately the south right of way of East Bay MUD to the south curb returns of 'B' Street. Design shall be coordinated with the City of Brentwood or their designee. The applicant shall dedicate to the City of Antioch such property as the applicant owns or controls within the City of Antioch that would be required to provide the planned 126-foot (four-lane) right of way.

Prior to the issuance of the 25th building permit and the 1st Certificate of Occupancy for a lot within Phase One, the following improvements shall be completed to the satisfaction of the City Engineer:

- b. *Heidorn Ranch Road North*: Heidorn Ranch Road shall be constructed to the interim configuration with ~~two~~one 12 foot lanes and an 8 foot bike lane southbound and one 12 foot lane ~~and a 4-foot shoulder~~ northbound ~~(or as required by the fire district)~~, landscaped western half of a median and western right of way including Parcel F, LED street lights along the western edge of the roadway, turn pockets and other appurtenances, and all utilities to be placed below the surface improvements, including interconnect conduit and pull boxes, from approximately the south right of way of East Bay MUD through the south curb returns of 'B' Street. Improvements shall include conduits and pull boxes for a traffic signal at Heidorn Ranch Road and 'B' Street, all as approved by the City Engineer. Design shall be coordinated with the City of Brentwood or their designee.
- c. *Heidorn Ranch Road/'B' Street traffic signal*: The applicant shall construct a full traffic signal with interconnect at the intersection of Heidorn Ranch Road and 'B' Street. Upon concurrence of the applicant and the City Engineer, the applicant may deposit payment into the City's traffic signal account for the traffic signal design and/or construction if the third leg of the intersection has not been improved, and in that case, the applicant shall construct the signal at such time, if any, as the applicant constructs the third leg, using such

deposited funds. Any unused deposited funds shall be returned to the applicant upon construction of the signal. Should the requirement for construction of the Heidorn Ranch Road/'B' Street traffic signal occur simultaneous with the construction of the Heidorn Ranch Road (by others) in Brentwood, the traffic signal shall be installed with each developer (or the City of Brentwood as applicable) paying their fair share of the improvements as approved by the City Engineer. Should the traffic signal on Heidorn Ranch Road and 'B' Street be constructed by the City of Brentwood or the development in Brentwood adjacent to and east of this project, the applicant shall pay ½ of the cost of the design and construction to the City of Antioch for reimbursement to City of Brentwood or the Brentwood developer(s).

- d. *'B' Street:* 'B' Street shall be fully constructed from Heidorn Ranch Road to the easterly curb returns of 'N' Street including lighting and median and right of way landscaping.

E4. Phase Two:

Prior to the issuance of the 1st building permit for a lot within Phase Two, the following shall be completed to the satisfaction of the City Engineer:

- a. Any uncompleted improvements required of Phase One.
- b. 'B' Street extension: Completion of 'B' Street through 'M' Street including lighting and median and right of way landscaping.
- c. Parcel A Park: The park design shall be approved by the Parks and Recreation Commission and/or the Planning Commission.

Prior to the issuance of the 50th building permit for a lot within Phase Two, the following shall be completed to the satisfaction of the City Engineer:

- d. Parcel A Park: Park construction.

E5. Phase Three:

Prior to the issuance of the 1st building permit for a lot within Phase Three, the following shall be completed to the satisfaction of the City Engineer:

- a. *Hillcrest Avenue North:* Hillcrest Avenue shall be constructed with east side curb, gutter, sidewalk and landscaping, including Parcel B, east side median curb and gutter, median LED street lights, and utilities to be placed under the east half of the roadway, including interconnect conduit and pull boxes (if proposed for the east side of the roadway) and pavement for the northbound bike, turn, and travel lanes from the existing stub of Hillcrest Avenue to the south curb returns of 'A' Street. The transition from the existing 4-lane section of Hillcrest Avenue shall include a 2" grind and overlay of the existing asphalt south of Prewett Ranch Drive and be as approved by the City Engineer.

Improvements shall include conduits and pull boxes for the easterly portion of a traffic signal at Hillcrest Avenue and 'A' Street, all as approved by the City Engineer. The applicant also shall dedicate to the City of Antioch such property as the applicant owns or controls that would be required to provide the planned 112-foot (four-lane) right of way and shall bond for all required or incomplete improvements.

- b. *Hillcrest Avenue/'A' Street traffic signal:* The applicant shall construct a full traffic signal at the intersection of Hillcrest Avenue and 'A' Street. Upon concurrence of the applicant and the City, the applicant may deposit payment into the City's traffic signal account for the traffic signal design and/or construction if the third leg of the intersection has not been constructed~~-, and in that case, the applicant shall construct the signal at such time, if any, as the applicant constructs the third leg, using such deposited funds. Any unused deposited funds shall be returned to the applicant upon construction of the signal.~~ Should the requirement for construction of the Hillcrest Avenue/'A' Street traffic signal occur simultaneous with the Aviano Farms development, the traffic signal shall be installed with each developer paying their fair share of the improvements as approved by the City Engineer. Should the traffic signal be constructed by the Aviano Farms development, the developer otherwise obligated shall pay ½ of the cost of the design and construction to the City for reimbursement to the Aviano Farms development prior to initiation of the Phase Three.
- c. 'A' Street: 'A' Street shall be fully constructed ~~to the~~ from Hillcrest Avenue to the curb returns of 'H' Street including lighting and median and right of way landscaping.

E6. Phases Four, Five and Six:

Prior to approval of a small lot Final Map within Phase Four, Five or Six, the following improvements shall be completed OR a bond or other security described in Government Code section 66499 acceptable to the City Attorney shall be provided securing their construction:

- a. Any uncompleted improvements required of Phases One, Two and Three.
- b. *Heidorn Ranch Road*~~, Southern Extension~~ South: Heidorn Ranch Road shall be constructed at the interim configuration with ~~two~~one 12 foot lanes and an 8 foot bike lane southbound and one 12 foot lane ~~and an 4 foot shoulder (or as required by the fire district)~~ northbound, landscaped western half of a median, and ~~easterly right of way including~~shall include the adjacent portion of Parcel C, street lights, turn pockets and other appurtenances, and all utilities, including interconnect conduit and pull boxes, from 'B' Street through and including the intersection with Sand Creek Road. Design shall be coordinated with the City of Brentwood or their designee. The applicant shall dedicate to the City of Antioch such property as the applicant owns or controls that would be required to provide the planned 126-foot (four-lane) right of way.

- c. *Heidorn Ranch Road/Sand Creek Traffic Signal:* A full traffic signal shall be constructed at the intersection of Heidorn Ranch Road and Sand Creek Road. Upon concurrence of the applicant and the City, the applicant may deposit payment into the City's traffic signal account for the traffic signal design and/or construction if the third leg of the intersection has not been constructed, and in that case, the applicant shall construct the signal at such time, if any, as the applicant constructs the third leg, using such deposited funds. Any unused deposited funds shall be returned to the applicant upon construction of the signal. The traffic signal is fee creditable against the project's Traffic Signalization fees.
- d. *Sand Creek Road:* Sand Creek Road shall be constructed as a four-lane road from the boundary of the Cities of Antioch and Brentwood to Hillcrest Avenue. The four-lane road shall be constructed to the configuration approved by the City of Antioch Planning Commission and/or City Engineer in coordination with the City of Brentwood. The design shall include an ultimate width of 80 foot curb to curb and 112 foot right-of-way from the centerline of Hillcrest Avenue through the easterly curb return of Heidorn Ranch Road with two 12 foot lanes and an 8 foot bike lane westbound and two 12 foot lanes and an 8 foot bike lane eastbound with landscaped median and northerly right of way (including the adjacent portion of Parcel C) and southerly right of way, street lights, turn pockets and other appurtenances, and all utilities, including interconnect conduit. Improvements shall include conduits and pull boxes for traffic signals at Sand Creek Road/Hillcrest Avenue and Sand Creek Road/Heidorn Ranch Road, all as approved by the City Engineer. Alternatively, the applicant may construct a two-lane road facility with two outside travel lanes, and provide security acceptable to the City Attorney for later construction of the third and fourth interior lanes, as set forth in the Development Agreement. The applicant shall dedicate to the City of Antioch such property as the applicant owns or controls that would be required to provide a 112-foot (four lane) right of way for this segment of Sand Creek Road. Any alternative approach shall be at no cost to the City.
- e. *Sand Creek Regional Trail:* The multi-use Sand Creek Regional Trail shall be constructed to the west, south and east of the Parcel G basin, and landscaping installed on Parcel G as approved by the Park and Recreation Commission. If allowed by the resource agencies, the Regional Trail shall be unfenced (on the Sand Creek side) and the surface shall be as required by the City Engineer. The trail shall be as close to the creek as allowed by the resource agencies. The applicant shall coordinate with the Aviano Farms development to the west, and the City of Brentwood to the east, for the location and elevation of connection points.
- f. *Hillcrest Avenue, ~~Southern Extension~~ South:* Hillcrest Avenue shall be constructed with east side curb, gutter, and sidewalk and landscaping, including Parcel C, and east side median curb and gutter, median LED street lights, and utilities to be placed under the east half of the roadway including

interconnect conduit and pull boxes (if proposed for the east side of the roadway) and asphalt for the northbound bike, turn, and travel lanes from 'A' Street to Sand Creek Road. Improvements shall include conduits and pull boxes for the easterly portion of a traffic signal at Hillcrest Avenue and Sand Creek Road, interconnect conduit and pull boxes, from 'A' Street thru and including the intersection of Sand Creek Road (if proposed for the east side of the roadway), all as approved by the City Engineer.

- g. *Hillcrest Avenue/Sand Creek Road Traffic Signal*: A full traffic signal shall be constructed, with interconnect at the intersection of Hillcrest Avenue and Sand Creek Road. Upon concurrence of the applicant and the City, the applicant may deposit payment into the City's traffic signal account for the traffic signal design and/or construction if the third leg of the intersection has not been constructed ~~and in that case, the applicant shall construct the signal at such time, if any, as the applicant constructed the third leg, using such deposited funds or bond. Any unused deposited funds or bond shall be returned or released to the applicant upon construction of the signal.~~ The traffic signal is fee creditable against the project's Traffic Signalization fees.
- h. *Parcel D Park*. Prior to the issuance of the 1st building permit for a lot within Phase Four, Five, or Six, Parcel A Park design shall be approved by the Parks and Recreation Commission and/or the Planning Commission. Prior to the issuance of the 50th building permit for a lot within Phase Four, Five, or Six, the construction of Parcel A Park shall be completed to the satisfaction of the City Engineer.

E7. **Phase Four:**

Prior to the issuance of the 1st building permit for a lot within Phase Four, the following shall be completed to the satisfaction of the City Engineer:

- a. Any uncompleted improvements required of Phase One.

Prior to the issuance of the 1st building permit for a lot within Phase Four, the developer shall begin the following improvements to the satisfaction of the City Engineer:

- b. *Heidorn Ranch Road, ~~Southern Extension~~ South*: Heidorn Ranch Road South shall be constructed ~~at the interim configuration with two 12-foot lanes and an 8-foot bike lane southbound and one 12-foot lane and an 4-foot shoulder (or as required by the fire district) northbound, landscaped median and easterly right-of-way including the adjacent portion of Parcel C, street lights, turn pockets and other appurtenances, and all utilities, including interconnect conduit and pull boxes, from 'B' Street through and including the intersection with Sand Creek Road. Design shall be coordinated with the City of Brentwood or their designee as provided in condition E6.b ("Heidorn Ranch Road South").~~ The applicant shall dedicate to the City of Antioch such

property as the applicant owns or controls that would be required to provide the planned 126-foot (four-lane) right of way.

- c. *Heidorn Ranch Road/Sand Creek Traffic Signal:* A full traffic signal shall be constructed at the intersection of Heidorn Ranch Road and Sand Creek Road. ~~Upon concurrence of the applicant and the City, the applicant may deposit payment into the City's traffic signal account for the traffic signal design and/or construction if the third leg of the intersection has not been constructed. The traffic signal is fee creditable against the project's Traffic Signalization fees. Should the requirement for construction of the~~ as provided in condition E6.c ("Heidorn Ranch Road/Sand Creek Road traffic signal occur simultaneous with the construction of the Heidorn Ranch Road (by others) in Brentwood, the traffic signal shall be installed with each developer (or the City of Brentwood as applicable) paying their fair share of the improvements as approved by the City Engineer. Should the traffic signal on Heidorn Ranch Road and Sand Creek Road be constructed by the City of Brentwood or the development in Brentwood adjacent to and east of this project, the applicant shall pay 1/2 of the cost of the design and construction to the City of Antioch for reimbursement to City of Brentwood or the Brentwood developer(s). Traffic Signal").
- d. *Sand Creek Road – Phase Four:* Sand Creek Road shall be constructed as provided in condition E6.d ("Sand Creek Road"), as applicable to the segment from the boundary of the Cities of Antioch and Brentwood to the extension of the westerly Phase Four boundary. ~~The road shall be constructed to the configuration approved by the City of Antioch Planning Commission and/or City Engineer in coordination with the City of Brentwood. The design shall include an ultimate width of 80 foot curb to curb and 112 foot right of way from the extension of the westerly Phase Four boundary through the easterly curb return of Heidorn Ranch Road with two 12 foot lanes and an 8 foot bike lane westbound and two 12 foot lanes and an 8 foot bike lane eastbound with landscaped median and northerly right of way (including the adjacent portion of Parcel C) and southerly right of way, street lights, turn pockets and other appurtenances, and all utilities, including interconnect conduit. Improvements shall include conduits and pull boxes for traffic signal at Sand Creek Road/Heidorn Ranch Road, all as approved by the City Engineer.~~
- e. *Sand Creek Regional Trail.* The multi-use Sand Creek Regional Trail shall be constructed ~~to the west, south and east of the basin, and landscaping installed on Parcel G as approved by the Park and Recreation Commission. If allowed by the resource agencies, the Regional Trail shall be unfenced (on the Sand Creek side) and the surface shall be as required by the City Engineer. The applicant shall coordinate with City of Brentwood to the east, for the location and elevation of the connection point.~~ as provided in condition E6.e ("Sand Creek Regional Trail"). This condition may be deferred ~~to a [sic; words "to a" were recommended to be deleted by PC, but ended up in final Council resolution]~~ by the City Engineer to facilitate construction of the overall trail.

- f. *Parcel D Park*: The park design shall be approved by the Parks and Recreation Commission and/or the Planning Commission.

Prior to the issuance of the 50th building permit for a lot within Phase Four, the following shall be completed to the satisfaction of the City Engineer:

- g. Parcel D Park: Park construction.

Prior to the issuance of the 35th building permit for a lot within Phase Four, the preceding improvements (E.7b through E.7e) shall be completed to 50% to the satisfaction of the City Engineer.

Prior to the issuance of the 75th building permit for a lot within Phase Four, the preceding improvements (E.7b through E.7e) shall be completed to the satisfaction of the City Engineer.

E8. Phase Five:

Prior to the issuance of the 1st building permit for a lot within Phase Five, one of the following shall be completed to the satisfaction of the City Engineer:

- a. Any uncompleted improvements required of Phase Four, OR
b. Any uncompleted improvements required of Phase Six.

Prior to the issuance of the 1st building permit for a lot within Phase Five, the developer shall begin the following improvements to the satisfaction of the City Engineer:

- c. [Sand Creek Road and Sand Creek Regional Trail](#): All of the improvements described in Condition of Approval E~~6.d~~.6d ("[Sand Creek Road](#)") and E6.e ("[Sand Creek Regional Trail](#)") shall be installed. [Condition](#) E.6e may be deferred by the City Engineer to facilitate construction of the overall trail.

Prior to the issuance of the 35th building permit for a lot within Phase Five, the preceding improvements (E8.c) shall be completed to 50% to the satisfaction of the City Engineer.

Prior to the issuance of the 75th building permit for a lot within Phase Five, the preceding improvements (E8.c) shall be completed to the satisfaction of the City Engineer.

E9. Phase Six:

Prior to the issuance of the 1st building permit for a lot within Phase Six, the following shall be completed to the satisfaction of the City Engineer:

- a. Any uncompleted improvements required of Phase Three.

Prior to the issuance of the 1st building permit for a lot within Phase Six, the developer shall begin the following improvements to the satisfaction of the City Engineer:

- b. ~~Hillcrest Avenue, Southern Extension: Hillcrest Avenue shall be constructed with east side curb, gutter, and sidewalk and landscaping, including Parcel C, and east side median curb and gutter, median LED street lights, and utilities to be placed under the east half of the roadway including interconnect conduit and pull boxes (if proposed for the east side of the roadway) and asphalt for the northbound bike, turn, and travel lanes from 'A' Street to Sand Creek Road. Improvements shall include conduits and pull boxes for the easterly portion of a traffic signal at Hillcrest Avenue and Sand Creek Road, interconnect conduit and pull boxes, from 'A' Street thru and including the intersection of Sand Creek Road (if proposed for the east side of the roadway), all as approved by the City Engineer.~~ South: Hillcrest Avenue South shall be constructed as provided in condition E6.f ("Hillcrest Avenue South"). The applicant also shall dedicate to the City of Antioch such property as the applicant owns or controls that would be required to provide the planned 112-foot (four-lane) right of way.
- c. ~~Hillcrest Avenue/Sand Creek Road Traffic Signal: A full traffic signal shall be constructed with interconnect at the intersection of~~ as provided in condition E6.g ("Hillcrest Avenue and Sand Creek Road. Upon concurrence of the applicant and the City, the applicant may deposit payment into the City's traffic signal account for the traffic signal design and/or construction if the third leg of the intersection has not been constructed. The traffic signal is fee creditable against the project's Traffic Signalization fees/Sand Creek Road Traffic Signal").
- d. ~~Sand Creek Road – Phase Six: Sand Creek Road shall be constructed from the~~ as provided in condition E6.d ("Sand Creek Road"), as applicable to the segment from the intersection with Hillcrest Avenue ~~intersection~~ to the extension of the easterly Phase Six boundary. ~~The road shall be constructed to the configuration approved by the City of Antioch Planning Commission and/or City Engineer in coordination with the Aviano development. The design shall include an ultimate width of 80 foot curb to curb and 112 foot right of way from the westerly curb return of Hillcrest Avenue through the extension of the easterly Phase Six boundary with two 12 foot lanes and an 8 foot bike lane westbound and two 12 foot lanes and an 8 foot bike lane eastbound with landscaped median and northerly right of way (including the adjacent portion of Parcel C) and southerly right of way, street lights, turn pockets and other appurtenances, and all utilities, including interconnect conduit. Improvements shall include conduits and pull boxes for traffic signal at Sand Creek Road/ Hillcrest Avenue, all as approved by the City Engineer.~~
- e. Sand Creek Regional Trail: The multi-use Sand Creek Regional Trail shall be constructed ~~to the west, south and east of the basin, and landscaping installed~~

~~on Parcel C as approved by the Park and Recreation Commission. If allowed by the resource agencies, the Regional Trail shall be unfenced (on the Sand Creek side) and the surface shall be as required by the City Engineer. The applicant shall coordinate with the Aviano development to the east, for the location and elevation of the connection point, as provided in condition E6.e ("Sand Creek Regional Trail").~~ This condition may be deferred ~~to a~~ by the City Engineer to facilitate construction of the overall trail.

Prior to the issuance of the 30th building permit for a lot within Phase Six, the preceding improvements (E.9b through E.9e) shall be completed to 50% to the satisfaction of the City Engineer.

Prior to the issuance of the 60th building permit for a lot within Phase Six, the preceding improvements (E.9b through E.9e) shall be completed to the satisfaction of the City Engineer.

F. UTILITIES

- F1. Public utilities shall be constructed to their ultimate size and configuration with the road construction in which they are to be located.
- F2. All existing and proposed utilities shall be undergrounded (e.g. transformers and PMH boxes) and subsurface in accordance with the Antioch Municipal Code and as approved by the City Engineer. Existing overhead utilities on arterial streets shall be undergrounded.
- F3. Underground utilities shall be designed to flow approximately parallel to the centerline of the street, or as approved by the City Engineer.
- F4. All sewage shall flow by gravity to the intersecting street sewer main.
- F5. All public utilities shall be installed in streets avoiding between-lot locations unless approved by the City Engineer.
- F6. Prior to the recordation of the first final map, the applicant shall submit hydrology and hydraulic analyses with a storm water control plan to the City for review and approval and to Contra Costa County Flood Control for review at no cost to the City as directed by the City Engineer.
- F7. The applicant shall provide adequate water pressure and volume to serve this development. This will include a minimum residual pressure of 20 psi with all losses included at the highest point of water service and a minimum static pressure of 50 psi or as approved by the City Engineer. See Fire Requirements 3.c. for additional water flow conditions.
- F8. The houses shall contain rain gutters and downspouts that direct water away from the foundation as approved by the City Engineer.

- F9. Recycled water mains shall be constructed in arterial roadways and internal streets with significant right of way, park, or other landscaping as approved by the City Engineer. This development is subject to State Laws which may require recycled water to all landscaped area.
- F10. Prior to recordation of the first final map, the applicant shall submit the completed draft sewer study for the Sand Creek Focus Area to the general concurrence of the City Engineer. Prior to recordation of the first final map creating residential lots, the final version of the sewer study for the Sand Creek Focus Area shall be completed to the approval of the City Engineer. The applicant shall extend the existing sanitary sewer main trunk line from the stub in Heidorn Ranch Road, at no cost to the City -(except for fee credits pursuant to the Development Agreement)-. (Note: If the draft and/or final sewer study for the Sand Creek Focus Area has been submitted to the City in conjunction with other development, it will be used to fulfill the applicable portion(s) of this condition.)
- F11. The applicant may form (if not already formed) or shall annex (if already formed) into a benefit district or participate in another mechanism acceptable to the City that fairly distributes the cost of upsizing of utilities amongst the befitting property owners in and around the Sand Creek Focus Area as approved by the City Engineer.

G. LANDSCAPING

- G1. All right-of-way landscaping (excluding adjacent to front and side yards), medians, private parks, water quality & detention basins, and open space areas north of the northerly curb line of Sand Creek Road, east of the easterly curb line of Hillcrest Avenue and west of the westerly curb line of Heidorn Ranch Road shall be installed by the applicant and maintained by the applicant or HOA.
- G2. Parcel G shall be landscaped by the applicant and maintained by the LLD.
- G3. A minimum of one 15 gallon tree shall be located within 10' of the sidewalk, or within 10' of the back of curb at locations without sidewalk, in the front yard of each lot and the side yard of corner lots prior to the issuance of the certificate of occupancy. The type and location of the tree shall be as approved by the City Engineer.
- G4. Based on drought conditions, the City Engineer has the authority to delay some or all of the landscape conditions of approval.

H. FIRE REQUIREMENTS

- H1. All weather access roads and a water supply shall be provided prior to commencing any combustible construction, as required by the Fire Chief.
- H2. Street widths shall be subject to approval by the Contra Costa County Fire Protection District and the City Engineer.

- H3. The applicant shall comply with the following conditions provided by the Contra Costa County Fire Protection District:
- a. Access roadways of less than 28-feet unobstructed width shall have NO PARKING - FIRE LANE signs posted or curbs painted red with the words NO PARKING - FIRE LANE clearly marked, per 22500.1 CVC.
 - b. The cul-de-sacs or turnarounds shall have an outside turning radius of a minimum of a 45' or as approved by the City Engineer. Should the sidewalk be included in the turning radius, it shall be clear of street lights, fire hydrants and other obstructions.
 - c. The applicant shall provide an adequate reliable water supply for fire protection with a minimum fire flow of 1750 GPM. Required flow shall be delivered from not more than one hydrant flowing simultaneously for the duration of 120 minutes while maintaining 20-pounds residual pressure in the main. (508.1), (B105) CFC
 - d. The applicant shall provide hydrants of the East Bay type, which shall be maintained by the City. Approximate hydrant locations will be determined by the Fire District and approved by the City Engineer.
 - e. Emergency apparatus access roadways and hydrants shall be installed, in service, and inspected by the Fire District prior to construction or combustible storage on site. (501.4) CFC. Gravel roads are not considered all-weather roadways for emergency apparatus access. The first lift of asphalt concrete paving shall be installed as the minimum sub base materials and capable of supporting the designated gross vehicle weight specified above.
 - f. Premises identification shall be provided. Such numbers shall contrast with their background and be a minimum of four inches high with $\frac{1}{8}$ -inch stroke or larger as required to be readily visible from the street. (505.1) CFC, (501.2) CBC
 - g. Plan review and inspection fees shall be submitted at the time of plan review submittal. Checks may be made payable to Contra Costa County Fire Protection District (CCCFPD).
- H4. Submit plans to: Contra Costa County Fire Protection District, 2010 Geary Road, Pleasant Hill, CA 94523.

I. FEES

- I1. The applicant shall pay all City fees which have been established by the City Council and as required by the Antioch Municipal Code and the Development Agreement.
- I2. The applicant shall pay all pass through fees. Fees include but are not limited to

- a. East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fee in effect at the time of building permit issuance.
 - b. Contra Costa County Fire Protection District Fire Development Fee in place at the time of building permit issuance. (See G.3.g.)
 - c. Contra Costa County Map Maintenance Fee in affect at the time of recordation of the final map(s). (currently \$50 per lot or parcel).
 - d. Contra Costa County Flood Control District Fees.
 - e. School Impact Fees.
 - f. Delta Diablo Sewer Fees.
 - g. Contra Costa Water Fees.
- I3. Prior to filing of the first final map for recording, the applicant shall establish (or annex into an existing) a police financing district and shall agree to accept a level of annual assessments (with a CPI escalator) or provide an additional funding source, excluding tax measures and acceptable to the City, sufficient to fund police to the level identified in the General Plan.

J. MODEL HOMES

- J1. Prior to the placement of any sales trailers, plans shall be submitted to the Engineering Department for review and approval. Any trailer shall be placed out of the public right-of-way and shall have its own parking lot.
- J2. The model home complex parking lot location and design shall be subject to City Engineer approval.
- J3. The model home landscaping shall be drought tolerant, with total area of spray irrigation for the complex not to exceed 50 percent of the landscaping area.

K. GRADING

- K1. The grading operation shall take place at a time, and in a manner, so as not to allow erosion and sedimentation. The slopes shall be landscaped and reseeded as soon as possible after the grading operation ceases. Erosion measures shall be implemented during all construction phases in accordance with an approved erosion and sedimentation control plan.
- K2. All lots and slopes shall drain to approved drainage facilities as approved by the City Engineer.
- K3. All grading shall be accomplished in a manner that precludes surface water drainage across any property line.

- K4. All lots shall be graded to drain positively from the rear to the street or as approved by the City Engineer.
- K5. The swales adjacent to the house structure shall have a minimum of a one (1) percent slope or as directed by the City Engineer.
- K6. The applicant shall make a good faith effort to coordinate the grading along the project borders with affected property owners. All off-site grading is subject to the approval of the affected property owners and the City Engineer. The applicant shall submit written authorization to "access, enter, or grade" adjacent properties prior to performing any work.
- K7. Any sale of a portion (or portions) of this project to other developers shall include the necessary agreement and/or grading easements to assure that project-wide grading conforms to the approved map and conditions of this resolution.
- K8. The grading plan for this development shall be approved by the City Engineer.
- K9. All elevations shown on the improvement plans shall be on the USGS 1929 sea level datum or as approved by the City Engineer.
- K10. Retaining walls shall not be constructed in City right-of-way or other City maintained parcels unless approved by the City Engineer.
- K11. All retaining walls shall be of masonry construction.
- K12. All retaining walls shall be reduced in height to the maximum extent practicable and the walls shall meet the height requirements in the front yard setback and sight distance triangles as approved by the City Engineer.
- K13. The back to back or side to side grading transitions from lot to lot shall have a maximum slope of 2:1, and shall be accommodated entirely on the lower lot or as approved by the City Engineer.
- K14. The minimum concrete gutter flow slope shall be 0.75%.
- K15. All property lines shall be located at the top of slope.

L. CONSERVATION/NPDES

- L1. Water conservation measures, including low volume toilets, flow restrictors in showers and the use of drought tolerant landscaping, shall be used.
- L2. The Project shall meet or exceed Tier 1 of the CALGreen Building Code.
- L3. The project shall comply with all Federal, State, and City regulations for the National Pollution Discharge Elimination System (NPDES) (AMC§6-9). (Note: Per State Regulations, NPDES Requirements are those in affect at the time of the

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

- L4. The applicant shall comply with the Storm Water Treatment Plan ~~dated~~
as approved by the City Engineer.
- L5. The following requirements of the federally mandated NPDES program (National Pollutant Discharge Elimination System) shall be complied with as appropriate, or as required by the City Engineer:
- a. Prior to issuance of permits for building, site improvements, or landscaping, the applicant shall submit a permit application consistent with the applicant's approved Storm Water Control Plan, and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent source control BMPs, and other features that control storm water flow and potential storm water pollutants.
 - b. The Storm Water Control Plan shall be certified by a registered civil engineer, and by a registered architect or landscape architect as applicable. Professionals certifying the Storm Water Control Plan shall be registered in the State of California and submit verification of training, on design of treatment measures for water quality, not more than three years prior to the signature date by an organization with storm water treatment measure design expertise (e.g., a university, American Society of Civil Engineers, American Society of Landscape Architects, American Public Works Association, or the California Water Environment Association), and verify understanding of groundwater protection principles applicable to the project site (see Provision C.3.i of Regional Water Quality Control Board Order R2 2003 0022).
 - c. Prior to building permit final and issuance of a Certificate of Occupancy, the applicant shall submit, for review and approval by the City, a final Storm Water BMP Operation and Maintenance Plan in accordance with City of Antioch

guidelines. This O&M plan shall incorporate City comments on the draft O&M plan and any revisions resulting from changes made during construction. The O&M plan shall be incorporated into the CC&Rs for the Project.

- d. Prior to building permit final and issuance of a Certificate of Occupancy, the applicant shall execute and record any agreements identified in the Storm Water Control Plan which pertain to the transfer of ownership and/or long-term maintenance of storm water treatment or hydrograph modification BMPs.
 - e. Prevent site drainage from draining across sidewalks and driveways in a concentrated manner.
 - f. Collect and convey all storm water entering, and/or originating from, the site to an adequate downstream drainage facility without diversion of the watershed. Submit hydrologic and hydraulic calculations with the Improvement Plans to Engineering Services for review and approval.
 - g. Prior to issuance of the grading permit, submit proof of filing of a Notice of Intent (NOI) by providing the unique Waste Discharge Identification Number (WDID#) issued from the Regional Water Quality Control Board.
- L6. Submit a copy of the Storm Water Pollution Prevention Plan (SWPPP) for review to the Engineering Department prior to issuance of a building and/or grading permit. The general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMP's. Construction site cleanup and control of construction debris shall also be addressed in this program. Failure to comply with the approved construction BMP may result in the issuance of correction notices, citations, or a project stop work order.
- L7. Install appropriate clean water devices at all private storm drain locations immediately prior to entering the public storm drain system. Implement Best Management Practices (BMP's) at all times.
- L8. Install on all catch basins "No Dumping, Drains to River" decal buttons.
- L9. If sidewalks are pressure washed, debris shall be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged into the storm drain. If any cleaning agent or degreaser is used, wash water shall be collected and discharged to the sanitary sewer, subject to the approval of the sanitary sewer District.
- L10. Include erosion control/storm water quality measures in the final grading plan that specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydro seeding, gravel bags and siltation fences and are subject to review and approval of the City Engineer. If no grading plan is required, necessary erosion control/storm water quality measures shall be shown on the site plan submitted for an on-site

permit, subject to review and approval of the City Engineer. The applicant shall be responsible for ensuring that all contractors and subcontractors are aware of and implement such measures.

- L11. Sweep or vacuum the parking lot(s) a minimum of once a month and prevent the accumulation of litter and debris on the site. Corners and hard to reach areas shall be swept manually.
- L12. Ensure that the area surrounding the project such as the streets stay free and clear of construction debris such as silt, dirt, dust, and tracked mud coming in from or in any way related to project construction. Areas that are exposed for extended periods shall be watered regularly to reduce wind erosion. Paved areas and access roads shall be swept on a regular basis. All trucks shall be covered.
- L13. Clean all on-site storm drain facilities a minimum of twice a year, once immediately prior to October 15 and once in January. Additional cleaning may be required if found necessary by City Inspectors and/or City Engineer.
- L14. Per State Regulations, all impervious surfaces including off-site roadways to be constructed as part of the project, are subject to C.3 requirements.

M. FINAL EIR AND MITIGATION MONITORING AND REPORTING PROGRAM

- M1. The applicant shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program.
- M2. The applicant shall mitigate any impacts on wildlife, including State and Federally listed threatened and endangered species, and their habitat by compliance with one of the following:
 - a. Implementing, or making enforceable commitments to implement, all applicable mitigation measures in the project environmental documents, as well as any additional measures as may be required by the California Department of Fish & Wildlife (CDFW) or the U.S. Fish & Wildlife Service (FWS), and obtaining a letter(s) from CDFW and FWS stating that the project has fulfilled the requirements of applicable State and Federal wildlife protection laws and regulations; or
 - b. Complying with applicable terms and conditions of the ECCC HCP/NCCP, as determined in written "Conditions of Coverage" by the East Contra Costa County Habitat Conservancy (Conservancy), provided that the City has first entered into an agreement with the Conservancy for coverage of impacts to ECCCHCP/NCCP Covered Species; or
 - c. Complying with a habitat conservation plan and/or natural community conservation plan developed and adopted by the City, including payment of applicable fees, provided that CDFW and FWS have approved the conservation plan.

Vineyards at Sand Creek
~~2016~~2017 Conditions of Approval
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END

ATTACHMENT "E"

~~[RECORDING INFORMATION DELETED: CONTRA COSTA COUNTY RECORDER OFFICE, DOC - 2016-0270024-00, RECORDED DECEMBER 13, 2016]~~ 11/15/17 DRAFT

FIRST AMENDED AND RESTATED DEVELOPMENT AGREEMENT
BETWEEN
THE CITY OF ANTIOCH
AND
GBN PARTNERS, LLC

THIS FIRST AMENDED AND RESTATED DEVELOPMENT AGREEMENT ("**Agreement**") by and between the City of Antioch, a municipal corporation ("**City**") and GBN Partners, LLC, a Delaware limited liability company ("**Developer**") (each a "**Party**" and collectively the "**Parties**"), pursuant to the authority of Division 1, Chapter 4, Article 2.5, Sections 65864 et seq. of the Government Code (the "**Statute**") is entered into as of ~~October 17, 2016,~~ _____ (the "**Effective Date**") in the following factual context:

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

B. Developer is the owner of approximately 142 acres of real property located in the City of Antioch, Contra Costa County more particularly described in **Exhibit A** to this Agreement (the "**Property**"), known as Promenade/Vineyards at Sand Creek, which Developer plans to develop as ~~either a single-family market-rate residential community or as an~~ and/or age-restricted Active-Adult residential community (the "**Project**"). The planning, development, construction, operation and maintenance of the Project is more particularly described in, and reviewed and analyzed by, the Environmental Impact Report (SCH # 2014092010, "**EIR**") prepared in conjunction with the Project and its below-described "**Project Approvals**." In accordance with the California Environmental Quality Act (Pub. Res. Code §§ 21000 *et seq.*) and its Guidelines (C.C.R., Title 14 §§ 15000, *et seq.*), as each is amended from time to time (collectively, "**CEQA**"), City certified as adequate and complete the EIR. Pursuant to CEQA, a mitigation/monitoring program for the Project was approved by the City Council. The City has determined that no additional environmental review is necessary in connection with its consideration, approval and execution of this Agreement.

C. The Project has been designed as a private, gated residential community, where housing and recreation are integrated into one cohesive whole. Key components include pedestrian and bicycle friendly streets, private recreational opportunities, a mix of housing opportunities, distinctive architecture and landscape elements, and a vibrant neighborhood community center.

D. As of the execution of this Agreement, various land use regulations, entitlements, grants, permits and other approvals have been adopted, issued, and/or granted by City relating to the Project (collectively, "**Existing Approvals**" ~~contained in **Exhibit B** to this Agreement~~), including without limitation, all of the following (including their text, diagrams and conditions of approval):

1. "**EIR**" (defined in Recital B above).

2. **“General Plan Amendment”** — (GPA 14-01) — Redesignating the Property from Business Park to Residential, and exempting the Property from the City regulations (including without limitation City Ordinance No. 2005/41) relating to an alternative process for the project applications within the Sand Creek Focus Area (collectively, **“GPA”**).
3. **“Master Development Plan/Planned Development Rezone”** — (PD ~~1403~~14-03) — A Planned Development District with Design Guidelines to guide future development of the community and a Master Development Plan (collectively, the **“Rezoning”**).
4. **“Vesting Tentative Map/Final Development Plan”** — (Subdivision 9390) — Subdivision map ~~and~~, Final Development Plan and Resource Management Plan reflecting roads, infrastructure and up to 650 single-family residential lots, which lots can also be developed as age-restricted units in their entirety. The Vesting Tentative Map/Final Development Plan/Resource Management Plan will employ multiple (phased) final maps, creating separate phases of the Project (currently approximated at 6 phases) (collectively, the **“VTM”**). The VTM includes a Preliminary Phasing Plan consistent with the VTM to facilitate development of the Property. The Preliminary Phasing Plan is included as part of the VTM approval, including the conditions of approval that accompany the VTM ~~(contained in Exhibit B to this Agreement)~~, and shall be included within any reference in this Agreement to ~~VTM~~the VTM. The conditions of approval of the VTM (as defined above to encompass the Final Development Plan and the Resource Management Plan) were amended on November 28, 2017 as described in Recital J below. References in this Agreement to the VTM mean the VTM with the modified conditions of approval.
5. **“2016 Development Agreement”** — The Parties entered into the 2016 Development Agreement as of October 13, 2016 (the **“Term Commencement Date”**).

E. “Subsequent Approvals” (each referred to individually as a **“Subsequent Approval”**) shall mean those permits, entitlements, approvals or other grants of authority (and all text, terms and conditions of approval related thereto), that may be necessary or desirable for the development of the Project, that are sought by Developer, and that are granted by City on or after the ~~Effective~~Term Commencement ~~Date of this Development Agreement~~. Subsequent Approvals include without limitation new permits, entitlements, approvals or other grants of authority (and all text, terms and conditions of approval related thereto), as well as amendments to Existing Approvals.

F. On January 6, 2016, at a duly noticed public hearing, the Planning Commission considered and recommended approval of the EIR, GPA, Rezone, VTM and this Agreement to the City Council pursuant to Resolution No. ~~2016-2, 2016-03, 2016-05, 2016-06 and 2016-04.~~

G. On February ~~9~~9, 2016, at a duly noticed public hearing, the City Council certified the EIR pursuant to Resolution No. ~~2016/11, approved the GPA pursuant to Resolution No. 2016/12, approved~~introduced the Rezone pursuant to Ordinance No. 2013-C-S ~~and~~, approved

the VTM pursuant to Resolution No. ~~/2016/13~~ 2016/13, and introduced the 2016 Development Agreement approval pursuant to Ordinance No. 2112-C-S.

H. On February 23, 2016, at a duly noticed public hearing, the City Council enacted the Rezone pursuant to Ordinance No. 2103-C-S and enacted Ordinance No. 2112-C-S approving the 2016 Development Agreement.

I. On September 20, 2017, the Planning Commission considered and forwarded recommendations regarding an Addendum based upon an Initial Study Checklist dated September 2017 and prepared by Raney Planning & Management (“Addendum”) and proposed amendments to the Project’s conditions of approval and the Development Agreement.

J. On November 28, 2017, at a duly noticed public hearing, the City Council determined that no additional environmental review was required pursuant to the Addendum, approved amendments to the conditions of approval of the VTM pursuant to Resolution No. _____, introduced a zoning ordinance to rezone the property from PD-14-03 to PD-17-01 to enable application of the amended conditions of approval of the Final Development Plan, and introduced Ordinance No. _____ approving this First Amended and Restated Development Agreement.

K. On December 12, 2017, at a duly noticed public hearing, the City Council enacted Ordinance No. _____ approving this First Amended and Restated Development Agreement, a copy of which is attached as **Exhibit B**. The Council also enacted rezoning Ordinance No. _____.

L. The City Council has found that, among other things, this First Amended and Restated Development Agreement and the Project Approvals, are consistent with its General Plan and has been reviewed and evaluated in accordance with California Government Code §§ 65864 *et seq.*

~~I. On February 23, 2016, at a duly noticed public hearing, the City Council adopted Ordinance No. 2112-C-S approving this Agreement, a copy of which is attached as **Exhibit C** to this Agreement.~~

AGREEMENT

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

ARTICLE 1 TERM

1.1 The term of this Agreement (“Term”) shall commence as of the Effective Term Commencement Date and continue to and including October 17, 2031. The expiration of the term of this Agreement shall not be interpreted to, and shall not affect, terminate or waive any additional rights that Developer may have that exist independently of this Agreement and derive from common law vesting or other laws or regulations of the State or the City.

1.2 Pursuant to Government Code section 66452.6(a) and this Agreement, in addition to other extensions available under the Subdivision Map Act, the term of the Vesting Tentative Map and any other tentative map, vesting tentative map, tentative parcel map, vesting tentative parcel map, final map or vesting final maps, or any new such map or any amendment

to any such map, or any resubdivision (collectively referred to as "Subdivision Document") relating to the Project shall automatically be extended to and until the later of the following:

1.2.1 The Term; or

1.2.2 The end of the term or life of any such Subdivision Document otherwise given pursuant to the "**Subdivision Map Act**" (defined herein) and/or local regulation not in conflict with the Subdivision Map Act.

1.3 If this Agreement terminates for any reason prior to the expiration of the vested rights otherwise given under the Subdivision Map Act to any vesting tentative map, vesting parcel map, vesting final map or any other type of vesting map on the Property (or any portion of the Property) (collectively, "Vesting Map"), such termination of this Agreement shall not affect Developer's right to proceed with development under such Vesting Map in accordance with only the applicable law so vested under the Vesting Map, for the life of such vested rights given by such Vesting Map.

1.4 The term of any and all Project Approvals, including without limitation, all development plans, development permits, or other permit, grant, agreement, approval or entitlement for the general development of all or any part of the Project and Property, shall be to and until the later of the following:

1.4.1 The Term; or

1.4.2 The term or life of any Subdivision Document pursuant to the Subdivision Map Act or local regulation not in conflict with the Subdivision Map Act.

ARTICLE 2 COVENANTS OF DEVELOPER

2.1 **Obligations of Developer Generally.** Developer shall have no obligation to proceed with, or complete the Project at any particular time or at all. However, if Developer proceeds, it shall comply ~~the~~ with the provisions of this Agreement and shall comply with Applicable Law, as defined in this Agreement, including without limitation, Section 2.2. below.

2.2 **Applicable Law.** The rules, regulations and official policies governing permitted uses of the Property, density and improvement requirements applicable to development of the Property shall be the ordinances, rules, regulations, and official policies in force and effect on the Effective Term Commencement Date ~~of this Agreement~~, except as otherwise provided in the Project Approvals or this Agreement (the "**City Regulations**"). The law applicable to the Project during the Term of this Agreement shall be only the following: (a) the City Regulations; (b) the Project Approvals and (c) this Agreement (collectively, the "**Applicable Law**"). If there is a conflict between this Agreement and the City Regulations or Project Approvals, this Agreement shall control. If there is a conflict between the Project Approvals and the City Regulations, the Project Approvals shall control.

2.3 **Fees, Taxes and Assessments.**

2.3.1 **Development Fees.** During the Term, Developer shall pay only those City-imposed development fees (collectively, "**Development Fees**") in force and effect as of the Effective Term Commencement Date. The Project has been approved for development as ~~either~~

a single-family market-rate residential community ~~in its entirety and~~/or as an age-restricted “active-adult” residential community ~~in its entirety~~. Developer, in its sole and exclusive discretion, shall determine which whether to include either or both of these two types of residential development to pursue within the Project. If Developer decides to pursue an age-restricted “active-adult” residential community and if City, in its sole and absolute discretion, has implemented an active adult fee category after completion of a nexus study and adoption of such fees, ~~Developer~~that portion of the Project shall be subject to such fees. Development Fees shall be paid at the rate in effect at the time of building permit issuance.

(a) The Project shall not be subject to any existing or future Development Fees related to affordable housing, public art, Residential Development Allocation Fee(s)/Growth Management Fees, or Habitat Conservation Plan (HCP) fees. The project is progressing with environmental permitting through the State and Federal Agencies, but the project may at its option participate in an HCP.

(b) Developer has agreed to dedicate right-of-way and complete certain improvements required by the Project Approvals to Hillcrest Avenue, Sand Creek Road and Heidorn Ranch Road as described in the Project Approvals. Therefore, the Project shall not be subject to any existing or future Development Fees relating to local traffic/roadway/circulation/transportation dedication, construction, improvements and/or funding of any kind or any other Development Fees relating to such local traffic/roadway/circulation/transportation dedication, construction, improvements and/or funding of any kind. The project is subject to regional transportation fees (East Contra Costa Regional Fee and Financing Authority) in place at the time of building permit.

(c) Developer has agreed to be financially responsible for half of two public-benefit traffic signal improvements — one at Sand Creek Road at Hillcrest Avenue and the second at Sand Creek Road at Heidorn Ranch Road — neither of which are necessitated by project traffic alone, but are required by the Project Approvals and described in the Project Approvals. The developer will construct these signals and be reimbursed 50% by adjacent development or the City of Brentwood or deposit funds with the City for 50% of the signals as required by the Conditions of Approval. Therefore in consideration of the portion of these two traffic signals, the Project will not be subject to traffic signal fees or eligible for traffic signal reimbursements.

(d) Incentivize Community Benefit Infrastructure Construction. The City and the community have a significant interest in ensuring that the Project proceeds in an orderly fashion as part of the overall improvement of the community. In an effort to incentivize Developer’s construction of important infrastructure in the Sand Creek Focus Area, from the date of the issuance of the first building permit for a non-model residential dwelling unit (“Permit Issuance Date”) until the fifth anniversary of the Permit Issuance Date (5 years), the Development Fees Developer shall pay are the Development Fees in effect on a Citywide basis at the Permit Issuance Date, depending on the residential type of the Project (market rate or active adult). Notwithstanding the forgoing, the City may, at City’s sole and exclusive discretion, on an annual basis, and pursuant to any applicable City Municipal Code requirements, increase or decrease (as appropriate) the amount of such Development Fees by a percentage not to exceed the percentage increase or decrease (as appropriate) for the prior calendar year in the Engineering News Record Construction Cost Index for the Region (“**Index-Adjusted Fees**”); however, Developer shall pay that Development Fee that is lower: the then-current City-wide Development Fee otherwise applicable to similar projects or the Index-Adjusted Fees.

2.3.2 Processing Fees. For the purposes of this Agreement, “Processing Fees” shall mean processing fees and charges of every kind and nature imposed by City, including planning processing deposits, to cover the actual costs to City for City staff and consultant time and resources spent reviewing and processing Developer’s applications for Project Approvals, or for monitoring compliance with and reviewing submittals for any Project Approvals. Developer shall pay all Processing Fees, as such fees and charges are adjusted from time to time. “Processing Fees” shall not mean and include Development Impact Fees or any other fee, tax or assessment. The foregoing notwithstanding, no fees other than Processing Fees shall be due before approval of the final map, unless earlier payment is expressly required by the Project Approvals.

2.3.3 Taxes and Assessments. Except as otherwise provided in this Agreement or the Project Approvals, during the Term, Developer shall pay only those City-imposed land-based taxes and assessments in force and effect as of the Effective Term Commencement Date, except for a tax or assessment agreed upon by Developer, a tax or assessment imposed as a result of the implementation of a financing mechanism to fund improvements or services or a Proposition 218 voter approved assessment.

2.4 Construction and Timing of Improvements.

2.4.1 Developer shall construct the improvements required by, and more particularly described in, the conditions of approval ~~contained~~included in ~~Exhibit B~~the Project Approvals. Developer shall perform the work in accordance with the standards and specifications established by Applicable Law. To the extent there are no such standards or specifications, the work shall be performed in accordance with industry standards and in good and workmanlike manner, as approved by the City Engineer.

2.4.2 The Parties acknowledge that the Project may be built in phases different from those set forth in the Preliminary Phasing Plan ~~attached in Exhibit B~~included as part of the VTM. The timing of certain improvements set forth in the conditions of approval were based on the Preliminary Phasing Plan. If the City Engineer approves changes to the phasing of the Project from that in the Preliminary Phasing Plan in a manner that impacts the timing for the construction of the improvements set forth therein, the City Engineer has the authority to change the timing for those improvements to be consistent with the changes to the phasing. Such changes will automatically be incorporated into the Project Approvals and will not require an amendment to the Project Approvals, including this Agreement.

2.5 Subdivision and Other Agreements; Multiple Final Maps. Developer shall execute and perform its obligations as set forth in any Subdivision Improvement Agreements required or permitted by Applicable Law to obtain approval of final maps. Developer may file multiple final maps in accordance with 3.5 below.

2.6 Design Review. The Project Approvals include Design Review Guidelines but do not include design review approval, which Developer has yet to obtain. Developer’s design review applications and submittals shall be consistent with the Vineyards at Sand Creek Design Review Guidelines approved by the City. The designs shall incorporate a level of quality craftsmanship consistent with projects completed in similar regional markets.

2.7 Sewer Improvements.

2.7.1 Oversized Sewer Infrastructure. Developer shall build oversized sewer infrastructure as set forth in the Project Approvals and as listed in the CBG Preliminary Cost Estimate dated March 23, 2017, which is attached as **Exhibit D** for reference only. Developer shall be entitled to fee credits against sewer connection fees in the amount equal to the estimated cost of the oversized increment of such infrastructure, which is \$423,037 pursuant to **Exhibit D**. Such fee credits shall be applied pro rata to each building permit for the Project as such permit is issued, and shall be available for any building permits issued within 7 years of the Effective Date.

2.7.2 Sand Creek Focus Area (SCFA) Sewer Trunk Line Improvements. Developer shall provide a sewer study and coordinate with the design, rights-of-way and easement needs of the major sewer trunk line through the Property in order to help facilitate the construction of the major sewer trunk line to benefitting properties, as more particularly described in the conditions of approval ~~attached in **Exhibit B**~~ included in the Project Approvals (collectively, "**SCFA Sewer Trunk Line Improvements**"). If desired, ~~the by~~ Developer, City shall ~~create~~ cooperate in creating a land-based financing mechanism or ~~participate in~~ another mechanism acceptable to the City that will fairly distribute the cost of formation, design, offsite construction, upsizing and advance funding of the Sewer Trunk Line Improvements amongst the benefitting property owners in and around the Sand Creek Focus Area, as approved by the City Engineer. ~~For property that will benefit from the Sewer Trunk Line Improvements, the City shall require, by imposing a condition of approval, inserting a requirement into a Development Agreement or otherwise, an obligation on that property (and the property's owner(s)) to reimburse Developer for such other property's (and its owner(s)) proportional share (fair share) of these identified Sewer Trunk Line Improvements at the earlier of the filing of a final map or issuance of a building permit on the affected property. The City shall collect the reimbursement amounts if and when such properties develop, and distribute that amount to Developer on a quarterly basis.~~ City shall assist Developer as needed, including without limitation, taking those actions set forth in Section ~~2.14~~ 2.12 of this Agreement. Upon acceptance by the City, the SCFA Sewer Trunk Line Improvements shall be maintained by City.

2.8 Parks, Trail Improvements and Landscaped Areas.

2.8.1 Public Park and Development Impact Fees. Developer shall, at its sole cost and expense, design, construct and dedicate to the City, the water quality and detention basin located in Parcel G, located south of the future extension of Sand Creek Road, as more particularly described in the conditions of approval ~~attached in **Exhibit B**~~ included in the Project Approvals ("**Parcel G Water Quality & Detention Basin**"). Upon acceptance by the City, the Parcel G Water Quality & Detention Basin shall be owned by the City and maintained by the Lighting and Landscaping District. Developer also shall ~~also~~, at its sole cost and expense ~~(except for the fee credits referenced in this Subsection)~~, construct and dedicate to City 6.13 Acres in Parcel G and the Sand Creek Regional Trail facilities (including fencing to protect Sand Creek, landscaping that includes plants, shrubs and grasses to complement the natural setting, and a paved pathway) as more particularly described in the conditions of approval ~~attached in **Exhibit B**~~ included in the Project Approvals ("**Trail Improvements**"). Upon acceptance by the City, the Trail Improvements ~~and open space parcel it travels through,~~ shall be maintained by the City or the Lighting and ~~Landscape District.~~ Developer shall, at its Landscaping District. If the Trail Improvements are included in the project list referenced in Antioch Municipal Code Section 9-3.70, then Developer shall be entitled to a credit against park and recreation facilities development impact fees for the cost of the Trail Improvements

(currently estimated at \$830,000 pursuant to **Exhibit D**). To the extent consistent with City practices and standards used to determine the costs of the Sand Creek Basin park referenced in the City of Antioch Development Impact Fee Study dated February 2014 and prepared by Economic & Planning Systems, Inc., Developer also shall be entitled to a credit for the value of the 6.13 Acres dedicated for the Sand Creek Regional Trail facilities. Developer shall fund the costs of any study to the extent such study is needed to include the Sand Creek Regional Trail facilities to be located along Sand Creek in the Sand Creek Focus Area (including the Trail Improvements) in the project list referenced in Section 3.7 below. Such study shall use the linear foot cost estimates developed for the Trail Improvements to determine the costs of the remaining trail facilities in the study area. The amount of the credits shall be determined in accordance with the procedures of Antioch Municipal Code Section 9-3.70(B). Credits shall be applied pro rata to each residential building permit in phases four, five and six of the Project.

2.8.2 Private Parks Development. Developer shall, at is sole cost and expense, design and construct ~~park~~private parks and landscaped areas, as more particularly described in the conditions of approval ~~attached in Exhibit B~~included in the Project Approvals. The parks identified on Parcel A and Parcel D shall also be designed and landscaped by Developer and shall be dedicated to and maintained by the Homeowners Association (“**Parcel A Park**” and “**Parcel D Park**,” respectively). Parcel A Park is 2.13 acres and Parcel D Park is 3.47 acres for a combined total private park acreage of 5.6 acres, ~~as required by and in conformance with the Antioch Municipal Code.~~

2.8.3 Article 10 Requirement For Private Park Land, Improvements and In Lieu Fees. The Project is subject to the requirement to provide park land, construct park improvements, or pay in lieu park fees pursuant to Article 10 of Chapter 4 Title 9 (beginning with Section 9-4.1001) of the Antioch Municipal Code (the “**Article 10 Park Requirement**”). The Parcel A Park land, and improvements that qualify under Municipal Code Section 9-4.1010, shall be counted towards compliance with the Article 10 Park Requirement for phases one, two and three. If the Parcel A Park land and improvements do not fully satisfy the Article 10 Park Requirement for those phases, then Developer shall pay in lieu fees to the extent necessary to achieve full compliance, which fees shall be paid pro rata for each residential building permit in those phases. The Parcel D Park land, and improvements that qualify under Municipal Code Section 9-4.1010, shall be counted toward compliance with the Article 10 Park Requirement of phases four, five and six. If the Parcel D Park land and improvements do not fully satisfy the Article 10 Park Requirement for those phases, then Developer shall pay in lieu fees to the extent necessary to achieve full compliance, which fees shall be paid pro rata for each residential building permit in those phases. The extent to which land and improvements count towards the Article 10 Park Requirement shall be calculated pursuant to the procedures set forth in Article 10.

2.9 Homeowners Association. Developer shall establish a Homeowners Association (“HOA”) for the Project in conformance with the regulations set forth by the State Bureau of Real Estate.

2.9.1 Subject to approval by the State, the City Attorney and Community Development Director shall review and approve the HOA’s conditions, covenants and restrictions (“**CC&Rs**”) for conformance with this Agreement and the Project Approvals prior to the issuance of the first building permit for the Project. In addition, the City Attorney and Community Development Director may suggest modifications to the CC&Rs relating to the maintenance and repair of the property and improvements, including but not limited to landscaping, parking, open space, storm water facilities and the prohibition of nuisances. The

applicant shall consider all such City-suggested modifications to such CC&Rs, and shall make those modifications that are reasonable and cost-effective.

2.9.2 The CC&Rs shall include the following provisions and requirements:

(a) The City shall have rights of entry to the Project streets and public spaces.

(b) Any design approvals required by the CC&RS for construction, reconstruction and remodeling are in addition to any approvals needed from the City.

(c) A homeowner must secure a business license before a home can be rented as required by Municipal Code Section 3-1.217.

(d) The front yards must be adequately maintained.

(e) Any modifications to these requirements must be approved in advance by the City.

2.9.3 The City shall not have the right of enforcement of the CC&Rs, but the City shall have the right of enforcement of all legal and equitable remedies available to the City, including without limitation the following:

(a) The right to enforce its ordinances and regulations, including without limitation, Antioch Municipal Code Title 4 Chapter 7 (Weed and Rubbish Abatement), Chapter 10 (Abandoned, Wrecked, Dismantled or Inoperative Vehicles), and Chapter 16 (Repair of Vehicles and Boats in Residential Districts); and Antioch Municipal Code Title 5 Chapter 1 (including property/yard maintenance, abatement procedures, and nuisances), Chapter 8 (Public intoxication), and Chapter 20 (Rental Dwelling Unit Maintenance and Inspection Program); and

(b) The right to refuse to issue building permits for any building or structure that is not in compliance with applicable federal, state or local laws, regulations, permits or approvals.

2.10 City Services. City shall provide wastewater collection and police services to the Project (or any and all portions thereof) to the same degree as all other users of such services and facilities in the City.

2.11 Police Services Funding.

2.11.1 Formation or Participation in a Police Services Financing Mechanism. In order to assist the City in meeting a police force level within a range of 1.2 to 1.5 officers per 1,000 residents as set forth in Performance Standard 3.5.3.1 of the General Plan, at the direction of the City, Developer shall either establish, or participate in (if one has already been established), a land-based financing mechanism in the form of a community facilities district, special tax or other means, as to the Property. The City and Developer shall work cooperatively in forming such a police services financing mechanism. The costs related to forming such financing mechanism, including consultant costs, shall be paid by Developer ("Formation Costs"). It is the intent of the City to require other property, as such other property develops, to annex into or become subject to such financing mechanism. For such other

property, the City shall require, by imposing a condition of approval, inserting a requirement in a development agreement, or otherwise, an obligation/requirement on such other property (and the property's owner(s)) to reimburse Developer for such other property's (and its owner(s)) proportional share (fair share) of the Formation Costs ("**Formation Cost Reimbursement**"). The City shall require and collect the Formation Cost Reimbursement at the earlier of the filing of the final map or issuance of a building permit for any such other property on behalf of Developer and distribute that collected amount to Developer on a quarterly basis. Developer shall provide the Formation Costs, with supporting documentation, to the City.

2.11.2 Financial Obligation of the Developer. For the Term, the amount of the financial obligation for police services for the Project developed as a single family market rate (non-active adult) residential development (assuming an average of 3.22 persons per dwelling unit) related to police services funding shall not exceed \$445.00 per each Project lot upon which a single-family residential home is constructed, except that commencing one year after the ~~Effective Term Commencement Date of this Agreement~~, City may increase or decrease, as appropriate, such \$445 maximum pursuant to the Consumer Price Index for the San Francisco Bay Area. However, if the Project is developed as an active adult residential development, then the assumed average occupancy of a dwelling unit shall be 1.8 persons per dwelling unit, and the police services funding shall not exceed \$250 per each Project lot upon which an active adult residential home is constructed, except that commencing one year after the ~~Effective Term Commencement Date of this Agreement~~, City may increase or decrease, as appropriate, such \$250 maximum owing per active adult residential dwelling pursuant to the Consumer Price Index for the San Francisco Bay Area. The requirements of this Section 2.11.2 shall be waived if the City imposes a special tax or other form of revenue generation on all City residents dedicated specifically for the purpose of funding police services, which shall not include the business license tax approved by voters in 2014 (Measure 0) or any additional sales tax or extension of such sales tax.

2.12 Establishment of Facilities and Infrastructure Financing Mechanisms.

2.12.1 Upon Developer's request and in connection with the development of any phase of the Project, City shall consider, in its sole and absolute discretion, establishing a mechanism(s) that is legal and available to the City to aid in financing the construction, maintenance, operation of (or other financeable aspect of) "**Facilities and Infrastructure.**" "Facilities and Infrastructure" as used in this Agreement shall mean and include all onsite facilities and infrastructure and all offsite facilities and infrastructure needed for the Project. These mechanisms may include, without limitation, direct funding of condemnation costs and construction costs, acquisition of improvements, establishing reserve accounts to fund capital improvement program projects, Landscaping and Lighting Districts, Mello-Roos Districts, Community Facilities Districts, Infrastructure Finance Districts, special taxes and/or other similar mechanisms (collectively, "**Facilities Financing Mechanism(s)**"), and issuing any debt in connection therewith ("**Debt**"). Included goals of such Facilities Financing Mechanisms shall be to: ensure that each development project using Facilities and Infrastructure pay its proportional share of the cost of providing such Facilities and Infrastructure to such development project ("**Fair Share Contribution**"), that development projects that advance the construction or funding of the construction of all or a portion of such Facilities and Infrastructure ("**Advancing Projects**") be reimbursed for that costs of that construction or construction funding that is in excess of such Advancing Projects' Fair Share Contribution (collectively, "**Reimbursement Amounts**"), and that any and all Reimbursements Amounts owing to Advancing Projects be collected from those other projects that are not Advancing Projects at the earliest stage possible, but no later than building permit issuance.

2.12.2 Developer's request that City establish a Facilities Financing Mechanism and issue Debt shall be made to the City Manager in written form, and shall outline the purposes for which the Facilities Financing Mechanism and Debt will be established or issued, the general terms and conditions upon which it will be established or issued and a proposed timeline for its establishment or issuance.

2.12.3 City's participation in forming any Facilities Financing Mechanisms approved by City (and its operation thereafter) and in issuing any Debt approved by the City will include all of the usual and customary municipal functions associated with such tasks including, without limitation, the formation and administration of special districts, the issuance of Debt, the monitoring and collection of fees, taxes, assessments and charges such as utility charges, the creation and administration of enterprise funds, the enforcement of debt obligations and other functions or duties authorized or mandated by the laws, regulations or customs relating to such tasks.

2.13 Sand Creek Road.

2.13.1 In lieu of constructing a four-lane Sand Creek Road facility from the boundary of the Cities of Antioch and Brentwood to the intersection with Hillcrest Avenue, as described in Condition of Approval E6.e, Developer may, at its option, construct a two-lane Sand Creek Road facility, provided Developer satisfies the requirements of this Section 2.13.

2.13.2 Developer has an equitable interest in approximately 160 acres of real property located in the City of Antioch, Contra Costa County, which is located south of the Property and is more particularly described in Exhibit E to this Agreement (the "Southern Property").

2.13.3 If, prior to filing the first final map in Phases 4, 5 or 6, Developer proposes to construct Sand Creek Road as a two-lane facility, Developer shall first provide security acceptable to the City Attorney that creates a security interest in the Southern Property. The security shall be adequate to secure, and shall secure, an obligation of the owner of the Southern Property to construct interior lanes three and four of Sand Creek Road and all other outstanding improvements from the boundary of the Cities of Antioch and Brentwood to the intersection with Hillcrest Avenue at the earlier of: (a) any development on the Southern Property or (b) as needed to avoid exceedance of the applicable thresholds of significance established in the environmental impact report certified for the Project (i) on Sand Creek Road from the centerline of Hillcrest Avenue through the easterly curb return of Heidorn Ranch Road; (ii) at the intersections of Sand Creek Road with Heidorn Ranch Road and Hillcrest Avenue; or (iii) at the intersections of Lone Tree Way with Deer Valley Road and Hillcrest Avenue. The security also shall be adequate to secure, and shall secure, an obligation of the owner of the Southern Property to fund semi-annual traffic studies, commencing the year after Sand Creek Road connects to the State Route 4 Bypass and the 2,000th building permit is issued in the Sand Creek Focus Area, and continuing until such a study determines that the third and fourth lanes are needed.

2.13.4 If Developer constructs Sand Creek Road as a two lane facility, it shall construct the road to an ultimate width of 80 foot curb to curb and 112 foot right-of-way from the centerline of Hillcrest Avenue through the easterly curb return of Heidorn Ranch Road, with a 6-foot sidewalk on the north side, and a 10 foot landscaped area, 8 foot bike path and 12 foot travel lane in each direction, with the travel lanes located near the outside edges of the right of way. The two-lane design shall include a landscaped 40-foot median and northerly right of way (including the adjacent portion of Parcel C) and southerly right of way, street lights, turn pockets

and other appurtenances, and all utilities to serve the Project, including interconnect conduit. Improvements shall include conduits and pull boxes for traffic signals at Sand Creek Road/Hillcrest Avenue and Sand Creek Road/Heidorn Ranch Road, for the two-lane facility, all as approved by the City Engineer.

ARTICLE 3 COVENANTS OF THE CITY

3.1 Obligations of City Generally. The City shall act in good faith to accomplish the intent of this Agreement, to protect Developer's vested rights provided by this Agreement, and to ensure this Agreement remains in full force and effect. City shall cooperate with Developer so that Developer receives the benefits of and the rights vested by this Agreement, including prompt and timely action and assistance in (a) forming a Communities Facilities District(s) or other appropriate financing district(s) or mechanisms, and (b) obtaining from other governmental entities necessary or desirable permits or other approvals for the Project. To this end, any part of the Applicable Law that involves the exercise of judgment, discretion and/or action by City Staff, the City Planning Commission and/or the City Council shall require that such exercise of judgment, discretion and/or action be done in a reasonable manner.

3.2 Eminent Domain. Developer shall purchase any and all real property interests necessary to allow it to construct the public improvements required by the Project Approvals. In the event that an affected property owner has rejected an offer by Developer, based upon fair market value as determined by an appraisal prepared by a City-approved appraiser in cooperation with City, Developer may request City assistance. Provided that Developer provides adequate funding and enters into an agreement with the City setting forth the terms of City's obligations, in a form approved by City in its reasonable discretion, City shall promptly and timely negotiate and seek the purchase of the necessary property, including the possible consideration of City's use of its power of eminent domain (condemnation) to acquire such real property interests. Developer shall pay all costs associated with such acquisition or condemnation proceedings. Nothing herein is intended to or shall prejudice or commit City regarding any findings and determinations required to be made in connection with adoption of a resolution of necessity.

3.3 Vested Development Rights. Through this Agreement and the Applicable Law it describes, Developer has the vested right to develop the Property in accordance with the Applicable Law, which Applicable Law includes this Agreement, the City Regulations and the Project Approvals, with the reservations of authority set forth in Section 3.6 below. Any City ordinance, resolution, minute order, rule, motion, policy, standard, specification, or a practice adopted or enacted by City, its staff or its electorate (through their powers of initiative, referendum, recall or otherwise) that is not part of the Applicable Law and that takes effect on or after the **Effective Term Commencement** Date is hereby referred to as a "New City Law(s)." During the Term, no New City Law(s) shall be applied to the Project and/or Property except as otherwise set forth herein, including without limitation, the New City Laws set forth in Section 3.6 below.

3.4 Permitted Uses. The permitted uses of the Property; the density and intensity of use of the Property; the maximum height, bulk and size of buildings and other structures, except as such may be limited by any design review approvals yet to be obtained; and provisions for reservation or dedication of land for public purposes and other terms and conditions applicable to the-Project/Property shall be those set forth in the Project Approvals, which City confirms and vests by this Agreement. As Subsequent Approvals are adopted and therefore become part of

the Applicable Law, the Subsequent Approvals will refine the permitted uses, density and/or intensity of use, maximum height and size of buildings and other structures, provisions for reservation or dedication of land, and other terms and conditions applicable to the Project/Property. City shall not require Developer to reserve or dedicate land for public purposes except as expressly required by the Applicable Law, including without limitation, the Project Approvals.

3.5 Subdivision and Other Agreements. The City shall not require Developer to enter into any subdivision or other agreement that is inconsistent with the Applicable Law or that requires more work than is required by the Applicable Law, provided however that the Parties agree and understand that Developer will be required to enter into subdivision improvement agreements as set forth in this Agreement. The City shall allow Developer to file multiple final maps, if Developer desires, in accordance with the Subdivision Map Act, as amended from time to time.

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

3.6.1 New City Laws regarding Processing Fees, provided such Processing Fees are adopted pursuant to controlling law and are uniformly applied on a City-wide basis to all substantially similar types of development projects and properties.

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

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

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

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

3.6.6 Notwithstanding anything to the contrary provided herein, Developer shall have the right to challenge in court any. New City Laws that would conflict with Applicable Law or this Agreement or reduce the development rights provided by this Agreement, including without limitation any of the items listed in this Section 3.6 (~~s~~Subsections 3.6.1 through 3.6.6).

3.7 City's Obligations Regarding Certain Reimbursements.

3.7.1 Trail Improvements. City shall commence study of potential inclusion of the Sand Creek Regional Trail facilities in the project list referenced in Antioch Municipal Code Section 9-3.70(B)(2), upon receipt of the funds Developer is required to provide pursuant to Section 2.8.1 above.

3.7.2 Funds for Offsite Johnson Property Frontage Improvements. Developer is obligated to construct offsite frontage improvements that are listed as the "Johnson Property Frontage" in *Exhibit D*. These offsite frontage improvements front a project that is located immediately north of the Project. City shall use good faith efforts to require that project to comply with General Plan policies by funding the cost of that project's frontage improvements, according to the City's standard practices. Upon receipt, City shall pay any such funds it collects to Developer, less any incurred costs.

ARTICLE 4 AMENDMENT

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

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

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

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

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

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

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

4.2.3 Subsequent Approvals. No amendment of this Agreement shall be required in connection with the issuance/approval of any Subsequent Approval Developer seeks and secures or any New City Laws that Developer elects to be subject to (in Developer’s sole and exclusive discretion) (“New City Regulation”). Any such Subsequent Approval or New City Regulation shall be vested into by Developer and City when it becomes effective under controlling law. City shall not amend or issue any Subsequent Approval unless Developer requests such an amendment or issuance from City.

ARTICLE 5 ASSIGNMENT, TRANSFER AND MORTGAGEE PROTECTION

5.1 Assignment of Interests, Rights and Obligations. Nothing in this Agreement shall limit the right of Developer to freely alienate, transfer or assign (“**Assign**” or “**Assignment**”) all or any portion of the Property, except that Developer may only Assign all or any portion of its interests, rights or obligations under this Agreement or the Project Approvals, including any amendments thereto, subject to both of the following:

5.1.1 The requirements of this ARTICLE 5; and

5.1.2 To a third party who acquires an interest or estate in Developer and/or the Property or any portion thereof including, without limitation, a third party who is a purchaser or ground lessee of lots, parcels or improvements (an “**Assignee**”).

5.2 Assignment Agreements.

5.2.1 Written Assignment Agreement. In connection with an Assignment by Developer (other than an Assignment by Developer to an Affiliated Party (as defined below), to a Mortgagee (as defined below in 5.4) or to a Home Purchaser (as defined below in 5.3)),

Developer and the Assignee shall enter into a written agreement (an “**Assignment Agreement**”), with City’s consent in writing to such Assignment, which consent shall not be unreasonably withheld, regarding the respective interests, rights, benefits, burdens and obligations (collectively, “benefits and burdens”) of Developer and the Assignee in and under this Agreement and the Project Approvals. Such Assignment Agreement shall (i) set forth the benefits and burdens of this Agreement and/or the Project Approvals that are being assigned to Assignee, (ii) transfer to the Assignee the benefits and burdens of this Agreement and/or the Project Approvals that are being assigned, and (iii) address any other matter deemed by Developer to be necessary or appropriate in connection with the Assignment. Developer shall notify the City in writing that Developer plans to execute a Assignment Agreement at least 30 days in advance of the proposed execution date of the Assignment Agreement, and Developer shall provide City with such information as may be required by City to demonstrate the Assignee’s qualifications (including financial ability) to the Assignment. City shall have 30 days from the date of receipt of such notice from Developer to review the information and to provide City’s determination to Developer regarding City’s consent to the Assignment. City may withhold its consent to the Assignment if the City reasonably determines that the Assignee, or an entity with similar or related ownership or control as Assignee, lacks the financial ability to assume the obligations involved with the Assignment or the Assignment Agreement does not adequately address the division of the obligations and requirements of this Agreement. If City consents to the Assignment, Developer shall be released from its benefits and burdens as set forth in the Assignment Agreement. If City does not consent to the Assignment, City shall provide its reasons in writing and shall meet with Developer in good faith to determine what additional information may be necessary for City to provide its consent. An “**Affiliated Party**” is defined as any corporation, limited liability company, partnership or other entity which is controlling of, controlled by, or under common control with Developer, and “**control**,” for purposes of this definition, means effective management and control of the other entity, subject only to major events requiring the consent or approval of the other owners of such entity.

5.2.2 Binding. Upon City approval of, execution and recordation in the Official Records of Contra Costa County of an Assignment Agreement, and a “**Memorandum of Assignment**” (in a form substantially similar to the Memorandum of Assignment set forth in **Exhibit DC** to this Agreement), the Assignment Agreement shall be binding on Developer, the City and the Assignee, and shall release Developer from those benefits and burdens of this Agreement and the Project Approvals expressly assigned and transferred in the Assignment Agreement.

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

5.4 Mortgagee Protection. This Agreement shall be superior and senior to any lien placed upon the Property or any portion thereof after the date of recording of this Agreement, including the lien of any deed of trust or mortgage (“**Mortgage**”). The foregoing notwithstanding, no breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any Mortgage made in good faith and for value, but all of the terms and conditions contained in this Agreement (including but not limited to the City’s remedies to terminate the rights of Developer and its successors and assigns under this Agreement, to terminate this Agreement, and to seek other relief as provided in this Agreement) shall be binding upon and

effective against any person or entity, including any deed of trust beneficiary or mortgagee (“**Mortgagee**”) who acquires title to the Property, or any portion thereof, by foreclosure, trustee’s sale, deed in lieu of foreclosure, or otherwise.

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

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

ARTICLE 6 COOPERATION IN THE EVENT OF LEGAL CHALLENGE; INDEMNITY

6.1 Indemnity. Developer shall defend, indemnify, and hold harmless the City from any legal action brought by any third party concerning: (i) the validity, legality, or constitutionality of any term, condition, obligation, fee, dedication, or exaction required or imposed by this Agreement; (ii) the procedures utilized in or the sufficiency of the environmental review associated with this Agreement; and (iii) the implementation of this Agreement through such further actions, measures, procedures, and approvals as are necessary to satisfy the Agreement’s requirements. Developer shall defend the City with qualified legal counsel subject to the approval of the City Attorney, which approval shall not unreasonably be withheld. Developer shall be exclusively responsible for paying all costs, damages, attorney fees, and other court-ordered compensation awarded to any third party (whether awarded against the City, Developer, or any other party) in any legal action in which its Developer’ duties to defend, indemnify, and hold the City harmless arise under this Section. City shall promptly notify Developer of any action filed and the Parties shall cooperate fully in the defense of any such action.

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

ARTICLE 7
DEFAULT; TERMINATION; ANNUAL REVIEW

7.1 Default.

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

7.1.2 Cure Period. Subject to extensions of time by mutual consent in writing of the Parties, breach of, failure, or delay by either Party to perform any term or condition of this Agreement shall constitute a default. In the event of any alleged default of any term, condition, or obligation of this Agreement, the Party alleging such default shall give the defaulting Party notice in writing specifying the nature of the alleged default and the manner in which such default may be satisfactorily cured ("**Notice of Breach**"). The defaulting Party shall cure the default within 30 days following receipt of the Notice of Breach, provided, however, if the nature of the alleged default is non-monetary and such that it cannot reasonably be cured within such 30-day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, shall be deemed to be a cure, provided that if the cure is not diligently prosecuted to completion, then no additional cure period shall be provided. If the alleged failure is cured within the time provided above, then no default shall exist and the noticing Party shall take no further action to exercise any remedies available hereunder. If the alleged failure is not cured, then a default shall exist under this Agreement and the non-defaulting Party may exercise any of the remedies available.

7.1.3 Procedure for Default by Developer. If Developer is alleged to be in default hereunder by City then after notice and expiration of the cure period specified above and the dispute resolution process set forth in ARTICLE 8 below, City may institute legal proceedings against Developer pursuant to this Agreement, and/or give notice of intent to terminate or modify this Agreement to Developer pursuant to California Government Code Section 65868. Following notice of intent to terminate or modify this Agreement as provided above, the matter shall be scheduled for consideration and review at a duly noticed and conducted public hearing in the manner set forth in Government Code Sections 65865, 65867 and 65868 by the City Council within 60 calendar days following the date of delivery of such notice (the "**Default Hearing**"). Developer shall have the right to offer written and oral testimony prior to or at the time of said public hearing. If the City Council determines that a default has occurred and is continuing, and elects to terminate the Agreement, City shall give written notice of termination of the Agreement to Developer by certified mail and the Agreement shall thereby

be terminated 30 days thereafter; provided, however, that if Developer files an action to challenge City's termination of the Agreement within such 30-day period, then the Agreement shall remain in full force and effect until a trial court has affirmed City's termination of the Agreement and all appeals have been exhausted (or the time for requesting any and all appellate review has expired). This Section shall not be interpreted to constitute a waiver of [s](#)Section 65865.1 of the Government Code, but merely to provide a procedure by which the Parties may take the actions set forth in Section 65865.1.

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

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

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

then it shall be conclusively presumed that Developer has complied in good faith with the terms and conditions of this Agreement during the year covered under the Written Report.

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

ARTICLE 8 DISPUTE RESOLUTION

8.1 Dispute; Confidentiality. Any controversy or dispute arising out of or related to this Agreement, or the development of the Project (a “**Dispute**”), shall be subject to private negotiation among the Parties, and if then not resolved shall be subject to non-binding mediation followed by litigation, if necessary, as set forth below. Each Party agrees that any Dispute, and all matters concerning any Dispute, will be considered confidential and will not be disclosed to any third-party except (a) disclosures to a Party’s attorneys, accountants, and other consultants who assist the Party in the resolution of the Dispute, (b) as provided below with respect to the mediation, and (c) as otherwise required by law, including without limitation, the California Public Records Act or the City’s Municipal Code.

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

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

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

ARTICLE 9 MISCELLANEOUS

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

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

9.3 Other Necessary Acts. Each Party shall execute and deliver to the other all such other further instruments and documents as may be reasonably necessary to carry out the Project Approvals, Subsequent Approvals or this Agreement and to provide and secure to the other Party the full and complete enjoyment of its rights and privileges under this Agreement.

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

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

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

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

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

9.9 Notices. All notices, consents, requests, demands or other communications to or upon the respective Parties shall be in writing and shall be effective for all purposes: (A) upon receipt on any City business day before 5:00 PM local time and on the next City business day if received after 5:00 PM or on other than a City business day, including without limitation, in the case of (i) personal delivery, or (ii) delivery by messenger, express or air courier or similar courier, or (B) five days after being duly mailed certified mail, return receipt requested, postage prepaid, all addressed as follows:

If to City: City of Antioch
Attention: City Manager
200 H Street
Antioch, CA 94509
Telephone: (925) 779-7011
Facsimile: (925) 779-7003

With a mandatory copy to: City Attorney
City of Antioch
200 H Street
Antioch, CA 94509
Telephone: (925) 779-7015
Facsimile: (925) 779-7003

If to Developer: GBN Partners, LLC
Attention: Matthew D. Beinke
3820 Blackhawk Road
Danville, CA 94506
Telephone: (925) 736-1571
Facsimile: (925) 736-0309

With a mandatory copy to: ~~Nossaman~~[Perkins Coie](#) LLP
Attention: ~~Michael Patrick Durkee~~
~~50 California~~[Cecily T. Barclay](#)
~~505 Howard~~ Street, ~~34th Floor~~[Suite 1000](#)
San Francisco, CA ~~94111~~[94105](#)
Telephone: (415) ~~398-3600~~[344-7000](#)
Facsimile: (415) ~~398344-2438~~[7050](#)

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

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

Exhibit A Property Description.

Exhibit B ~~Existing Approvals.~~
~~Exhibit C~~ Ordinance Approving [First Amended and Restated Development Agreement](#).

Exhibit ~~DC~~ Memorandum of Assignment.

[Exhibit D CBG Preliminary Cost Estimate dated March 23, 2017.](#)

[Exhibit E Southern Property Description.](#)

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

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

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

CITY:

City of Antioch, a municipal corporation

By: _____
~~Steven Duran, City Manager~~ _____

DEVELOPER:

GBN Partners, LLC, a Delaware limited liability company

By: _____
Matthew D. Beinke, Partner

APPROVED AS TO FORM:

APPROVED AS TO FORM:
~~Nossaman~~ Perkins Coie LLP

By: _____
~~Mike Vigilia,~~ City Attorney

By: _____
~~Michael Durkee,~~ Attorneys for Developer

ATTEST:

By: _____
City Clerk

EXHIBIT A
Property Description

EXHIBIT B

Ordinance Approving First Amended and Restated Development Agreement

EXHIBIT C
Memorandum of Assignment

EXHIBIT D
CBG Preliminary Cost Estimate dated March 23, 2017

EXHIBIT E
Southern Property Description



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017
TO: Honorable Mayor and Members of the City Council
SUBMITTED BY: Forrest Ebbs, Community Development Director *FE*
SUBJECT: Adoption of the General Plan Land Use Element Update

RECOMMENDED ACTION

It is recommended that the City Council:

1. Adopt the Resolution approving the Addendum to the 2003 General Plan EIR; and
2. Adopt the Resolution amending the Land Use Element of the General Plan

STRATEGIC PURPOSE

The project would further Strategy H-2: "Update long range planning documents" and Short Term Objective "Update the Land Use Element of the General Plan". It also addresses Strategy H-3, Short Term Objective to "Support Implementation of the Rivertown Priority Development Area".

FISCAL IMPACT

Adoption of the amended Land Use Element will not have a fiscal impact on the City of Antioch.

DISCUSSION

Background

In late 2014, the City of Antioch undertook an update to the General Plan Land Use Element along with the development of a Downtown Specific Plan. The Land Use Element was initially adopted in 2003 and has since been modified in response to several actions, including the 2006 passage of Measure K (Roddy Ranch), changes responding to the 2015 Housing Element, adoption of the Hillcrest Station Area Specific Plan, the approval of the Promenade – Vineyards at Sand Creek project and other minor efforts.

In early 2016, the City engaged in a focus policy update discussion regarding the policies affecting the Sand Creek Focus Area. The intent of this effort was to refine the existing policies to provide greater transparency, to clarify existing policies, and to improve the method for allotting the 4,000 units anticipated for the area. For a variety of reasons, including the pending Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP) and The Ranch development project, the effort was

tabled by the City Council on October 24, 2017. As a result, the update of the General Plan Land Use Element is limited to those changes initially anticipated, which are described below. The Sand Creek Focus Area policies remain unchanged in this update.

The Planning Commission considered these updates to the Land Use Element at its November 1, 2017 meeting and recommended approval of the Addendum and the amendments. The draft resolution is included as Attachment "F".

Environmental Review (CEQA)

The City has prepared an Addendum to the 2003 General Plan Environmental Impact Report (EIR) to address the potential impacts of the Citywide General Plan Land Use Element Update under the California Environmental Quality Act (CEQA). As described above, most of the proposed changes are minor and generally inconsequential. However, a few significant actions, including the Tuscany Meadows annexation by Pittsburg and the sale of the Sierra Vista subdivision, greatly reduce the total build-out projections for the City of Antioch. As a result, the CEQA analysis determined that there would be no significant impacts from this update. The Tuscany Meadows project was analyzed under a separate EIR that was certified by the City of Pittsburg and the acquisition of the Sierra Vista subdivision is exempt under CEQA.

It is important to note that CEQA considers only the impacts of the project, which in this case includes just the changes to the General Plan Land Use Element. Many sections of the General Plan and the Land Use Element remain unchanged and do not require review under CEQA. Further, State Law requires that there be consistency between all elements of a General Plan, which limits the scope of changes that can be made when updating just one element.

The 2003 General Plan EIR is and the project Addendum are available at <http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/Environmental-docs.htm>

Past City Council Actions

Since adoption of the General Plan in 2003, the City Council has approved numerous amendments in response to development applications, State requirements, and new Specific Plans. However, many of these amendments were very focused and, as a result, were inadvertently incomplete. For example, the General Plan land use designation of a property would be changed by action of the City Council, but the summary tables contained elsewhere in the Land Use Element were not amended to reflect the change. The proposed tables are completely current.

Outside Actions

In addition, many of the proposed changes are in response to actions that have occurred outside of the City of Antioch, but impact the Land Use Element. The most significant of these changes is the 193-acre Tuscany Meadows project on the former Chevron property located southwest of the intersection of Buchanan Road and Somersville Road, adjacent to the City of Pittsburg. This property is currently in unincorporated Contra Costa County, but is contained within the Sphere of Influence

(SOI) of the City of Antioch. The SOI is established by the City of Antioch, but approved by the Contra Costa County Local Agency Formation Commission (LAFCO). The SOI includes lands outside of a city's boundaries that are anticipated for annexation and development. Recently, the developer of this property received approval from LAFCO and the Cities of Pittsburg and Antioch to annex this property into the City of Pittsburg for its development; LAFCO approved the change to the SOI on November 8, 2017.

The current General Plan assumes annexation of this land into the City of Antioch. Since the future development of this property will no longer occur in the City of Antioch, it is necessary to amend the Land Use Element to reflect the change. Elimination of this property from the City of Antioch's Sphere of Influence greatly reduces the future build-out projections for the City.

The Sierra Vista residential project was approved in the 1993 and is a 50-unit estate residential subdivision that was never built. Earlier this year, the East Bay Regional Parks District acquired the land containing this approved project and intends to maintain it as open space. This action also reduces the future build-out potential for the City.

Downtown Specific Plan

The 2003 General Plan contained extensive discussion and policy direction for treatment of the Rivertown/Downtown area of Antioch. In 2015, the City of Antioch initiated development of a Downtown Specific Plan to serve as the lead land use policy document for this area. The Planning Commission received the Downtown Specific Plan earlier this year and recommended City Council adoption. One goal of this proposal is to avoid inconsistent and conflicting land use policies between the General Plan and the forthcoming Downtown Specific Plan. As such, the proposal omits the entire section relating to the Downtown Area and refers instead to the Downtown Specific Plan. It is important to note that much of the valuable policy content in the General Plan was restated in the Downtown Specific Plan.

The Land Use Map was updated to accommodate the Downtown Specific Plan. The proposed boundaries of the Specific Plan are to be identified as *Downtown Specific Plan Focus Area*. In addition, nearby properties that are within the current Rivertown/Urban Waterfront Focus Area but are not within the Downtown Specific Plan Focus Area boundaries will be assigned appropriate land use designations, including the Dow Wetlands, which will have a formal Open Space Land Use Designation.

The Downtown Specific Plan and the Citywide General Plan Land Use Element Update are presented to the City Council concurrently so that both projects can be approved together. This will avoid conflicts and ensure that policies remain in place for development in this area.

Other Minor Changes

In addition, the proposal includes minor changes such as:

- The proposal uses *Auto Center Drive* to describe the portion of former Somersville Road north of Highway 4. In the 2003 General Plan, the entire road was identified as Somersville Road. In addition, the current Somersville Road Corridor Focus Area has been renamed *West Antioch Commercial Focus Area*.

- In 2015, the City Council approved a General Plan Land Use Map amendment affecting properties at the southwestern corner of SR 160 and East 18th Street. These properties were formally designated for light industrial development and low density residential under the Eastern Waterfront Employment Focus Area land use designation. In response to State requirements for the Housing Element, three parcels were designated High Density Residential to accommodate multifamily or affordable housing. This action left the adjacent parcel with its light industrial designation even though it is now sandwiched between a new single-family residential neighborhood to the west and the new multi-family residential parcels to the east. Development of this property for light industrial purposes is both unlikely and undesirable due to the potential impacts from truck traffic or industrial land uses that might occur. As such, the proposal includes designation of this property to High Density Residential to correspond to the adjacent parcels and alleviate the conflicts.
- The 2003 Land Use Map incorrectly identified the parcels containing the Antioch Dunes National Wildlife Refuge and the City of Antioch's corporation yard, identifying the yard as open space and the eastern refuge parcel as industrial. The proposed map corrects this discrepancy, calling the yard industrial and the refuge open space.
- The Land Use Map reflects the development of residential neighborhoods and the dedication of lands for parks and open space. Whereas, the 2003 General Plan would identify an entire region as Low Density Residential, the final development of the area ultimately included new parks and open space. The Map now correctly shows these new parks as Open Space.
- The Land Use Map has been updated to reflect current City Limit and SOI boundaries following recent annexations in the northeastern portion of the City.

Citywide, the number of single-family dwelling units are reduced by 3,972 (-9.9%), multi-family dwelling units are reduced by 3,035 (-20.3%), commercial/office square footage is reduced by 5,544,565 (-14.2%), and business park/industrial square footage is reduced by 19,956,460 (-37.4%). Despite these large numbers, the general distribution of land uses and their intensities remain unchanged. Much of this decrease is due to the loss of the Tuscany Meadows project site, the correction of the Antioch Dunes property designation, updating the tables to reflect the Hillcrest Station Area Specific Plan, and similar actions. These reductions are **not** due to a concerted policy shift that would intentionally reduce development.

ATTACHMENTS

- A. Resolution Approving Addendum to 2003 General Plan EIR
- B. Resolution Approving Update to the General Plan Land Use Element
- C. 2003 General Plan Land Use Element (Existing)
- D. General Plan Land Use Element (Clean)
- E. General Plan Land Use Element (Redline/Strikeout)
- F. Planning Commission Resolution (DRAFT)

ATTACHMENT "A"

RESOLUTION NO. 2017/

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING AN ADDENDUM TO THE 2003 GENERAL PLAN EIR

WHEREAS, in September 2014 the City Council initiated an update to the Land Use Element of the General Plan; and

WHEREAS, the City Council, pursuant to the California Environmental Quality Act, the City of Antioch had previously certified the 2003 General Plan Environmental Impact Report; and,

WHEREAS, pursuant to the California Environmental Quality Act and City implementing procedures, an Addendum to the 2003 General Plan Environmental Impact Report has been prepared for the General Plan Land Use Element; and,

WHEREAS, measures specified in the Final Environmental Impact Report and Addendum will be implemented to mitigate any adverse environmental impacts from the project; and,

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

WHEREAS, on November 1, 2017, the Planning Commission held a public hearing on the matter, and received and considered evidence, both oral and documentary and recommended the City Council adopt the Addendum to the 2003 General Plan Environmental Impact Report; and,

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

WHEREAS, on November 28, 2017, the City Council held a public hearing on the matter, and received and considered evidence, both oral and documentary; and,

NOW THEREFORE BE IT RESOLVED that the City Council does hereby make the following findings for adoption of the Addendum to the 2003 General Plan Environmental Impact Report:

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

EVIDENCE: The General Plan Land Use Element Update project is consistent with all elements of the adopted 2003 General Plan, and would therefore not result in new or expanded impacts beyond those identified in the previously certified General Plan EIR or Addenda.

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

RESOLUTION NO. 2017/**

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EVIDENCE: No substantial changes have occurred within the planning area, community or region which would lead to new or expanded significant project impacts. As documented throughout the Addendum, cumulative development within the planning area is no greater than anticipated under the General Plan EIR. The Addendum provides an updated description of current conditions and anticipated development over the next several years, in order to address the potential near-term impacts.

FINDING: Based on the entire record before it, the City finds no new information of substantial importance, which was not known and could not have known with the exercise of reasonable diligence at the time the 2003 General Plan Environmental Impact Report was certified, that shows any of the following:

- a) The project will have one or more significant effects not discussed in the previous EIR.
- b) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

EVIDENCE:

- a) The General Plan Land Use Element Update project does not present any new potentially significant effects not evaluated in the previous EIR.
- b) The analysis provided in the Addendum shows that the previously identified significant effects of the General Plan would not be accentuated through implementation of the proposed General Plan Land Use Element Update project.
- c) No changes in the feasibility of General Plan mitigation measures have been identified.

FINDING: Based on the entire record before it, the City finds that the implementation of the General Plan Land Use Element Update project will result in none of the conditions described in CEQA Guidelines Section 15162 therefore there is substantial evidence to support the City's determination that an Addendum to the 2003 General Plan Environmental Impact Report is required in this case.

EVIDENCE: As noted above, there is substantial evidence to support the City's findings that: a) no substantial changes are proposed in the General Plan Land Use Element Update project that will require major revisions of the 2003 General Plan Environmental Impact Report; b) there have been no substantial changes in circumstances relating to the project that require the preparation of a subsequent or supplemental EIR; and c) there is no new information available, which was not known and could not have been known with the exercise

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of reasonable diligence at the time the 2003 General Plan Environmental Impact Report was certified as complete, that requires the preparation of a subsequent or supplemental EIR. Accordingly, there is substantial evidence to support the City's determination that an Addendum to the 2003 General Plan Environmental Impact Report is required in this case, pursuant to CEQA Guidelines Section 15164.

NOW THEREFORE BE IT FURTHER RESOLVED that the City Council hereby adopts the Addendum to the 2003 General Plan Environmental Impact Report for the General Plan Land Use Element Update.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 28th day of November, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ARNE SIMONSEN, CMC
CITY CLERK OF THE CITY OF ANTIOCH

ATTACHMENT "B"

RESOLUTION NO. 2017/**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH AMENDING THE LAND USE ELEMENT OF THE GENERAL PLAN

WHEREAS, the City of Antioch initiated an amendment to the Land Use Element of the General Plan in 2015; and,

WHEREAS, an Addendum to the 2003 General Plan Environmental Impact Report (EIR) has been prepared finding that the amendment would not generate any new or significant environmental impacts; and,

WHEREAS, Section 65358 of the California Government Code provides for the amendment of all or part of an adopted General Plan; and,

WHEREAS, the primary purpose of the General Plan Amendment is to update the document to reflect past actions and to provide internal consistency; and,

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

WHEREAS, on November 1, 2017, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary and recommended approval of the EIR Addendum to the City Council; and,

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

WHEREAS, on November 28, 2017, the City Council duly held a public hearing on the matter, and received and considered evidence, both oral and documentary and approved the EIR Addendum.

NOW THEREFORE BE IT RESOLVED, that the City Council makes the following findings required for approval of the proposed General Plan Amendment:

1. The proposed project conforms to the provisions and standards of the General Plan in that the proposed amendment will improve internal consistency within the Land Use Element and will not conflict with any of the previously adopted Goals, Policies and Programs of the General Plan; and,
2. The proposed Amendment is necessary to implement the goals and objectives of the General Plan in that it will further implement the City of Antioch Housing Element; and,
3. The proposed Amendment will not be detrimental to the public interest, convenience, and general welfare of the City in that the Amendment will result in a logical placement of land uses consistent with the overall intent of the General Plan and will improve the internal consistency of the Land Use Element; and,
4. The proposed project will not cause environmental damage in that an Addendum to the 2003 General Plan EIR was prepared, which concluded that the project does not result in any significant or unavoidable impacts; and,

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5. The Proposed General Plan Amendment will not require changes to or modifications of any other plans that the City Council adopted before the date of this resolution.

BE IT FURTHER RESOLVED that the City Council does hereby **APPROVE** the Amendment to the Land Use Element of the General Plan.

* * * * *

I HEREBY CERTIFY that the foregoing approval was passed and adopted by the City Council of the City of Antioch, at a regular meeting thereof, held on the 28th day of November, 2017 by following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ARNE SIMONSEN, CMC
CITY CLERK OF THE CITY OF ANTIOCH

4.0 Land Use

4.1 INTRODUCTION AND PURPOSE

The Land Use Element is the cornerstone of the General Plan, setting forth Antioch's fundamental land use philosophy and directing development to the most suitable locations, while maintaining the economic, social, physical, environmental health and vitality of the community. The Land Use Element, required by law since 1955, has the broadest scope of the seven mandatory General Plan elements, synthesizing all General Plan land use issues.

This Element focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns, consistent with local values, to achieve Antioch's vision for its future. Of primary concern are the *type, intensity, location, and character* of land uses that will be permitted in the future. It is the purpose of this General Plan Element to provide appropriate land for each of the variety of activities associated with successful urban areas, and to guide the manner in which this land is developed and used. In so doing, the Land Use Element intends to create and regulate compatible and functional interrelationships between the various land uses in the City. Thus, the Land Use Element establishes City policy as to the appropriate use and development intensity for each parcel of land within the City, including the City's view of appropriate land uses and development intensity for lands outside of the City, but within the General Plan study area.

A key consideration in defining the type, intensity, location, and mix of future land uses is achieving a balance between local employment and housing. The Antioch General Plan seeks to achieve such a balance as a means of addressing issues of traffic congestion, air quality, and energy conservation. This balance, along with providing adequate land area for the commercial uses needed by local residents and businesses, will help achieve sufficient municipal income to pay for the

services and facilities discussed in the Growth Management and Public Services and Facilities elements. The ability to commute only a few short miles to and from work on roadways that resemble the open road more than they do parking lots is an important component of the quality of life Antioch seeks for its residents. As more residents throughout the Bay Area are able to live and work in the same or nearby communities, congestion can be eased, travel speeds increased, substantial amounts of fuel conserved, regional air quality improved. The Land Use Element also seeks to ease congestion and improve regional air quality by providing patterns of land use that support the use of transit. Such "transit-oriented" development consists of high density, mixed use development adjacent to transit nodes. Such transit nodes are proposed within Rivertown (adjacent to the Amtrak platform), at Hillcrest Avenue (surrounding the eBART station), and east of the SR-4 Bypass, south of the Laurel Avenue interchange (surrounding the eBART station)¹.

4.1.1 Existing Land Use

Despite substantial development in the past, Antioch has a great deal of land available for future development. Approximately 38 percent of the land within the City (6,383 acres) and nearly 46 percent of the land within the unincorporated portion of the General Plan study area (2,240 acres) are vacant. Additional land (928 acres in the City and 381 acres in unincorporated areas) is in agricultural use, and, may be available for future development, depending upon its land use designation. Overall, open space uses, including agriculture, open water, recreational lands, and vacant lands account for approximately half of the land within the City, and over 60 percent of the unincorporated land within the General Plan Study Area. Major open space areas include Black Diamond

¹ This transit-oriented development node is one of three "test sites" for smart growth sponsored by ABAG. It is part of the countywide "Shaping our Future" program.

Mines and Contra Loma regional parks, Antioch Dunes National Wildlife Refuge, and municipal parklands.

Within the developed portion of the City, single-family residential uses cover the largest area (3,871 acres, 23%). Industrial uses account for 831 acres (3.8% of the land within the study area), the majority of which (431 acres) is located within the unincorporated northeastern portion of the Study Area.

Currently, industrial uses are concentrated in the northern portion of the Study Area to the west and east of Rivertown. Existing commercial uses are limited in extent, encompassing 456 acres (2.7% of the land within the City); only 3.8 acres of commercial use are located within unincorporated portions of the Study Area. Commercial use is concentrated within Rivertown, and along major roadway corridors, such as Somersville Road, Hillcrest Avenue, and "A" Street/Lone Tree Avenue.

4.1.2 Contra Costa County 65/35 Land Preservation Plan (Urban Limit Line)

In 1990, the voters of Contra Costa County approved Measure C-1990. This Measure states that urban development within the County is to be limited to no more than 35 percent of the land within Contra Costa County. At least 65 percent of all land in the County is to be preserved for agriculture, open space, wetlands, parks and other non-urban uses. To ensure the enforcement of the "65/35" standard, the County has established an Urban Limit Line (ULL), which is incorporated into the County's General Plan Open Space and Conservation Element. Hence, there shall be a clear distinction between non-urban and urban use areas. The criteria set by the County for determining lands that should be located outside the ULL includes:

- Prime agricultural lands (U.S. Soil Conservation Service Class I and Class II)
- Open space, parks and other recreation areas
- Lands with slopes in excess of 25 percent
- Wetland areas

- Other areas not appropriate for urban growth because of physical unsuitability for development

Measure C-1990 requires that there be no changes made to the ULL that would violate the 65/35 standard. The ULL can be changed by a 4/5 vote of the Board of Supervisors after holding a public hearing and making one or more of the following findings based on substantial evidence in the record:

- A natural or man-made disaster or public emergency has occurred that warrants the provision of housing and/or other community needs within land located outside the ULL.
- An objective study has determined that the ULL is preventing the County from providing its fair share of affordable or regional housing, as required by state law. The Board of Supervisors must find that a change to the ULL is necessary and the only feasible means to enable the County to meet these requirements.
- A majority of the cities are party to a preservation agreement, and the County have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement.
- A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries.
- A five-year periodic review of the ULL has determined that, based on the criteria for establishing the ULL, new information is available or circumstances have occurred, warranting a change to the ULL.
- An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation related environmental or community impacts, or (ii) further the County's aviation related needs.
- A change is required to conform to applicable to California or Federal law.

Although the direct land use effects of the Urban Limit Line are limited to unincorporated areas of the County, the Contra Costa Local Agency Formation Commission (LAFCO) has consented to support the County's 65/35 Preservation Standard, Urban Limit Line, and Growth Management Standards in the review of proposed city spheres of influence and annexations. Thus, LAFCO has stated that it would not approve annexation of lands outside of the ULL to a city. Measure 1990-C states that the County is to review the location of the ULL every five years. The provisions of Measure C- 1990 will remain in effect until December 31, 2010.

In 2000, the County moved its Urban Limit Line in the East County area. Within the Antioch area, the Urban Limit Line was moved to coincide with the southern boundary of the City, placing lands in the unincorporated area outside the ULL. This move shifted approximately 1,922 acres out of the ULL within the Antioch area.

4.1.3 General Plan Land Use Designations and Development Feasibility

The General Plan provides a blueprint for community development by designating lands for different types of uses. In designating land uses, the General Plan takes into account:

- *Existing Land Use:* What is the current pattern of developed land by type of land use – residential, commercial, service, manufacturing, and others?
- *Demand:* How much demand exists for existing and new land uses of various types (housing, retail, industry, etc.)?
- *Desired Future Land Use:* Of lands available for development or redevelopment, which locations are best for different uses? Is there sufficient undeveloped land that is designated for various uses to meet community objectives, or do existing General Plan land use designations need to be adjusted to satisfy future needs?
- *Infrastructure Availability:* Are urban services – water supply, wastewater collec-

tion and treatment, transportation facilities, and others – adequate to serve existing *and* future development? How will existing infrastructure inadequacies be corrected?

Taking these considerations into account, the General Plan indicates where various kinds of land uses are best located, and how much of each use should be provided. The General Plan provides opportunities, but does not *cause* development to happen. The General Plan recognizes that, ultimately, growth and development depend on the initiative of individual developers, for whom the provisions of the General Plan establish the context for evaluating the economic feasibility of their specific projects. Whether developers seize the initiative, and move forward with projects depends on the economic benefit they expect to derive from such development. In deciding whether to pursue a development project on a particular site, potential developers evaluate a series of factors that collectively determine whether the project will be economically feasible (whether it will “pencil out”). These factors include:

- *General Plan Designation and Zoning:* Is the site designated for uses that are marketable at its location? (If development has not occurred in certain locations as anticipated by the General Plan, why not?)
- *Competition:* Does a particular site have the location and physical, infrastructure, and environmental characteristics necessary to compete successfully in the marketplace? Has the community been successful in attracting the type of use being contemplated? Will the specific development at this specific site be appropriately timed and positioned within the market for that use?
- *Cost of Land and Construction:* Is the site available at costs the value of a completed development can support? Are needed construction materials and labor available at acceptable cost levels? Is development financing (short-term construction loans and long term financing) available at acceptable interest rates?

- *Local Agency Costs:* What types of development standards do the city and other local agencies impose? What are the costs associated with development review fees, impact mitigation and other exactions by the city, and the interest carry over the time it takes to bring a project to market? How do these requirements affect the economic feasibility of different types of uses?

Developers consider the feasibility of each project – whether its costs and its revenue-generating potential will “pencil out” in the expected market – in the overall regulatory context established by the City’s General Plan and its development regulations. The General Plan sets the stage, but private-sector development decisions depend on a large number of other factors that contribute to feasibility. If projects are not economically feasible, development will not happen, regardless of the directives of the General Plan and the desires of the community. Thus, the development pattern that evolves is the joint outcome of the development framework established by the General Plan and the private sector conditions that shape the developer’s assessment of feasibility.

4.2 GOALS OF THE LAND USE ELEMENT

To provide for a sustained high quality of life and ensure that new development occurs in a logical, orderly, and efficient manner, it is the goal of the Land Use Element to accomplish the following:

- *Maintain a pattern of land uses that minimizes conflicts between various land uses, and promotes rational utilization of presently undeveloped and underdeveloped land, and supports the achievement of Antioch’s vision for its future.*

Defining the appropriate uses of land within the General Plan study area in a manner supportive of achieving the vision Antioch has established for its future is at the crux of the Land Use Element. The

Land Use Element is responsive to the City’s vision because it:

- Promotes expansion of the local employment base and achievement of a balance between local employment and housing. The Land Use Element provides for a wide variety of office-based and industrial employment, including heavier industrial uses along the San Joaquin River, rail-served industries, light industrial uses, commercial services, and retail businesses, and mixed use business and office parks.
- Opens up additional choices of living environment for families. The Land Use Element provides for executive housing in planned community settings, traditional single-family subdivisions, amenity-rich middle to upper end attached housing, high-density housing in transit-oriented, downtown, and mixed-use settings.
- Provides for the revitalization of the Rivertown area and waterfront, integrating General Plan policies with revitalization planning efforts undertaken by the City.
- Provides opportunities for achieving quality design and avoiding the relentless sameness present in many suburban communities.
- Aids in stimulating economic revitalization in areas that are having difficulty competing with larger and more diversified development sites in Antioch and other communities.
- Stimulates new options for development at key entry points into the community.

In defining appropriate uses, the Land Use Element addresses the future uses of lands that are currently undeveloped, and also sets forth desired changes in existing land uses and development intensities. In most cases, the Land Use Element recognizes existing land uses and development densities, and may

recommend urban design improvements. In some cases, such as along the “A” Street corridor north of the SR4 freeway, the Land Use Element proposes changes in basic land use types. In other cases, such as existing residential areas within Rivertown, the Land Use Element recommends increases in the overall development intensity of existing land uses. Each of the recommendations contained in the Land Use Element are intended to result in a harmonious pattern of land uses directed toward meeting community objectives and needs.

- *Establish a land use mix which serves to develop Antioch into a balance community in which people can live, work, shop, and have recreation without needing to leave the City.*

The Land Use Element designates lands for a broad range of residential, commercial, employment-generating, public/institutional, and open space and recreational lands. Residential and employment-generating land use designations are intended to include lands providing housing and employment opportunities for executives, managers, and professionals; highly skilled, semi-skilled, and unskilled workers; and retail and service workers. Residential land use designations are intended to provide housing opportunities for all economic segments of the community, as well as for the special needs groups identified in the Housing Element. The Land Use Element seeks an array of shopping and commercial service opportunities to meet the needs of Antioch residents and businesses, including daily convenience shopping along with large-scale commercial centers for community and regional markets. The Land Use Element aims to provide a sufficient inventory of lands for public, institutional, and recreation uses, and seeks to preserve needed open space areas.

- *Establish an overall design statement for the City of Antioch.*

As important as is defining the pattern of future land uses is maintaining and enhancing Antioch’s character and providing a pleasing visual experience to residents and visitors. Thus, Antioch’s Land Use Element incorporates “urban design” concepts aimed at ensuring that the built environment is a physical expression of desired community character.

4.3 COMMUNITY STRUCTURE

Throughout much of the General Plan study area, Antioch’s land use pattern is well established, and is not intended to change over time. Future growth in the central and northern portions of the City will primarily consist of infill development, existing approved but undeveloped projects, and the expansion of existing uses. Along the riverfront, much of the existing heavy industrial development is planned to transition to lighter industrial and business park uses. Higher density housing will be introduced into the Rivertown area in the form of mixed-use buildings within the predominantly commercial northern portion of the area, while larger vacant parcels within the central and southerly portions of Rivertown will be encouraged to develop at medium and higher densities. As development expands into the southern portion of the City and its General Plan study area, Antioch will face significant challenges.

4.3.1 Community Structure Objective

Provide adequate land for present and future urban and economic development needs, while retaining a compact, rather than a scattered, development pattern.

4.3.2 Community Structure Policies

- As part of General Plan implementation – including development review, capital improvement planning, and preparation of Specific Plans – foster close land use/transportation relationships to promote use of alternative transportation system modes and minimize travel by single occupant automobiles.

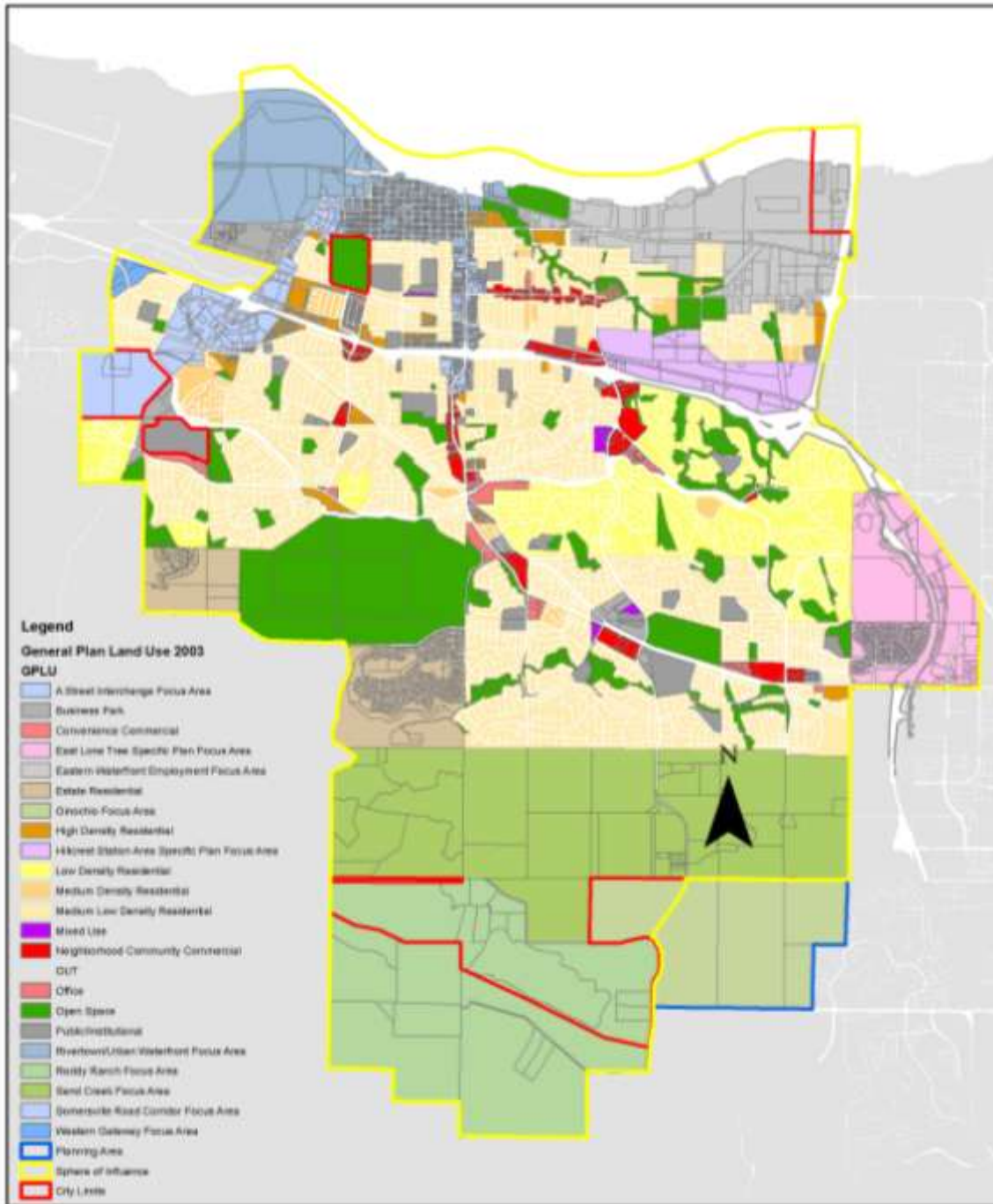
- b. Give priority to new development utilizing existing and financially committed infrastructure systems over development needing financing and construction of new infrastructure systems.
- c. Encourage high-density residential development (both freestanding and in mixed use projects) within one-quarter mile of existing and planned heavy and/or light rail transit stops as illustrated in the Circulation Element.
- d. Concentrate large-scale industrial uses along the waterfront east of Rodgers Point and within areas designated for industrial use along existing rail lines. Limit employment-generating uses adjacent to residential areas and within mixed-use planned communities to business parks and office uses.
- e. Concentrate future regional commercial uses along Lone Tree Way, SR4 and SR160 and along the SR-4 bypass.
- f. Recognize the Voter-Approved Urban Limit Line (Figure 4.12) that encompasses up to 1,050 acres of land within the Roddy Ranch and Ginochio Property Focus Areas that were included in the Urban Limit Line as it was adopted by the voters in 1990 and in the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development, preserving open space and maintaining a compact urban form.
 - Maintain rural land uses (residential densities less than one dwelling unit per five acres (0.2 du/ac) and compatible open space/recreational uses which do not require urban levels of public services and facilities through 2020 in areas outside of the Voter-Approved Urban Limit Line.
 - Limit future urban development within Roddy Ranch and the Ginochio Property through 2020 to a total of approximately 1,050 acres (approximately 850 acres within Roddy Ranch and 200

acres within the Ginochio Property) that were within the urban limit line as it was adopted by the voters in 1990 and that are also within in the Voter-Approved Urban Limit Line.

4.4 INTENSITY AND DISTRIBUTION OF LAND USE

Antioch's General Plan land use classifications are intended to define the City's land use intent in designating lands throughout the General Plan study area, and thereby carry out the provisions of the General Plan. General Plan land use classifications are also intended to provide the City with sufficient flexibility in implementation to address unique and unforeseen situations. The designations established by the General Plan land use map include Residential, Commercial, Employment-Generating, and Community and Public land use designations. In addition, the General Plan includes ten "Focus Areas." Specific policy direction is provided for each Focus Area. These designations are set forth in Section 4.4.1. Within this section, appropriate land use types are defined for each designation. These land use types are defined in Table 4.A, which also identifies which land use types are appropriate within which land use designations. Sections 4.4.2 through 4.4.5 provide policies for residential, commercial, employment-generating, and community and public land uses. Figure 4.1 presents the General Plan land use map. Tables 4.A through 4.D provide a quantified description of anticipated General Plan build out.

Figure 4.1 - General Plan Land Use Map



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Table 4.A – Appropriate Land Use Types

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
Large Lot Residential. This residential type typically consists of single-family detached units on lots of 0.5 acre or more. Residential developments of this type shall be designed as large suburban parcels within subdivisions within the Urban Limit Line and as rural residential uses outside of the Urban Limit Line.	✓																											
Single-Family Detached. These areas typically consist of suburban residential subdivisions of single family, detached dwellings on lots ranging from 7,000 to 20,000 square feet.		✓	✓	✓										✓														
Small Lot Single Family Detached. These dwelling unit types are typically located within a specific plan or other type of "planned development," and consist of single family, detached dwellings on lots smaller than 7,000 square feet. In exchange for development on small residential lots, amenities such as permanent open space and private recreation facilities are required to be provided specifically for the use of residents of the development.			✓	✓										✓														
Multi-Family Attached. Attached for-sale or rental dwelling units, designed either as townhouse units or as stacked flats, characterize these areas. Amenities such as common open space and recreation facilities specifically for the use of residents of the development are required.				✓	✓							✓6		✓														
Mobile Homes. Areas of mobile home development typically consist of subdivisions wherein individual mobile homeowners also own their own lots in fee and mobile home parks wherein mobile homeowners rent or lease the space upon which their mobile home is placed. Typically, mobile home subdivisions and parks provide open space and/or recreational amenities for the use of their residents.				✓	✓																							
Group Residential. Activities typically include the use of a dwelling unit as a residence by a group or groups of persons without the provision of medical care, supervision, or medical assistance. Typical uses include boarding houses, convents, and religious retreats.					✓									✓														
Residential Care Facilities. While largely residential in character, residential care facilities are distinguished from other residential use types in that care facilities combine a variety of medical care, supervision, or					✓									✓														

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
medical assistance services with housing. State law exempts certain small residential care facilities from local regulation, and can locate anywhere permitted by law.																												
Administrative and Professional Offices. Activities typically include, but are not limited to, executive management, administrative, or clerical uses of private firms and public utilities. Additional activities include the provision of advice, design, information, or consultation of a professional nature. Uses typically include, but are not limited to, corporate headquarters; branch offices; data storage, financial records, and auditing centers; architect's; lawyer's; insurance sales and claims offices; financial planners; and accountant's offices.						✓7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓						
Amusement Centers/Arcades. Any structure (or portion thereof) in which four or more amusement devices (either coin- or card-operated) are installed, such as photography machines, video games, muscle testers, fortune telling machines, laser tag, electronic or "County fair" style games, rides or similar uses, and other games of skill or science, but not including games of chance or other similar devices. Included is any place open to the public, whether or not the primary use of the premises is devoted to operation of such devices. Sales of prepared foods and beverages is also included as an ancillary use of the site.							✓	✓	✓		✓	✓	✓															
Automotive Uses. Activities typically include, but are not limited to, the sales and servicing of motor vehicles, recreational vehicles, boats, and trailers.						✓2	✓	✓2	✓	✓		✓	✓	✓			✓2	✓4	✓4			✓						
Banks and Financial Services. Activities typically include, but are not limited to banks and credit unions, home mortgage, and other personal financial services.						✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓				✓						
Business Support Services. Activities typically include, but are not limited to, services and goods generally provided to support other businesses.						✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓				✓						
Eating and Drinking Establishments. Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises or off-premises consumption.						✓3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓5	✓5			✓						
Food and Beverage Sales. Activities typically include, but are not limited to retail sale from the premises of food and beverages for off-premises final preparation and consumption.						✓	✓	✓	✓			✓	✓	✓	✓	✓	✓											

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
Funeral Services. Activities typically include services involving the care, preparation, or disposition of human dead.						✓	✓	✓				✓	✓															
General Merchandise. Activities typically include, but are not limited to, the retail sales from premises, including incidental rental and repair services.						✓	✓	✓	✓	✓		✓	✓	✓														
Health Clubs and Spas. Activities typically include, but are not limited to, sport and health-related activities performed either indoors or outdoors.						✓	✓	✓	✓	✓		✓	✓	✓														
Lodging and Visitor Services. Activities typically include, but are not limited to, providing overnight accommodations and related banquet and conference facilities.							✓	✓	✓	✓		✓	✓	✓					✓5									
Indoor Recreational Facilities. Activities typically include, but are not limited to, commercial recreation uses conducted within enclosed buildings, such as bowling alleys, skating facilities, racquet clubs, and indoor shooting and archery ranges.							✓	✓	✓				✓	✓														
Outdoor Recreational Facilities. Activities typically include, but are not limited to, commercial recreation activities conducted outside of enclosed buildings, such as miniature golf, batting cages, tennis clubs, etc.							✓	✓	✓				✓	✓														✓
Personal Services. Activities typically include establishments primarily engaged in the provision of services for the enhancement of personal appearance, cleaning, alteration of garments, and similar non-business or non-professional services.						✓	✓	✓	✓	✓		✓	✓	✓														
Personal Instruction. Activities typically include instruction in artistic, academic, athletic or recreational pursuits within an enclosed structure.						✓	✓	✓	✓	✓		✓	✓	✓														
Recreational Vehicle Park. Activities typically include, but are not limited to, providing overnight accommodations for visitors in recreational vehicles.											✓	✓															✓	10
Theaters. Includes structures where the primary use is the exhibition of live or prerecorded theatrical, musical, comedic or other performances. Sale of prepared foods and beverages is permitted ancillary to the primary use.							✓	✓		✓		✓	✓	✓														
Light Manufacturing and Assembly. Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operations. <u>Light</u>														✓					✓	✓	✓	✓						

	✓ Estate Residential	✓ Low Density Residential	✓ Medium Low Density Residential	✓ Medium Density Residential	✓ High Density Residential	✓ Convenience Commercial	✓ Neighborhood/Community Comm.	✓ Regional Commercial	✓ Somersville Road Commercial	✓ SR-4/SR-160 Frontage Comm.	✓ Marina/Support Services	✓ Rivertown Commercial	✓ "A" Street Commercial/Office	✓ Mixed Use	✓ Mixed Use Medical Facility	✓ Office	✓ Business Park	✓ Eastern Waterfront Business Park	✓ Light Industrial	✓ Rail-Served Industrial	✓ General Industrial	✓ E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
condition to protect environmental resources or the public health and safety, agriculture, and active or passive recreation. Recreation areas may include recreational structures such as play equipment, but do not generally include structures for human occupancy.	✓																											
Religious Assembly. Activities typically include religious services and assembly such as customarily occurs in churches, synagogues, and temples.	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1			✓1	✓	✓		✓1										✓		
Schools, Public and Private. Typical activities include educational facilities for K-8 students provided by public agencies or private institutions.	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1			✓1	✓	✓		✓1										✓		

Notes to Table 4.A:

1. Permitted subject to the provisions of Land Use Element policy 4.4.2.2b.
2. Automotive sales are not permitted within areas designated Convenience Commercial, Regional Commercial, or Business Park, except that Automotive sales may be allowed within areas designated Business Park that also have frontage on Auto Center Drive.
3. Bars are not permitted within areas designated Convenience Commercial.
4. Automotive uses are limited to sites adjacent to a freeway interchange. Auto sales are not permitted within areas designated Light Industrial or Eastern Waterfront Business Park.
5. Eating and drinking establishments, as well as Lodging and Visitor Service uses, within the Light Industrial and Eastern Waterfront Business Park designations are limited to sites adjacent to a freeway interchange.
6. Multi-Family uses are permitted within the Rivertown Commercial designation above the ground floor only.
7. Administrative and Professional Office and Personal Instruction uses are permitted within the Rivertown Commercial designation above the ground floor only, except along Fourth Street and the area between Fourth Street and Fifth Street, where they may occupy ground floor space.
8. Funeral Services within the Rivertown Commercial designation are limited to "J" Street, Fourth Street and the area between Fourth Street and Fifth Street.
9. Auto sales within the Hillcrest Station Focus Area are limited to sites adjacent to the SR-4 and SR-160 freeways.
10. Limited to locations that are compatible with resource protection needs.

Table 4.B – Anticipated Maximum General Plan Build Out in the City of Antioch

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
Residential				
Estate Residential	2,787	-	-	-
Low Density Residential	5,049	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential		6,509	-	-
Subtotal	31,000	7,756	-	-
Commercial				
Convenience Commercial	-	-	281,788	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	2,154,679	-
Subtotal	-	-	7,000,320	-
Industrial				
Business Park	-	-	-	4,687,009
Special				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
Subtotal	-	279	606,885	5,968,350
Focus Areas¹				
A Street Interchange Focus Area	124	-	2,121,125	-
East Lone Tree Specific Plan	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment	12	248	25,000	23,412,469
Ginochio Property	-	-	-	-
Rivertown/Urban Waterfront	1,135	1,385	1,712,175	5,688,163
Roddy Ranch	600	100	225,000	-
Hillcrest Station Area		2,500	2,500,000	
Sand Creek Focus Area	3,537	433	1,240,000	-
Somersville Road Corridor Focus Area	-	-	8,667,751	4,195,114
Western Gateway Focus Area	-	460	215,216	-
Subtotal	6,508	5,376	17,841,267	35,448,045
TOTAL	37,508	13,410	25,448,472	46,103,404

Population
 Employed Population
 Total Jobs
 Retail Jobs
 Non-Retail Jobs
 Jobs/Population Ratio

128,222
 71,800
 67,100
 14,995
 52,105
 0.93

¹ Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

Table 4.C – Anticipated Maximum General Plan Build Out in the Unincorporated Area

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
Residential				
Estate Residential				
Low Density Residential		-	-	-
Medium Low Density Residential		-	-	-
Medium Density Residential		-	-	-
High Density Residential		-	-	-
Subtotal		-	-	-
		-	-	-
Commercial				
Convenience Commercial				
Neighborhood Community Commercial	-	-	-	-
Office	-	-	-	-
Subtotal	-	-	-	-
	-	-	-	-
Industrial				
Business Park				
	-	-	-	-
Special				
Mixed Use				
Public Institutional	-	-	-	-
Open Space	-	-	-	-
Subtotal	-	-	-	-
	-	-	-	-
Focus Areas¹				
A Street Interchange Focus Area				
East Lone Tree Specific Plan	-	-	-	-
Eastern Waterfront Employment	-	-	-	-
Ginochio Property	-	-	-	2,995,070
Rivertown/Urban Waterfront	400	-	-	
Roddy Ranch	-	-	-	-
Hillcrest Station Area	-	-	-	-
Sand Creek Focus Area	-	-	-	-
Somersville Road Corridor Focus Area	-	-	-	-
Western Gateway Focus Area	1,926	358	8,667,751	4,195,114
Subtotal	-	1,179	-	-
TOTAL	2,326	1,537	8,667,751	7,190,183

Population	4,476
Employed Population	2,506
Total Jobs	5,777
Retail Jobs	220
Non-Retail Jobs	5,557
Jobs/Population Ratio	2.31

¹ Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

Table 4.D – Anticipated Maximum General Plan Build Out in the General Plan Study Area

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
Residential				
Estate Residential	2,787	-	-	-
Low Density Residential	5,049	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	6,509	-	-
Subtotal	31,000	7,756	-	-
Commercial				
Convenience Commercial	-	-	281,788	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	7,000,320	-
Subtotal	-	-	11,845,961	-
Industrial				
Business Park	-	-	-	4,687,009
Special				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
Subtotal	-	279	606,885	10,655,359
Focus Areas¹				
A Street Interchange Focus Area	124	-	2,121,125	-
East Lone Tree Specific Plan	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment	12	248	25,000	26,407,539
Ginochio Property	400	-	-	-
Rivertown/Urban Waterfront	1,135	1,385	1,712,175	5,688,163
Roddy Ranch	600	100	225,000	-
Hillcrest Station Area	-	2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Somersville Road Corridor Focus Area	1,926	358	17,335,501	8,390,227
Western Gateway Focus Area	-	1,639	215,216	-
Subtotal	8,834	6,913	26,509,018	42,638,228
TOTAL	39,834	14,947	38,961,863	57,980,597

Population	132,698
Employed Population	74,306
Total Jobs	72,877
Retail Jobs	15215
Non-Retail Jobs	57,662
Jobs/Population Ratio	0.98

¹ Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

4.4.1 Land Use Designations

4.4.1.1 Residential Land Use Designations.

Six residential land use designations are set forth to provide for development of a full range of housing types, in conjunction with residential development within General Plan Focus Areas. Permitted maximum land use and anticipated population densities are described for each designation. Densities are stated as the maximum permissible number of dwelling units per net acre that exists within the project site *prior* to any new dedication requirements. Density is assumed to accrue only to lands that are “developable.”

Developable acres are those that are not encumbered by prior dedications of easements or rights-of-way, and are not so steep (generally over 25%), unstable, flood-prone or subject to other hazards as to be unable to support new development. Achievement of the maximum allowable density is neither guaranteed nor implied by the General Plan. The final density of any particular residential development type is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

Second units on a residential lot and home occupations are permitted by local regulation. Provision of density bonuses as allowed by State law and City ordinance may result in development densities in excess of the nominal maximum density for any land use designation.

Estate Residential. Estate Residential land uses are planned as a transition between urban and rural areas, and for areas that are not suited for a more intensive form of development because of topography, geologic conditions, or urban service limitations. Estate Residential areas will also serve to provide “executive” housing on large lots, thereby expanding the community’s range of housing types.

On designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged. The final approved and built density on lands in the Estate Residential land use designation should reflect the location of these lands as low-density residential transition areas between the urbanized Antioch and the undeveloped Mount Diablo Range of hills.

Since this designation is planned at the urban/non-urban interface, the type and level of development may require different construction standards, such as narrower street widths with parking along only one side of the street or no on-street parking, greater setbacks, limited sidewalk areas, etc. Development may require a different level of services than that required for strictly urban land uses. Projects that minimize the demand for urban services and provide major funding for construction of needed service facilities would be appropriate.

Environmental constraints such as steep slopes, riparian habitats, unstable soil conditions, sensitive flora and fauna, and visual prominence are often found on lands with the Estate Residential designation. These constraints may make development of these areas extremely sensitive, and could require creative and imaginative site planning in all projects. The steepness of the slopes and the visual prominence of these areas make many of these resources important public amenities to be preserved for all of the citizens of Antioch. Finally, as these areas will serve as a buffer between the urbanized City of Antioch and the undeveloped open space to the southwest, development must be at a level, which serves as an appropriate transition between urban and non-urban environments.

Development in this category is generally limited to a maximum of one (1) unit per gross developable acre, unless a density of two (2) units per developable acre is specified on the

General Plan land use map or in Focus Area policies. Overall, residential developments within the Estate Residential land use category should provide large lots, and project a semi-rural character.

Neighborhood entry signage is encouraged to create a sense of community, and define Estate Residential neighborhoods as special places. Within hillside areas, dwelling units should be clustered on land that is relatively flat, and no development should occur on slopes exceeding 20 percent. Due to the unique nature of these areas, a clustering of units may be needed to accommodate the unit yield and still maintain the topographic uniqueness of the area. Developments in these areas should be oriented around a major amenity that increases public exposure to the more hilly terrain. Examples of such amenities include golf courses and equestrian centers.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* One dwelling unit per developable acre (1 du/ac) or two dwelling units per developable acre (2 du/ac)
- *Anticipated Population per Acre:* Four (4) to eight (8) persons per acre

Low Density Residential. These areas are generally characterized by single-family homes in traditional subdivisions. Areas designated Low Density Residential are typically located on gently rolling terrain with no or few geological or environmental constraints. The residential neighborhoods of southeast Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Four dwelling units per gross developable acre (4 du/ac)
- *Anticipated Population per Acre:* Twelve (12) to Fourteen (14) persons per acre

Medium Low Density. These areas are generally characterized by single-family

homes in typical subdivision development, as well as other detached housing such as zero lot line units and patio homes. Duplex development would generally fall into this development density. Areas designated Medium Low Density are typically located on level terrain with no or relatively few geological or environmental constraints. Older subdivisions within the northern portion of Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Six dwelling units per gross developable acre (6 du/ac)
- *Anticipated Population per Acre:* Fourteen (14) to Eighteen (18) persons per acre

Medium Density Residential. A wide range of living accommodations, including conventional single-family dwellings, small lot single-family detached dwellings, mobile homes, townhouses, and garden apartments, characterizes the Medium Density land use designation. Development in these areas can be expected to be a maximum of two (2) stories, and include generous amounts of public or open space for active and passive recreational uses. Lands adjacent to parks, commercial uses, transit routes and rail stations, and arterial roadways would be appropriate for the upper end of the allowable development intensity for this category. Other lands would serve as a buffer or transition between lower density residential areas and higher density residential and commercial areas, as well as areas exhibiting greater traffic and noise levels.

At the higher end of the density range for this category, multi-family townhouse and apartment development is expected to be predominant. Where the Medium Density land use designation serves as a transition or buffer, lower density townhouse and small lot, single-family development would be the predominant uses.

- *Appropriate Land Use Types:* See Table 4.A

- *Maximum Allowable Density:* Ten dwelling units per gross developable acre (10 du/ac)
- *Anticipated Population per Acre:* Twenty (20) to Twenty-five (25) persons per acre

High Density Residential. High Density Residential densities may range up to twenty (20) dwelling units per gross developable acre, with density bonuses available for age-restricted, senior housing projects. Two-story apartments and condominiums with surface parking typify this density, although structures of greater height with compensating amounts of open space would be possible. This designation is intended primarily for multi-family dwellings. As part of mixed-use developments within the Rivertown area and designated transit nodes, residential development may occur on the upper floors of buildings whose ground floor is devoted to commercial use. Typically, residential densities will not exceed sixteen (16) to eighteen (18) dwelling units per acre for standard apartment projects, although projects with extraordinary amenities may achieve the maximum allowable density. However, permitted densities and number of housing units will vary, depending on topography, environmental aspects of the area, geologic constraints, existing or nearby land uses, proximity to major streets and public transit, and distance to shopping districts and public parks. Higher densities will be allowed where measurable community benefit is to be derived (i.e., provision of needed senior housing or low and moderate income housing units). In all cases, infrastructure, services, and facilities must be available to serve the proposed density, and the proposed project must be compatible with surrounding land uses.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Twenty dwelling units per gross developable acre (20 du/ac) and up to a Floor Area Ratio¹ of

¹ Floor Area Ratio (FAR) represents the ratio between allowable floor area on a site and the size of the site. For example, an FAR of 1.0 permits one square foot of building floor area (excluding garages and parking) for each square foot of land within the development site, while an

1.25 within areas designed for mixed use or transit-oriented development.

- *Anticipated Population per Acre:* Forty (40) persons per acre. Within transit-oriented development, up to forty-five to sixty (45-60) persons per acre

Residential TOD. This mixed-use classification is intended to create a primarily residential neighborhood within walking distance to the eBART station, with complementary retail, service, and office uses. Residential densities are permitted between a minimum of 20 and a maximum of 40 units per gross acre. A range of housing types may be included in a development project, some of which may be as low as 10 units per acre, provided the total project meets the minimum density standard. Up to 100 square feet of commercial space such as retail, restaurant, office, and personal services are permitted per residential unit.

Residential units should be at least 300 feet away from rail and freeway rights-of-way, or should incorporate construction measures that mitigate noise and air emission impacts. Retail, restaurants, commercial services, and offices are allowed on the ground floor and second floor, particularly on pedestrian retail streets and adjacent to Office TOD designations. Low intensity stand-alone retail or restaurant uses with surface parking are not permitted. Fee parking in surface parking lots is not permitted as a primary use.

- *Minimum housing density:* 20 acres per gross acre
- *Maximum housing density:* 40 units per gross acre

4.4.1.2 Commercial Land Use

Designations. The General Plan land use map identifies two commercial land use designations, which, along with commercial development within Focus Areas, will provide a broad range of retail and commercial services for existing and future residents and businesses. Permitted maximum land use

FAR of 0.5 permits ½ square foot of building area for each square foot of land within the development site.

intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements.

Convenience Commercial. This designation is used to include small-scale retail and service uses on small commercial lots, generally ranging up to one to four acres in size. Total gross leasable area within Convenience Commercial areas typically ranges from about 10,000 to 40,000 square feet. Typical uses may include convenience markets, limited personal services, service stations, and commercial services. This designation is often located on arterial or collector roadway intersections in otherwise residential neighborhoods and, thus, requires that adequate surface parking be included to ensure against any potential circulation difficulties affecting adjacent residences. Design features need to be included in these centers to ensure that convenience commercial developments are visually compatible with and complementary to adjacent and nearby residential and other less intensive uses. The type and function of uses in convenience commercial areas are generally neighborhood serving, and need to be carefully examined to ensure compatibility with nearby uses. This land use designation may also be applied to small freestanding commercial uses in the older portions of Antioch.

While some areas may be designated on the Land Use Plan for Convenience Commercial use, this does not preclude small freestanding commercial uses from being zoned for such a use provided the above parameters are adhered to through adopted performance standards. Such a rezoning would be considered to be consistent with the General Plan, and not require a General Plan amendment.

- *Appropriate Land Use Types:* See Table 4.A

- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.4 for new development within centers, and 0.6 FAR for small, freestanding uses.

Neighborhood/Community Commercial.

The intent of the General Plan is to service residential areas in an efficient manner by avoiding the creation of new strip commercial areas. Toward this end, the General Plan designates major commercial nodes of activity based on the need to serve defined neighborhood and community areas. Each area designated Neighborhood/Community Commercial would typically represent an integrated shopping center or an aggregate of parcels around an intersection, which create an identifiable commercial center or area.

The common denominator within this designation is that each neighborhood commercial node will have sufficient acreage to meet the commercial needs of one or more neighborhoods. A neighborhood center typically ranges from 30,000 - 100,000 square feet of floor area on about 3 to 12 acres, anchored by a major supermarket and/or-drug store. A community center may range from 100,000 to 250,000 square feet on 10 to 20 acres or more, and be anchored by a major retailer. Because of its size, a neighborhood center would typically locate at the intersection of a collector and an arterial. A community center is more likely to be found at major arterial intersections.

Typical spacing between community centers should be approximately 1.5 to 3.0 miles, with approximately one mile between neighborhood centers. Exact spacing depends on the nature and density of nearby development, and on the location of major roadways.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.4.

Regional Commercial. The primary purpose of areas designated "Regional Commercial" on the General Plan land use map is to provide

areas for large-scale retail commercial development and supporting uses. Regional commercial areas typically serve a large population base, with a market area as large as 8 to 20 miles or more. Typically, regional commercial areas have freeway visibility, or are located along major arterials, and linked directly to a freeway. Regional commercial areas typically encompass an integrated shopping center of 30 to 50 acres or more, and may also combine surrounding freestanding commercial uses and smaller neighborhood or community centers into a single large-scale shopping district.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50 (1.0 within the existing Somersville Towne Center site)

Somersville Road Commercial. Areas designated Somersville Road Commercial represent an important gateway into the community and Rivertown area. This land use designation is limited to the Somersville Road Corridor Focus Area (see Figure 4.3). The primary purpose of Somersville Road Commercial is to provide an appropriate mix of uses for this specific corridor.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50.

Community Retail. This classification is intended to facilitate the development of a community commercial center with highway frontage. The site shall be at least 10 acres and shall be developed with a maximum FAR of 0.30. This site may share parking with the adjacent office or Town Center Mixed Use development.

- *Maximum allowable development intensity:* FAR of 0.3:

Town Center Mixed Use. This classification is intended to provide for an integrated mix of high-intensity uses in the area surrounding the potential second eBART station near Phillips

Lane. Residential, commercial, employment, entertainment, and hospitality uses are permitted. Both horizontal mixed-use and vertical mixed-use projects are appropriate in this area. Retail, restaurant, and services uses are to be located on the ground floor in the pedestrian Town Center. Office space or residential space may be on upper floors. Development is to be high-density to support pedestrian and bicycle use, and shall provide easy pedestrian access to the potential transit station. The maximum floor area ratio (FAR) allowed is 1.0.

Residential densities may range from a minimum of 6 to a maximum of 25 units per gross acre (calculated based on the entire Town Center Mixed Use area). A range of housing types may be included in a development project, some of which may be as high as 50 units per acre with City Council approval, provided the total project does not exceed the maximum density standard. Residential units should be at least 300 feet away from rail and freeway rights-of-way, or should incorporate construction measures that mitigate noise and air emission impacts.

- *Maximum allowable development intensity:* FAR of 1.0.
- *Minimum housing density:* 6 units per gross acre.
- *Maximum housing density:* 25 units per gross acre.

Marina/Support Services. Areas designated Marina/Support Services are intended to encompass existing facilities located along the San Joaquin River within Rivertown and at the foot of the Route 160 freeway.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50.

Mixed Use. The primary purpose of areas designated Mixed Use is to provide a different style of development than traditional neighborhoods, commercial, and employment

areas that are physically separated from each other. Development within areas designated Mixed Use is to provide a variety of uses in an integrated manner within a single site. The specific mix of uses and development density are to be appropriate to the development site's particular location, access, size, and adjacent land uses. The intent is to create areas in which a mix of uses can come together to meet the community's housing, shopping, employment, and institutional needs through efficient patterns of land use. Within the Mixed Use designation, both "vertical mixed use" (various types of uses integrated within individual buildings, such as commercial on the ground floor with residential uses above) and "horizontal mixed use" (individual buildings housing different types of uses within an integrated site plan) are appropriate. .

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50

Mixed Use Medical Facility. The primary purpose of areas designated "Mixed Use Medical Facility" is to provide for development of a hospital and related facilities within the Sand Creek Focus Area. Within this designation, an integrated mix of office, residential, commercial, and employment-generating uses is appropriate. Both horizontal mixed use (different types of uses located in adjacent buildings) and vertical mixed use (different types of uses within the same building) are appropriate. Development is to be compatible with the primary use of this land use designation for practice of the medical arts.

- *Appropriate Land Use Types:* See Table 4.A.
- *Maximum allowable development intensity:* FAR of 1.0 (including areas devoted to residential use).
- *Anticipated Population per Acre:* Twenty (20) to twenty-five (25) persons per acre.

4.4.1.3 Employment-Generating Land Use Designations.

The General Plan land use

map and Focus Area policies identify six employment-generating land use designations, which will provide a broad range of employment opportunities for existing and future residents. Permitted maximum land use intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements. Achievement of this maximum is neither guaranteed nor implied by the General Plan. The final density of any particular commercial development is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

Office. The primary purpose of areas designated Office on the General Plan land use map is to provide areas for the establishment of park-like working environments for corporate, professional, and general administrative businesses; commercial services needed to support major business development; and retail facilities supporting office-based business operations. The office designation is intended to encourage the concentration of office uses near centers of commercial activity within the City, and to discourage isolated office buildings. Office developments may include low-rise garden office arrangements, or mid-rise structures, as appropriate to the project's specific location.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

Office TOD. This classification is intended to provide a compact office employment center close to the eBART station. The types of development envisioned in the office TOD

land use classification are shown in the photos to the left. The maximum Floor Area Ratio (FAR) allowed is 1.0. A portion of the parking should be in parking decks or structures. Retail, restaurant, and commercial service uses that serve employees are permitted and encouraged on the ground floor. Low density, single-use retail or entertainment developments with surface parking are not permitted. Commercial parking in surface lots requires a conditional use permit (where it is a primary use, not associated with a development project).

- *Maximum allowable development intensity:* FAR of 1.0.

Business Park. The primary purpose of lands designated Business Park on the General Plan land use map is to provide for light industrial, research and development, and office-based firms seeking an attractive and pleasant working environment and a prestigious location. Business Park areas are typically labor-intensive, meaning that the density of employment is higher than areas involving mostly manufacturing or warehouse uses. Business Park development may occur as a single use, a subdivision wherein individual entities own and operate their businesses, or as multi-tenant complexes.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

Light Industrial. Areas designated Light Industrial are intended for industrial uses compatible with a location in closer proximity to residential development than General or Rail-Served industrial areas.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

Rail-Served Industrial. Areas designated Rail-Served Industrial are intended for industrial uses designed to take advantage of rail service. This designation is limited to the Eastern Employment Focus Area.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

General Industrial. Areas designated General Industrial are intended for a range of industrial businesses, including uses, which, for reasons of potential environmental effects are best segregated from other, more sensitive, land uses, such as residential neighborhoods.

Primary processing industries involving the mechanical or chemical transformation of raw materials or the blending of materials such as lubricating oils, plastics, and resins; and treatment and fabrication operations would generally be appropriate only within this designation. Industrial uses that may require massive structures outside of buildings, such as cranes or conveyer systems, or open air storage of large quantities of raw or semi-refined materials are also limited to this land use designation.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

4.4.1.4 Community and Public Land Use Designations.

The General Plan land use map identifies two Community and Public land use designations, which are intended to provide for public and institutional activities, as well as for the preservation of open space. Antioch recognizes that the City might not have jurisdiction over certain public facilities, and that public entities might not be required to follow the City's development standards. In such cases, the City's land use policies, including maximum development intensity are intended as a guideline for the agency.

Public/Institutional. This category is used to designate public land and institutional uses, including public and private schools and colleges, public corporation yards, libraries, fire stations, police stations, water treatment

facilities, animal shelters, public and private museums churches, and governmental offices.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.50.

Open Space. These land uses are of a basically open space nature, and include parks, as well as other open space areas. Certain open space areas, such as those that exist to protect sensitive environmental resources, might not be open to public use, while other lands may be owned and managed by private entities, and therefore not open to the general public. The most prevalent public open space uses are City and regional parks, as well as private open space areas within residential developments. It is intended that this designation be applied only to lands owned by public agencies or which are already programmed for acquisition.

The locations of existing and programmed neighborhood and community parks are in most cases specifically defined on the Land Use Map. In the case of a park whose acquisition has been programmed, the ultimate configuration of the park may be different from that which is shown on the General Plan land use map. In addition to public parks and open spaces, this category designates certain privately owned lands used for recreation and low-intensity, open space activities. Appropriate private sector uses in this category include cemeteries and land that is restricted to agricultural use. This designation also includes a higher intensity of uses that are of open space character. The range of allowable uses includes, but is not limited to, country clubs (excluding golf course-oriented residential uses), golf courses, tennis clubs, driving ranges, equestrian centers, marinas, and other privately owned areas reserved for active recreational use.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* No FAR standard required.

4.4.2 Residential Land Uses

4.4.2.1 Residential Land Use Objective.

Provide a wide range of residential opportunities and dwelling unit types to meet the present and future needs of all socioeconomic groups.

4.4.2.2 Residential Land Use Policies. The following policies apply to land designated for residential uses on the General Plan land use map and by Focus Area policies.

- Within lands designated for residential use, permit the following non-residential uses:
 - Public elementary schools;
 - Parks, botanical gardens, and passive open space areas; and
 - Playgrounds and playing fields and active open space areas.
- Along the periphery of neighborhoods where traffic through the neighborhood can be minimized and adequate buffer areas along the common boundary with residential uses is provided, subject to development permits the following additional non-residential uses would be appropriate:
 - Churches and places of religious assembly;
 - Private elementary schools;
 - Public and private middle and high schools;
 - Day care centers.

Thus, these uses would be permitted along arterial and collector streets that are not intended to have single family residences fronting on them.

- Encourage larger neighborhood units to provide choices for residents as to the size and type of dwelling unit and lot, neighborhood design, density of

- development, community amenities, and form of ownership.
- d. Design new residential development with identifiable neighborhood units, with neighborhood shopping facilities, parks and recreational facilities, and schools provided as an integral component of neighborhood design.
- *Streets.* Street design should route through traffic around, rather than through new neighborhoods. Neighborhood streets should be quiet, safe, and amenable to bicycle and pedestrian use. Within new subdivisions, single-family residences should be fronted on short local streets, which should, in turn, feed onto local collectors, and then onto master planned roadways.
 - *Schools, Parks, and Recreation Areas.* Elementary schools, as well as parks and recreational areas should be contained as near the center of the neighborhood they are as is feasible.
 - *Neighborhood Commercial Areas.* Neighborhood commercial centers should be located at the periphery of residential neighborhoods, and be designed such that residents can gain vehicular, bicycle, and pedestrian access to the centers directly from the neighborhood.
 - *Connections.* Individual neighborhoods should be provided with pathways and open spaces connecting residences to school and recreational facilities, thereby facilitating pedestrian and bicycle access.
 - *Neighborhood Character.* Residential neighborhoods should be designed to maintain a distinct character through the use of neighborhood signage, streetscapes, architectural styles and variations, natural topographic variations, and landscape buffers.
- e. Provide recognizable variations in front and side yard setbacks within single-family residential neighborhoods.
- f. To reduce architectural massing, orient the shortest and lowest side of a corner residential dwelling unit toward the side street.
- g. Within multi-family and small lot single-family developments, cluster residential buildings around open space and/or recreational features.
- h. In higher density project with tuck-under parking and/or opposing garages, avoid the monotony of long parking corridors by turning individual units and/or staggering and landscaping parking areas.
- i. Provide each unit of a multi-family development project with some unique elements to create a sense of place and identity.
- Individual units within a project should be distinguishable from each other, and should have separate entrances and entry paths, where feasible.
 - The common space of each cluster of dwelling units should be designed to provide differences in size, dimensions, grading, and site furniture.
 - Every dwelling unit shall be provided with a usable private garden area, yard, patio, or balcony.
- 4.4.3 Commercial Land Uses**
- 4.4.3.1 Commercial Land Use Objective.** Provide conveniently located, efficient, and attractive commercial areas to serve regional, community, and neighborhood functions and meet the retail and commercial needs of Antioch residents and businesses.
- 4.4.3.2 Commercial Land Use Policies.** The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.
- a. Design commercial and office developments in such a manner as to

complement and not conflict with adjacent residential uses, and provide these developments with safe and easy vehicular, pedestrian, and bicycle access.

- b. Orient commercial development toward pedestrian use.
 - Commercial buildings should provide a central place of main focus.
 - Buildings should be designed and sited so as to present a human-scale environment, including identifiable pedestrian spaces, seating areas and courtyards.
 - Uses within pedestrian spaces should contribute to a varied and lively streetscape.
 - Buildings facing pedestrian ways and plazas should incorporate design features that provide visual interest at the street level.
- c. Building setbacks along major streets should be varied to create plaza-like areas, which attract pedestrians whenever possible.
- d. Provide for reciprocal access, where feasible, between commercial and office parcels along commercial corridors to minimize the number of drive entries, reduce traffic along commercial boulevards, and provide an orderly streetscape.
- e. Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.

4.4.4 Employment - Generating Land Uses

4.4.4.1 Employment-Generating Land Use

Objective. Provide a mix of employment-generating uses supporting a sound and diversified economic base and ample employment opportunities for the citizens of Antioch through a well-defined pattern of manufacturing, warehousing and distribution, professional services, and office-based uses.

4.4.4.2 Employment-Generating Land Use

Policies. The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

- a. Focus the use of employment-generating lands on high value and high employment-generating uses (e.g., office environments, manufacturing and assembly).
- b. Provide for an appropriate mix of uses within employment-generating lands, including commercial and commercial service uses.
- c. Take advantage of existing rail facilities within the community by permitting the development of rail-served industrial uses.
- d. Ensure appropriate separation and buffering of manufacturing and industrial uses from residential land uses.
- e. All manufacturing and industrial uses shall be adequately screened to reduce glare, noise, dust, and vibrations.
- f. Office uses shall comply with the design policies set forth for commercial uses landscape (see Community Image and Design Element).
- g. Business park and office environments should blend well-designed and functional buildings with landscape (see Community Design Image and Element).

4.4.5 Community and Public Land Uses

4.4.5.1 Community and Public Land Use

Objective. Maintain an adequate inventory of lands for the conduct of public, quasi-public, and institutional activities, including protection of areas needed for future public, quasi-public, and institutional facilities.

4.4.5.2 Community and Public Land Use

Policies. The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

The development and design of public office developments should comply with the General Plan provisions for commercial and office development.

- a. Maintain appropriate locations for the conduct of public business and the operation of institutional uses within the community (See also policies 4.4.2.2 a and b).
- b. Within areas designated Open Space, permit only such uses as are consistent with the provision of public and private recreation (active and passive), protection of public safety, managed production of resources, and preservation of significant environmental resources.
- c. Incorporate significant existing natural resources into the design of new projects, rather than removing them.
- d. When public or private natural or recreational open space is provided as part of a development project, amend the General Plan land use map to reflect the permanent provision of this open space. Alternatively, permanent open space protections in the form of easements, deed restrictions, or acquisition of development rights may be provided.

4.4.6 Focused Planning Areas

Ten areas within the Antioch General Plan study area have been identified for focused policy analysis and direction. The purpose of these “Focus Areas” is to provide policy direction specific to each area, including appropriate land use types and development intensity, based upon analysis of the particular opportunities and constraints affecting each area.

4.4.6.1 Rivertown/Urban Waterfront. The Rivertown/Urban Waterfront Focus Area is located in the northwestern portion of the General Plan study area, encompassing 963 acres. Antioch’s downtown area – known as “Rivertown” – is located at the center of this Focus Area. South of Rivertown are older residential areas, with a mix of small commercial uses. These residential areas are

concentrated immediately adjacent to Rivertown and along 10th Street. A mix of attached residential dwelling units is located between Rivertown and 10th Street. To the west of Rivertown are older heavy industrial uses, a business park, and a large open land area between the San Joaquin River and the Pittsburg-Antioch Highway, encompassing the Dow Wetlands and other vacant lands. Along the eastern edge of this Focus area and to the east are heavy industrial uses along the river.

a. Purpose and Primary Issues. Rivertown and the Antioch waterfront contain a wide variety of features, conditions, and issues encompassing both new facilities, such as the City’s central police facility and deteriorating sites such as the Rodgers Point boat launch; areas with an array of conflicts, problems, as well as areas with substantial potential opportunities. These conflicts, problems, and opportunities are described below.

- While Rivertown does not suffer the degree of decay found in some suburban downtown areas, neither does it enjoy the vitality its location along the river within a growing community would seem to be able to command. Antioch has made significant investments in Rivertown, including streetscape improvements, special lighting, and street sign monuments. Investments have also been made in the municipal marina and adjacent park site, river lookouts, and the extension of “A” Street into the downtown area.
- The waterfront between “I” Street and “F” Street is adjacent to the heart of historic downtown, including most of the remaining commercial buildings, which orient primarily to Second Street and G Street. A key need in this area is to recreate Rivertown’s physical and economic link that once existed with the waterfront, which is still its major asset. Whereas the former heavy industrial uses along the riverfront were Antioch’s major employment base, re-integrating the waterfront with Antioch’s economic vitality will require a new land use focus. To accomplish this requires there be sufficient amenities on the waterfront, and enough

“critical mass” in terms of restaurants, specialty retail, services, recreation, and other attractions to bring local resident and visitor trade to the waterfront and downtown area. The visual relationship of waterfront improvements to downtown would be improved by concentrating waterfront development and focusing on some of Rivertown’s key physical features.

- To emphasize historical Rivertown, a traditional town square with a large gazebo could be developed within the area. The town square, which ideally, would be along the river or have a view of the river, could be the site for summer concerts. Development of recreational facilities, such as bocce ball or lawn bowling courts, could also assist in enhancing downtown activities.
- Past market evaluations for marina developments have concluded that Antioch has a market for waterfront amenities from local and regional residents.
- The San Joaquin River, along with views of the river and the potential for a riverfront trail, provide Antioch with its greatest opportunity for revitalizing Rivertown, and creating a citywide activity center. Antioch’s downtown area sits on a bluff higher than the railroad embankment and the San Joaquin River normal high water mark. This elevation difference provides for dramatic views of the river and the opposite shore. However, there is a need to replace some buildings close to the river and refurbish the rear of others that tend to face south toward First or Second Street, turning their backs to the riverfront. In the future, it will be important to reorient buildings¹ and provide views toward the river.
- The scale of Rivertown buildings in the vicinity of the waterfront provides the opportunity for mixed-use development. Such development could take the form of

multi-story, attached housing or mixed-use buildings with commercial uses on the ground floor and residential uses on upper floors.

- Antioch’s location along the San Joaquin River, along with the existing of deep-water access to the shoreline, provides an opportunity for establishing waterborne transit service.
- The General Plan objective of having continuous shoreline access is hampered in places where there is virtually no land outside the railroad right-of-way for such access. To provide a shoreline trail in these areas with appropriate resting and viewing locations and sufficient clearance for service and emergency vehicle access, it would be necessary to fill or bridge over the water. Such construction is expensive, potentially reduces wetland habitat values, and may require mitigation by restoration or wetland areas in other areas.
- The waterfront area east of “E” Street has been identified as a prime wildlife habitat. Federal law limits the development potential of such areas, and permits the loss of wetland habitat only occur if it is replaced elsewhere, often at a 2:1 or 3:1 ratio. There is, unfortunately, a limited opportunity to provide such mitigation.
- In some areas, the shoreline extends south of the railroad, requiring crossings. Currently, access from downtown to Rodgers Point is via McElheny Road, a substandard road running along the bottom of the East Antioch Creek. The development potential of areas to the east, including Rodgers Point, the Fulton Shipyard site, and the former City sewage treatment plant site depend on establishing a suitable direct connection across the railroad tracks. This will require either an overcrossing or an undercrossing to replace the existing undercrossing, as new at-grade crossings are generally against the policies of the railroad and the Public Utilities Commission. It is a key General Plan objective for Rivertown to close or improve the existing McElheny Road crossing, and

¹ Where existing buildings cannot be re-oriented to provide views of the river, the riverfront side of the building should be refurbished to enhance views of the building from the riverfront, or the building should be replaced.

- create all-weather access between the downtown and Rodgers Point.
- Rodgers Point is located entirely on the river side of the railroad, and is the only significant land area adjacent to the downtown area with this advantage. It is a natural promontory of land owned by the City. It has dramatic views of the river and of downtown, and is prominent from downtown. Although quite small, Rodgers Point has the potential to be a major focal point of community recreation and special events.
 - The area between the “A” Street/6th Street intersection and the Fulton Shipyard has the potential for mixed-use development, including hotel uses, as well as higher density residential uses with views of the river. The setting of this area could facilitate a market for higher end multi-family development within Antioch.
 - East of Rodgers Point is the City-owned boat launch, with a single concrete launch ramp, a pier which also supports a water uptake line for the municipal water supply, some tie-up berths for day cruisers, automobile and auto/trailer parking, and a boarded-up two-story structure. The current boat launch facility has a number of deficiencies, making it difficult for both launching and landing. While a municipal boat launch facility is needed, it is not necessary that the facility be maintained at its current location. Rodgers Point and the boat launch area have the potential for development of visitor serving uses (e.g., hotel, and restaurants) and office development if improved access is provided.
 - The isolated location of the boat launch area has attracted loiterers who may discourage other users. Thus, improved access and revitalization of adjacent uses is needed if the boat launch is to be improved and maintained in its present location.
 - The former Fulton Shipyard, with its deep-water access, has the potential to serve as a marina or repair facility for larger recreational boats, or to provide a location for waterborne transit. Other areas that may be appropriate for waterborne transit include the Rivertown area, and heavy industrial areas located east of the Fulton Shipyard.
 - Past parking studies have concluded that more infill development, including construction of some surface parking and parking structures, is needed to enhance the downtown area as a complete and functional shopping district. Past studies also concluded the proximity of the existing parking lots and addition of future parking structures would provide the opportunity to serve a modest reconstructed commercial waterfront. Thus, the General Plan proposes to modify parking standards within the downtown area to permit the use of offsite parking facilities to meet off-street parking requirements. This will also facilitate expanding the use of downtown buildings that have near 100 percent lot coverage, and cannot provide onsite parking.
 - In providing downtown parking structures, it will be important to blend the design of these structures with the design of surrounding buildings. Provision of efficient and safe pedestrian and bicycle paths from the parking structures to uses within the downtown will also be needed.
 - The residential area located south of downtown generally contains older homes and many senior citizens. Residents in this area typically have a lower income than in the newer portions of Antioch, and many dwellings are in some state of disrepair. A concentrated effort is needed to improve housing in this area. North of the fairgrounds, southwest of the downtown area¹, development was planned on fill over marshlands. Soils in this area generally have a low load-bearing capacity, and development is limited to low density dwellings, which can be supported by area soils, or very high densities, where costs for constructing special foundations can be supported.

¹ This area, known as “Proserville,” is bounded by 6th Street, 10th Street, “O” Street, and “L” Street.

- Currently, Rivertown is somewhat isolated from the balance of Antioch. The primary approaches to Rivertown from the SR-4 freeway consist of Somersville Road, “L” Street, “G” Street, and “A” Street. Only Somersville Road and “A” Street have full freeway interchanges. Current freeway improvement plans include closing the “G” Street interchange and providing “L” Street with a full interchange. Once a full interchange is provided, “L” Street will become a primary access route, via a four-lane roadway, improving the connection of Rivertown to the rest of Antioch.
 - Access roads connecting Rivertown to the freeway run through older residential, commercial, and or industrial areas, and do not present a high quality visual entry into the downtown. Somersville Road runs through older commercial and industrial areas, some of which are in need of revitalization (see discussion of the Somersville Road Corridor Focus Area). At the Somersville Road transition to Fourth Street, older heavy industrial uses, which are also in need of revitalization, are predominant.
 - The extension of “A” Street from Sixth Street into the downtown area has improved access, and will have a positive effect on Rivertown’s commercial potential. However, the residential and commercial uses along “A” Street north of the freeway are in need of revitalization. Focus Area policies set forth for the “A” Street and Somersville Road corridors will assist by enhancing entries into Rivertown.
 - The Antioch Rivertown Business Association has embarked upon a major effort to inject new vitality into the downtown/waterfront business district. Recognizing that Rivertown must create and provide something special for visitors to the area, the Business Association and the City have developed a plan called “Rivertown Renaissance,” which includes a number of projects focusing on arts, entertainment, and specialty businesses. The Renaissance Plan provides several initiatives to attract arts- and entertainment-related businesses, including co-op art studios, artist live-work studios, and special events, such as the annual Jamboree. Specialty businesses identified in the plan include galleries, boutiques, antique shops, crafts-related businesses, restaurants and cafés, and professional offices.
 - The development potential of waterfront areas is affected by the fragility of natural biological habitats (wetlands) along the river. To the west of Rivertown and the municipal marina, north of the BNSF rail line is a large area set aside to protect wetland habitat. Special care must be taken in developing projects adjacent to this area and along the waterfront to minimize or avoid impacts on wetland areas.
- b. Policy Direction.** The Rivertown area is intended to be a community gathering place focused on the waterfront, providing specialty retail, restaurant, and office uses, as well as recreational activities along the riverfront. Emphasis within Rivertown will be on daytime *and* nighttime activities. Thus, in addition to retail uses, the City will work to attract restaurant, entertainment, and arts-related uses to Rivertown. Other activity areas, such as bocce ball courts and other active recreational uses are also desirable as a means of generating high levels of activity.
- The General Plan intends the waterfront to be re-established as a major attraction for the downtown and the entire community by providing a range of activities for families and all age groups to enjoy public access and water-oriented recreation, waterfront commercial uses, RV camping, and environmental experiences. The downtown waterfront should serve as an extension of Rivertown commercial areas, and reflect its themes. To facilitate revitalization of the waterfront, improved boat launch facilities envisioned, along with establishment of dry boat storage and one or more recreational vehicle parks. Suitable locations for recreational vehicle parks include Fulton Shipyard Road, the City’s former water treatment facility, and the existing industrial

facility site on Fourth Street adjacent to the Municipal Marina. This older industrial facility could be redeveloped into a modern business park, with provision made for recreational vehicles adjacent to the marina.

The density of new development within the developed portions of the Rivertown/ Urban Waterfront Focus Area may be increased as compared to existing development as a means of increasing use of the Rivertown area. These densities will be achieved by permitting three-story structures in limited areas, and providing public parking lots and/or structures as a means of reducing on-site parking requirements, and encouraging uses, such as residential, on the upper floor of commercial buildings.

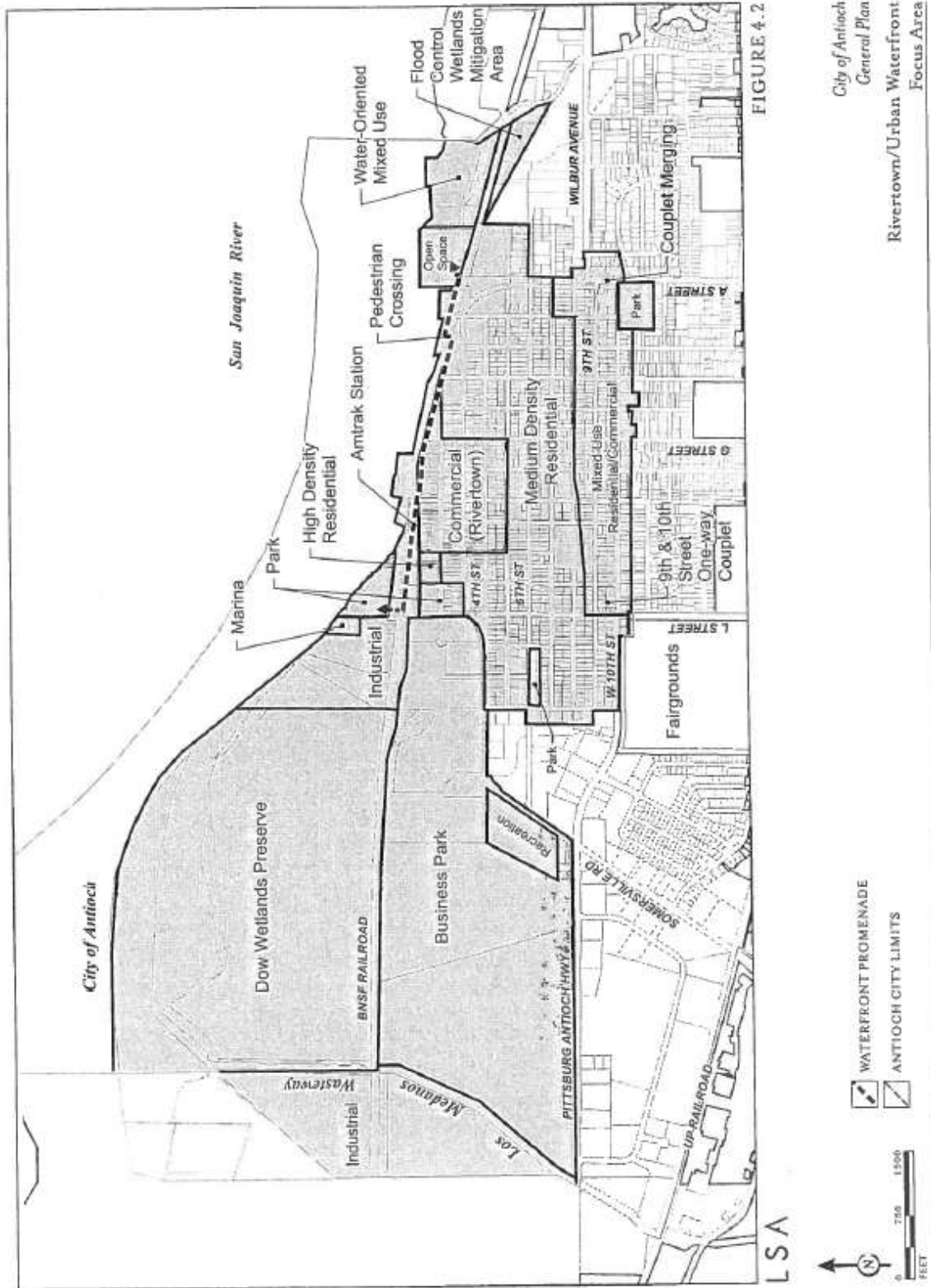
Figure 4.2 identifies specific land use designations within the Rivertown/Urban Waterfront Focus Area. The following policies shall apply to development within this Focus Area.

- a. The area designated “Dow Wetlands Preserve” on Figure 4.2 is intended to protect existing wetland resources, and is to remain in open space use.
- b. Areas designated “Business Park” in Figure 4.2 shall comply with the provisions of the Business Park land use category (see Table 4.A).
- c. The area designated “*Marina*” in Figure 4.2 shall comply with the provisions of the Marina/Support Services land use designation (see Table 4.A).
- d. The area designated “*Commercial*” in Figure 4.2 represents the Rivertown core. Uses designated “*Commercial*” in Figure 4.2 shall comply with the provisions of the Neighborhood/Community Commercial land use designation (see Table 4.A).

Maximum development intensity: FAR of 1.50 for non-residential uses along the riverfront north of Second Street. Within the balance of the Focus Area, the maximum allowable FAR is 0.50 for non-residential uses and 1.0 for mixed-use buildings that provide residential use within the upper floors. Residential

development shall provide public and private amenities, such as:

- *building amenities*, including retail arcades, public art, sculptured rooftops, atriums, day care, water features;
- *pedestrian amenities, including sidewalk canopies and other overhead weather protection devices, streetscape enhancements,*



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- landscaping, multiple building entrances, public restrooms;
 - *pedestrian movement*, such as sidewalk widening, through block connections, promenade extensions;
 - *housing and human services*, such as employment creation, job training, income-restricted housing for very low and low income households;
 - *transportation improvements*, such as transit station access and private transportation services;
 - *cultural amenities*, such as performing arts facilities, art galleries, artist studios;
 - *preservation*, such as adaptive reuse of historic buildings; and
 - *planning objectives*, such as provision of uninterrupted retail frontage or creation of local resident population.
- e. Areas designated “Medium Density Residential” on Figure 4.2 shall comply with the provisions of the Medium Density Residential land use category (Section 4.4.1.1).
- f. Areas designated “High Density Residential” on Figure 4.2 shall comply with the provisions of the Medium Density Residential land use category (see Section 4.4.1.1).
- g. Areas designated “*Mixed Use Residential/Commercial*” as shown on Figure 4.2 may consist of a mix of the uses identified as appropriate for the High Density Residential designation (see Section 4.4.1.1) and the Convenience Commercial designation (see Section 4.4.1.2).
- h. Areas designated “Open Space” on Figure 4.2 shall comply with the provisions of the Open Space designation (see Section 4.4.1.4).
- i. The “*Industrial*” area identified in Figure 4.2 shall comply with the provisions of the General Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- j. The “*Water-Oriented Mixed Use*” area identified in Figure 4.2 is intended to facilitate the revitalization of Rodgers Point. Development within this land use category may comply with the provisions of the Business Park land use category described in Section 4.4.1.3 of the Land Use Element or the provisions of the Marina/Support Services or Community Commercial land use categories described in Section 4.4.1.2.
- k. The “Flood/Control/Wetlands Mitigation Area,” “Park,” and “Recreation” designations identified in Figure 4.2 are intended to identify existing open space uses that are not anticipated to change. Uses within these areas shall comply with the provisions of the Open Space land use category described in Section 4.4.1.4 of the Land Use Element.
- l. The central core of Rivertown is to be primarily retail in character, transitioning to office, commercial services, and neighborhood-serving retail at the periphery of Rivertown adjacent to the existing residential neighborhood. Within the core of Rivertown, buildings are to feature retail, restaurants, commercial services, and entertainment uses on the ground floor, with these uses, as well as residential and office uses permitted above the ground floor. The City will develop specific economic incentives for infill uses along First Street and at other locations close to, and visible from, the water as a means of re-establishing the downtown area’s relationship to the river. In order to enhance the commercial vitality of the downtown area, municipal parking structures will be developed at key locations.
- m. Adjacent to the downtown area along the waterfront, uses should be complemented by public access boardwalks, piers or promenades with fully developed landscaping, lighting, and site furniture. Appropriate uses include:
- a limited number of marina berths
 - public access facilities and uses such as guest slips and moorings
 - Delta cruise/waterborne transit center

- boat rentals
 - fishing excursion boat charter center
 - sporting goods shops specializing selling and/or renting water-oriented recreational equipment such as fishing tackle windsurfers, jet skis or kayaks
 - chandlery.
- n. All improvements within this Focus Area should be oriented to and accessible from downtown as much as possible, and be designed to support the historical architectural theme of downtown.
- o. Land uses surrounding the existing Amtrak stop should be designed to take advantage of the rail line's transportation and visitor-serving potential. Within the area adjacent to the existing Amtrak platform, higher density, transit-oriented development, including a mix of office, commercial, and residential uses is permitted.
- p. A continuous waterfront park will be developed. This park will incorporate a continuous system of multi-use public trails along the entire waterfront from the westerly City limits to the Rodgers Point/Fulton Shipyard area, as permitted by environmental and physical constraints.
- In order to protect existing wetland areas, including the Dow Wetlands Preserve, alignment of the public access will generally be along the south of the rail line.
 - Where compatible with environmental conditions, rest stops, a "par course" and play structures should be provided.
 - The desired minimum width of the linear park is 25 feet to accommodate an 8-foot wide path and landscape buffers. To increase the apparent width of this linear park, a boardwalk can be extended over the embankment along many stretches of the shoreline.
- q. Public access is to be provided along the entire length of the riverfront. Views of the river are an important resource, and need to be preserved.
- r. Adequate pedestrian and vehicular access from the first public street inland of the waterfront must be provided, along with a riverfront multi-use trail. The riverfront is an active area; public access and use along the riverfront is to be provided, wherever possible.
- s. The deteriorated and blighted condition of the City's existing waterfront environment should be rehabilitated to form an amenity of regional significance. Existing wetland areas north of the railroad are to be left unaltered, except for clean up of beached debris and potential removal of invasive plant species and reintroduction of native plant species.¹
- t. The shore adjacent to the downtown area should be improved with an access road/path, bank top boardwalks, and landscaped areas (see above illustration).
- u. "Anchor" uses should be provided along the waterfront between "I" Street and "F" Street. Examples of such uses include:
- marina berths
 - restaurants
 - specialty shops (e.g., those specializing in retail sales and/or rental of water-oriented recreational equipment, such as windsurfers, jet skis, kayaks)
 - guest berths for boats
 - sport fishing and boat charter facilities
 - cultural facilities
- These uses should be clustered to provide economic "critical mass," and, along with the general ambience provided by the river and downtown, to attract visitors to the waterfront.
- v. Public access boardwalks, piers or promenades, landscaping, decorative light-

¹ The restored wetland is anticipated to help provide needed wetland mitigation credit to offset the construction of other facilities along the waterfront.

- ing, and site furniture should complement anchor uses. All the improvements should be oriented to and directly accessible from downtown as much as possible, and designed to support the historical architectural theme of downtown.
- w. Near the extension of “C” Street, adjacent to the railroad trestle abutment, an overlook platform should be provided. At the overlook, a gazebo, tower or other special identity structure should be provided, both to act as a symbolic milestone destination for this length of shoreline trail and also to act as a focal point from downtown. Steps and a ramp should be provided to lead down from this overlook structure to connect to a pedestrian undercrossing.
 - x. To maintain the strong economic and functional connection desired for the waterfront, provide improved direct access from downtown to Rodgers Point in a manner and at a location to be determined after the completion of engineering studies.¹
 - y. Rodgers Point and the adjacent boat launch area should be developed as a multi-functional community gathering place to anchor the eastern terminus of the continuous waterfront park system. The objective is to create a waterfront area for family-oriented use, including both private development and public open spaces.
 - z. The revitalization and redevelopment of Rodgers Point should include improved boat launch facilities, unless provision is made to provide a municipal boat launch at a different location in the community. Along with improved boat launch facilities, opportunities should be provided for the establishment of privately operated stackable dry boat storage.
 - aa. Prior to or concurrent with approvals of any development applications at Rodgers Point, a Master Plan for the area shall be prepared and approved by the City. The Master Plan shall provide detailed
- guidance for environmental review, project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements.
- bb. “Anchor” commercial facilities such as restaurants or lodging/visitor services should be developed at Rodgers Point as part of the area’s revitalization.
 - cc. The distinctive streetscape existing within the downtown area should be expanded to encompass the all of the commercial and residential portions of the Rivertown/Urban Waterfront Focus Area. Entry monumentation, including signage, special landscaping, and, potentially, an overhead structure spanning the street, should be placed at the following locations:
 - Fourth Street at “L” Street
 - “L” Street at 10th Street
 - “A” Street at 6th Street
 - 10th Street at “L” Street.

4.4.6.2 Somersville Road Corridor. This Focus Area encompasses the commercial areas along Somersville Road from SR-4 north to Fourth Street, as well as the commercial areas south of the freeway, up to and including the Chevron property. The General Plan intends that existing auto dealerships be retained and revitalized along Somersville Road. If the existing dealers ultimately decide to relocate from Somersville Road, the City should work with the dealers to secure alternative locations within the City of Antioch. Potential alternative locations include the Regional Commercial area within the East Lone Tree Specific Plan Focus Area and between SR 4 and the railroad in the Hillcrest Station Area.

a. Purpose and Issues. The Somersville Road corridor is one of Antioch’s primary sales tax generators, encompassing automobile dealerships, the Somersville Towne Center mall, and other retail businesses. Uses along this corridor are aging, and in need of improvement. In addition, the Somersville Road interchange is heavily congested.

¹. This access would, at a minimum, provide a low flow crossing. Providing an all-weather undercrossing would be an expensive project.

Interchange capacity will be increased as part of improvements for SR-4. Interchange improvements could impact adjacent existing hotel uses.

- Automobile dealerships exist along Somersville Road. The City has worked in the past to improve the design of Somersville Road, and to assist existing dealerships to modernize their facilities. Relocating the dealerships to another location within Antioch could reduce the amount of land available for industrial use, and may or may not be desirable for the dealerships. The dealerships have generated a customer base in their present location, though they do not have freeway visibility.
- South of the freeway is Somersville Towne Center, formerly known as County East Mall. The center was an open air complex, and was enclosed in the 1970s. The mall has not provided the level of retailers, mix of uses (e.g., restaurants), or design interest that could be supported by the community. In addition, vehicular access to the mall from Somersville Road is difficult due to limited parking. Pedestrian entry along the easterly side of the mall is awkward due to the presence of commercial uses with access directly from the parking lot.

There have been discussions in the past regarding adding another anchor tenant. However, the present design of the mall, with a series of tenants having their entries open to the parking lot along Somersville Road, limits simple design solutions. As a result, there have been suggestions that the mall be revitalized as a mixed-use specialty retail, entertainment, office, and residential project.

- The Focus Area's commercial uses are auto-oriented, and its general character is that of a typical older suburban community. Improvements to signage, street-scapes, and building façades are needed throughout the developed portion of this Focus Area, along with improved pedestrian linkages in the mall area.
- At the southern end of this Focus Area is the Chevron property, which is a 193-acre

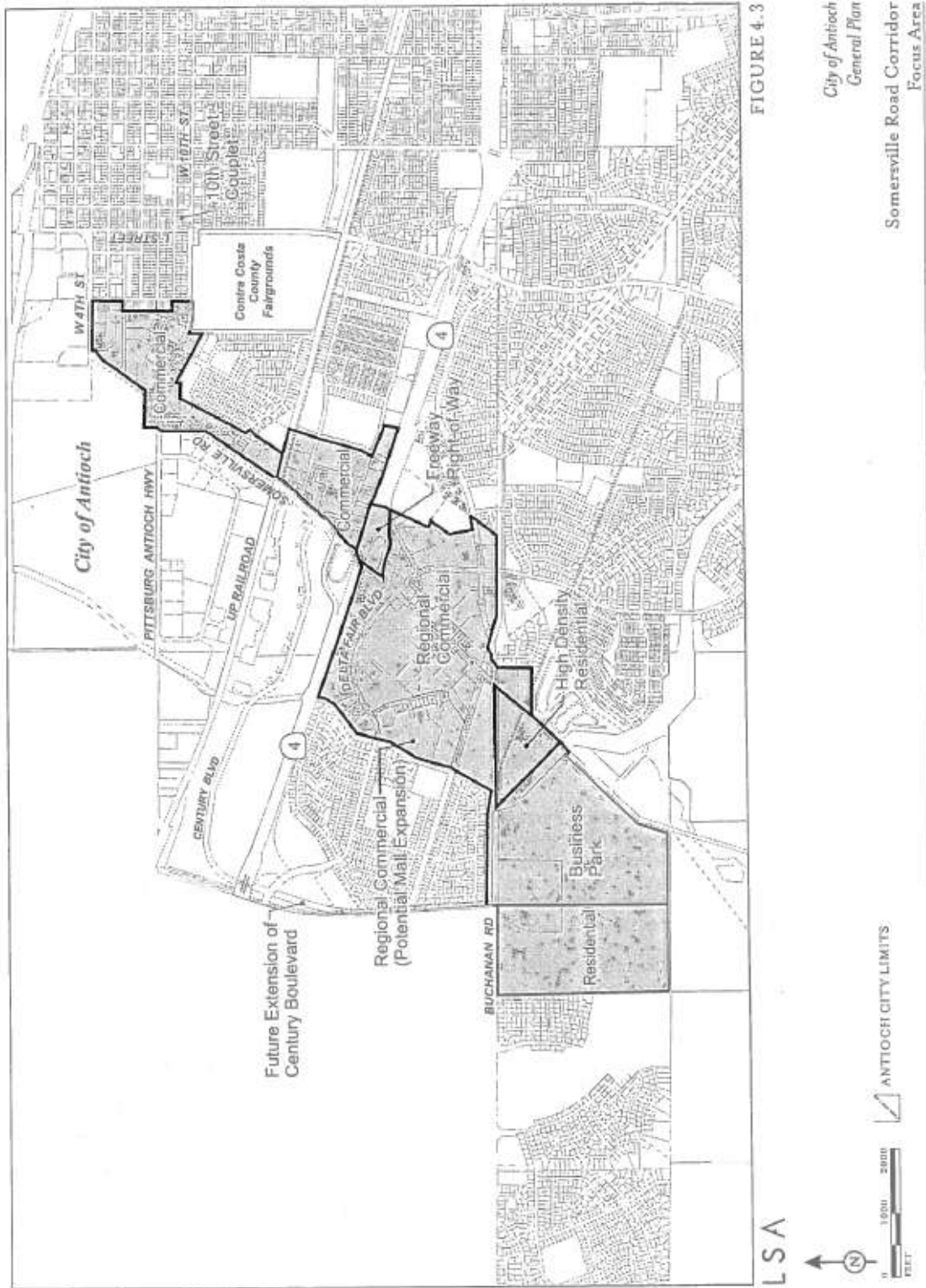
relatively flat, vacant parcel south of Buchanan Road. It is an unincorporated island surrounded by the cities of Antioch and Pittsburg, and is within Antioch's sphere of influence. The site has been extensively disturbed as the result of its previous use as an oil storage facility. With the extension of James Donlon Road, the Chevron property will become an important gateway into west Antioch.

b. Policy Direction. Efforts should be continued to keep existing automobile dealerships in their present locations, and to upgrade their facilities. Somersville Towne Center should be improved and expanded into a cohesive mixed-use retail, retail, entertainment, and residential center. Pedestrian and other urban design improvements need to be provided to increase linkages between the mall and adjacent uses. Special effort should be undertaken to improve access to the mall site from Somersville Road, and to improve the distribution of parking around the mall.

The following policies apply to the Somersville Road Corridor Focus Area.

- Areas designated "*Commercial*" on Figure 4.3 shall comply with the provisions of the Somersville Road Commercial land use category (see Table 4.A).
- Areas designated "*Regional Commercial*" on Figure 4.3 shall comply with the provisions of the Regional Commercial land use category (see Table 4.A).
- Areas designated "*High Density Residential*" in Figure 4.3 shall comply with the provisions of the High Density Residential land use category (see Table 4.A).

Expansion of Somersville Towne Center is encouraged, including new and expanded retail, particularly addition of new anchor tenants (department stores), higher end specialty retail, and sit-down restaurants. As shown in Figure 4.3, the General Plan permits expansion of the mall to the west. Expansion of the mall could also occur vertically by adding a second story of



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- shops. Also permitted is the conversion of the existing mall into a mixed-use commercial, office, and residential complex. Revitalization of the mall into a mixed use concept could occur alongside expansion of the existing mall itself through development of multi-story office buildings, either free-standing or attached to the mall.
- d. In cooperation with the City of Pittsburg, work to extend Century Boulevard to Buchanan Road as a two-lane arterial, with a connection to Los Medanos College.
 - e. The development of the “Chevron property,” located on the west side of Somersville Road, south of Buchanan Road, shall comply with the following provisions.
 - The primary land use intent for this site is a mix of low-rise business park and medium density residential housing products.
- For illustrative purposes, Figure 4.3 shows the property divided into business park and residential portions. The specific development design of the site shall be determined through approval of a planned development for the site. A minimum of 40 percent of the site is to be devoted to business park and related commercial and open space uses.
- Business Park and related commercial uses shall front along the entire length of Somersville. Although it would be desirable to have business park and related commercial uses fronting along Buchanan Road at least as far west as the flood control channel, residential uses may front along Buchanan Road. The Business Park areas shall comply with the provisions of the Business Park land use category.
 - Development of the site should be heavily landscaped. Business park and related commercial uses should be one or two stories, and clustered in a park-like setting.
- A common design theme for business park and residential uses within the 193-acre site is to be provided, including compatible architectural, landscaping, and signage.
 - Residential uses within the Chevron site may consist of a combination of small lot single family detached and multi-family development, and shall be consistent with the provisions of the Medium Density Residential land use category.
 - Adequate separation shall be maintained between new office and multi-family uses and existing residential neighborhoods. If parking areas are located along the residential edge, sufficient noise mitigation shall be provided.
 - As part of site development, a community gateway monument shall be provided, including distinctive signage and landscaping at the northwest corner of the site, expressing the theme of Antioch as “Gateway to the Delta.” Such signage and monummentation must portray a high quality design image for the City.
 - The City should work with the owner of the Chevron property to annex it into Antioch.
- f. An urban design plan should be prepared for the entire Somersville Road Corridor. The design plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.
 - g. A façade improvement program should also be undertaken for existing commercial uses within this Focus Area, with assistance from the Antioch Redevelopment Agency.

4.4.6.3 Eastern Waterfront Employment Area. This Focus Area encompasses the industrial areas in the northeastern portion of the City and its General Plan study area, south

of the San Joaquin River, west of the SR-160 freeway. The Eastern Waterfront Employment Area is approximately 474 acres in size, and lies partly within the City of Antioch and partly within unincorporated territory.

a. Purpose and Primary Issues. As a result of shifts in the national and regional economy, several of the heavy industrial uses located along the San Joaquin River have closed, or have significantly scaled back their operations. Thus, it is necessary to plan for revitalization of former heavy industrial lands along the river, including transition to other uses. This may include environmental clean up of brownfields resulting from years of heavy industrial use. To the east of Fulton Shipyard and south of the Antioch Dunes National Wildlife Refuge is the abandoned City Sewage treatment plant site. The development feasibility of this site may depend in part upon the clean up and improvement of nearby areas.

A large portion of this Focus Area, primarily north of Wilbur Avenue and the BNSF rail line, is within unincorporated territory, and would need to be annexed if Antioch is to have any control over future land use. Portions of this area are rail-served, which provides opportunities for the development of new industrial uses with modern plants.

South of Wilbur Avenue, industrial areas border along existing residential neighborhoods. As a result, it will be necessary to provide appropriate transitions between existing residential neighborhoods and future industrial development.

The environmental sensitivity and fragility of the Antioch Dunes National Wildlife Refuge within the northwestern portion of this Focus area establishes the need to provide appropriate buffer areas for urban uses located adjacent to the Refuge.

The proximity of the western portion of this Focus Area to Rodgers Point provides an opportunity for development of a recreational vehicle campground. Such a use would be possible at the site of the City's former water treatment plant. This Focus Area's location along the riverfront also provides the opportunity to extend the trail proposed for the

Rivertown area to the existing marina adjacent to the SR 160 freeway.

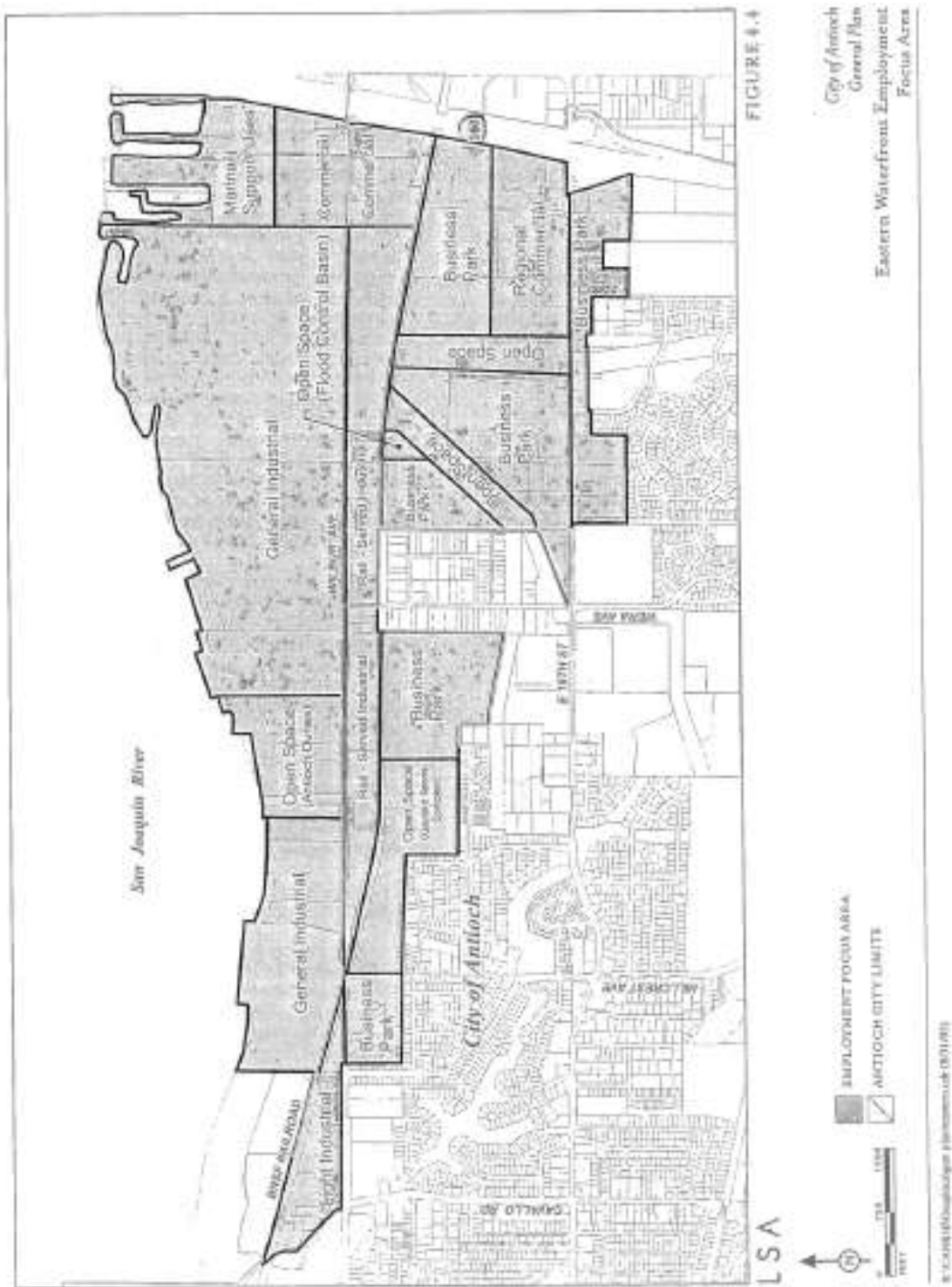
b. Policy Direction. The primary function of this Focus Area is to provide employment opportunities, and to assist Antioch in achieving its goal of a balance between local housing and employment. The majority of employment opportunities created within this area will continue to be industrial in character, will reflect lighter industrial uses than are now present. Generally, this Focus Area will feature a transition between larger industrial uses between Wilbur Avenue and the river to rail-served industrial uses along the south side of Wilbur Avenue to light industrial and business park uses to the south. The area within this Focus Area between East 18th Street on the south and the BNSF rail line on the north, Viera Avenue on the west and Drive-In Avenue on the east is subject to the provisions of the East Eighteenth Street Specific Plan.

As previously noted, transit improvements are envisioned to include extension of BART to Antioch in the long-term with interim use of existing rail lines (eBART) to provide a transit connection to BART, along with commuter rail connections to the Tracy and Stockton areas. One of the primary locations being considered for establishment of a rail transit stop is along the BNSF rail line west of the Route 160 freeway. Should a rail transit stop be established at that location, there will be a significant opportunity for of a mixed-use, transit-oriented development, consisting of a high-density cluster of retail, office, and residential uses.

The following policies apply to the Eastern Waterfront Employment Focus Area.

- a. Areas designated "*Eastern Employment Business Park*" in Figure 4.4 are intended for employment-generating uses compatible with a location adjacent to residential neighborhoods as a transition from other industrial uses. Appropriate land use types are set forth in Table 4.A.

The maximum allowable intensity shall be an FAR of 0.55.
- b. The "*Commercial*" area identified in Figure 4.4 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).



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- c. Areas designated “*Multi-Family Residential*” in Figure 4.4 shall comply with the provisions of the High Density Residential land use category (see Section 4.4.2.2 of the Land Use Element).
- d. The “General Industrial” area identified in Figure 4.4 shall comply with the provisions of the General Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- e. The “*Rail-Served Industrial*” area identified in Figure 4.4 shall comply with the provisions of the Rail-Served Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- f. The “*Light Industrial*” area identified in Figure 4.4 shall comply with the provisions of the Light Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- g. The “*Regional Commercial*” area identified in Figure 4.4 shall comply with the provisions of the Regional Commercial land use category described in Section 4.4.1.2 of the Land Use Element.
- h. The “*Marina/Supporting Uses*” area identified in Figure 4.4 shall comply with the provisions of the Marina/Supporting Uses land use category described in Section 4.4.1.2 of the Land Use Element.
- i. The “*Open Space*” area identified in Figure 4.4 shall comply with the provisions of the Open Space land use category described in Section 4.4.1.4 of the Land Use Element.
- j. Work with property owners and the California Department of Toxic Substances Control to facilitate clean up of existing brownfields within the industrial properties between Wilbur Avenue and the San Joaquin River.
- k. If a rail transit stop can be established along the BNSF line west of the Route 160 freeway, development of a high-density cluster of retail, office, and residential uses adjacent to the proposed site would be appropriate. Such development could occur as an integrated, mixed-use project at densities as high as an FAR of 1.0 for non-residential uses and up to 35 units per acre for the residential portion of such mixed use development.
- As part of the development of sites adjacent to the freeway interchanges at Wilbur Avenue and East 18th Street, establish community gateway monumentation is to be provided, including distinctive signage and landscaping, expressing the theme of Antioch as “Gateway to the Delta.” Such signage and monumentation must portray a high quality design image for the City.
- l. As a condition of new development or redevelopment of properties along the San Joaquin River between Rodgers Point and the existing marina at the SR 160 freeway, require dedication and improvement of a riverfront trail and linear park.

4.4.6.4 Hillcrest Station Area Focus Area.

The SR-4/SR-160 Industrial Frontage Focus Area has been repealed and replaced with the Hillcrest Station Area Specific Plan. Please refer to this adopted Plan for all policies related to the area shown on Figure 4.5.

4.4.6.5 “A” Street Interchange. The “A” Street Interchange Focus Area encompasses 160.26 acres of land along “A” Street from Worrel Road on the south to 10th Street and the Rivertown/Urban Waterfront Focus Area on the north. This Focus Area includes lands actually fronting on “A” Street, as well as additional adjacent properties.

a. Purpose and Primary Issues. “A” Street is located at the center of Antioch, and is an important gateway to Rivertown. The existing interchange has the opportunity to become the primary gateway into the Rivertown area, as well as into southeastern Antioch. Thus, revitalization of uses at the interchanges, as well as uses along the route into Rivertown is needed. Currently, “A” Street is a suburban commercial strip with some single-family residential fronting on the roadway north of SR-4 freeway. Many uses along “A” Street are deteriorating or have a typical suburban commercial strip design. Most commercial parcels are too shallow to allow for modern design, and existing residential uses fronting on “A” Street are in need of upgrade. Relatively high traffic volumes make it undesirable for single family residential uses to front along and take access from “A” Street. To facilitate revitalization of this corridor, it would be desirable to consolidate commercial parcels fronting on “A” Street, and increase their depth. By accomplishing this, new commercial centers with high quality architectural and site design could be developed, accommodating many of the same uses that are now present, but in a manner more befitting of the area’s central location within the City. It would also be desirable to relocate residents fronting along “A” Street to more suitable living environments.

Remaking the uses at the “A” Street Interchange will be costly, and relocation of residents can be traumatic and difficult. However, the potential benefits are substantial. At a minimum, urban design improvements, including undergrounding of utilities, building façade, and sign improvements are needed in the short-term. In the mid- to long-term (8 to 15 years), deepening of existing commercial parcels and removal of existing residences

fronting on “A” Street at the interchange appear to be appropriate.

b. Policy Direction. The General Plan envisions a cluster of commercial and office uses with high design quality, transforming the “A” Street corridor from a strip commercial area into a pedestrian-oriented village with well-designed retail and office uses. The A Street interchange along the SR 4 freeway needs to feature a major community gateway statement. “Signature” buildings (those having greater height and design detail than adjacent buildings) will be encouraged at key locations, including at all four quadrants of the freeway interchange, as well as the intersections of A Street with Texas Avenue, East Eighteenth Street, Tenth Street and Wilbur Avenue.

To accomplish this requires relocation of deteriorating residential uses from the “A” Street frontage, and increasing the depth of commercial/office uses to provide a more sensible development pattern.

Transformation of the “A” Street corridor is intended to occur over a period of several years. Residents to be relocated as part of the revitalization effort will be afforded all of the protections and relocation benefits provided under State law.

The following policies apply to the “A” Street Interchange Focus Area.

- a. Areas designated “*Commercial*” in Figure 4.6 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).
- b. Areas designated “*Commercial/Office*” in Figure 4.6 shall comply with the provisions of the Neighborhood/Community Commercial Land Use designation (see Section 4.4.1.2). The land uses that are considered to be appropriate for areas designated “*Commercial/Office*” in Figure 4.6 are those identified for “A” Street Commercial/Office in Table 4.A.
- c. Areas designated “*Office*” in Figure 4.6 shall comply with the provisions of the Office Land Use designation (see Section 4.4.1.3). In addition to the uses identified

as being appropriate within the Office designation, Religious Assembly uses would also be appropriate.

- d. Areas designated “*Residential*” in Figure 4.6 shall comply with the provisions of the Low Medium Density Residential Office Land Use designation (see Section 4.4.1.1).
- e. An urban design plan should be prepared for this Focus Area. The plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.
- f. A signage and façade improvement program should also be undertaken for commercial uses within this Focus Area.
- g. To provide visual emphasis to specific locations, commercial and office buildings should be limited to two stories in height, except at the intersection of 18th Street, where three story structures with distinctive architecture (“signature buildings”) are encouraged.
- h. The City should, if feasible, expand Antioch Development Agency Project Area 1 or establish a new redevelopment project area for the “A” Street Interchange Focus Area. The primary purpose of such a redevelopment project would be to:
 - assist in the conversion of existing residential dwellings to commercial and office uses:
 - assist residents with relocation costs;

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FIGURE 4.6

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City of Antioch
General Plan
A Street Interchange Focus Area

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- i. assist area businesses in financing façade and sign improvements;
- j. assist in funding improvements within the public right-of-way (e.g., streetscape improvements, special paving at intersections, street furniture)
- k. facilitate the consolidation of parcels along “A” Street as a means of encouraging new, high quality, pedestrian-oriented commercial and office development.

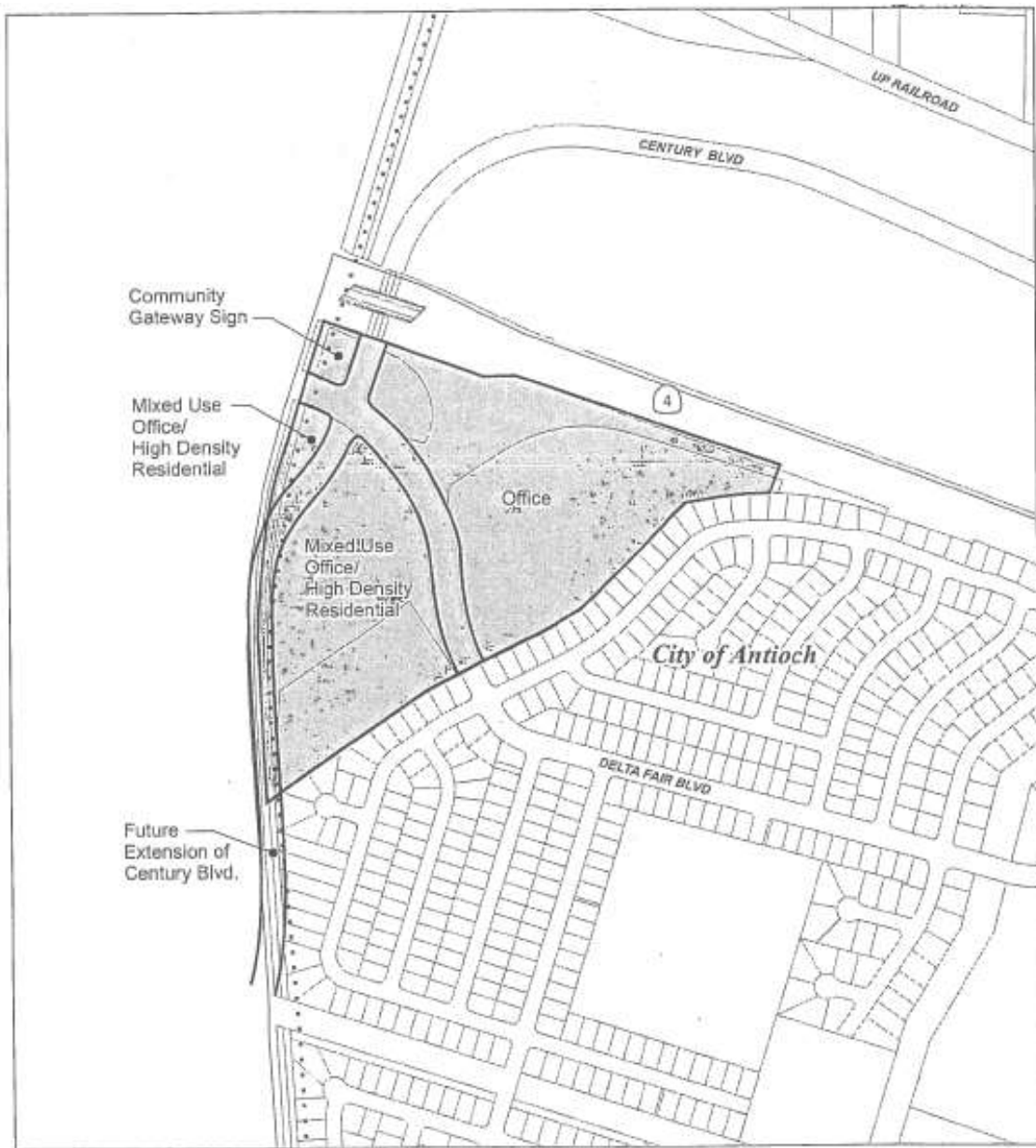
4.4.6.6 Western Gateway. The Western Gateway Focus Area consists of approximately 43 acres, located at the western edge of the City, adjacent to the City of Pittsburg (Figure 4.7). The triangular Focus Area is bounded by the SR-4 freeway to the north, the Pittsburg city limits to the west, and an existing single-family residential neighborhood to the southeast. Delta Fair Boulevard runs through the center of Focus Area.

a. Purpose and Issues. The Western Gateway Focus Area is located at a key community entry. It is the first property in Antioch seen by eastbound travelers along the SR-4 freeway, and as such, will define Antioch’s visual character for new visitors to the community. The Focus Area is partially developed. The County Social Services Department maintains offices along the south side of Delta Fair Boulevard. An existing transitional housing development is located adjacent to the County offices. Los Medanos College is located adjacent to the west side of the Focus Area, in Pittsburg. The Western Gateway Focus Area is connected to the Somersville Towne Center mall and regional commercial uses along Somersville Road by Delta Fair Boulevard, which traverses the residential neighborhoods between the two areas. Thus, even though there is a roadway connecting between the Western Gateway Focus Area and regional commercial uses along Somersville Road, the two areas do not have a functional linkage. Extension of Century Boulevard from the north is proposed, providing a roadway connection between this Focus Area and commercial areas to the north of the SR-4 freeway in the City of Pittsburg.

Along the southeasterly side of this Focus Area are single-family dwellings. Thus, while the location of this Focus Area at a key entry to the community calls for dramatic architecture, perhaps with mid-rise buildings, there is also a need to maintain compatibility with the adjacent residential neighborhood.

b. Policy Direction. A community gateway monument and landscaping should be developed along the west side of the intersection of Delta Fair Boulevard and Century Boulevard. This monument should include modern community signage and appropriate landscaping. Development along the north side of Delta Fair Boulevard should consist of mid-rise office uses at the intersection of Delta Fair and Century boulevards, and potentially attached residential dwelling units adjacent to the existing neighborhood. The area north of Delta Fair Boulevard may also be developed solely as an office park. The following policies shall guide development of the Western Gateway Focus Area.

- a. The Western Gateway Focus Area is intended for office uses northwest of Delta Fair Boulevard, along with existing multi-family residential and public uses on the opposite side of the roadway.
- b. Areas designated “*Mixed Use Residential/Commercial*” in Figure 4.7 may consist of a mix of the uses identified as appropriate for the High Density Residential designation (see Section 4.4.1.1 for maximum allowable development intensity and appropriate land use types) and the Convenience Commercial designation (see Section 4.4.1.2 for maximum allowable development intensity and appropriate land use types).
- c. Areas designated “Office” on Figure 4.7 shall comply with the provisions of the Office land use designation (see Section 4.4.1.3).



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FIGURE 4.7



City of Antioch
General Plan
Western Gateway Focus Area

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- Future multifamily residential, if provided, is to be developed as part of a mixed-use office/residential development.
- d. Because of the highly visible nature of the Focus Area, office development at the intersection of Delta Fair and Century boulevards should be mid-rise (three to five stories), and display high quality architecture.
 - e. Adequate separation shall be maintained between new office and multi-family uses and existing residential neighborhoods. If parking areas are located along the residential edge, sufficient noise mitigation shall be provided.
 - f. As part of the development of this Focus Area, community gateway monumentation is to be established at the northwest corner of Delta Fair and Century Boulevards, including distinctive signage and landscaping and expressing the theme of Antioch as “Gateway to the Delta.” Such signage and monumentation must portray a high quality design image for the City.¹

4.4.6.7 Sand Creek. The Sand Creek Focus Area encompasses approximately 2,712 acres in the southern portion of the City of Antioch (Figure 4.8).

This Focus Area is bounded by existing residential neighborhoods to the north, Black Diamond Mines Regional Preserve to the west, the city limits to the south, and the City of Brentwood to the east. Empire Mine Road and Deer Valley Road run in a general north-south direction through the Focus Area, dividing it roughly into thirds.

a. Purpose and Primary Issues. The Sand Creek Focus Area combines two existing policy and planning areas identified in the previous General Plan: the southern portion of “Focused Policy Area 18” and the entirety of Future Urban Area 1.” Previous General Plan policy tied the timing of development within this Focus Area to progressive build out of the land immediately to the north (the area generally known as Southeast Antioch), and to

agreement on an alignment for the SR-4 bypass.

Through the 1990s, build out of Southeast Antioch was largely completed, an alignment for the SR-4 bypass was selected, and financing for construction of the bypass was developed. As a result, the City stepped up its planning efforts for the Sand Creek Focus Area with area landowners. Because of the multiple ownerships within the Sand Creek Focus Area, detailed coordination of access and infrastructure, along with the establishment of workable financing mechanisms was necessary in addition to land use planning.

Sand Creek, as well as natural hillsides and canyons within the Sand Creek Focus Area, contain habitats for sensitive plant and animal species, as well as habitat linkages and movement corridors. Overall, the western portion of the Focus Area is more environmentally sensitive than the eastern portion in terms of steep topography, biological habitats and linkages, the existence of abandoned coal mines, and proximity to public open space at Black Diamond Mines Regional Preserve. The west end of the Sand Creek Focus Area serves as a linkage between two regionally significant blocks of grassland. Decades of urban and agricultural use have greatly reduced the width of this linkage, substantially increasing the ecological importance of the remaining linkage within the Sand Creek Focus Area. Land has been preserved in regional parks and permanent open space, primarily in extensive grassland to the immediate west and northwest, as well as south of the Sand Creek Focus Area. These preserves represent a significant investment of public resources, and are a valued public asset.

Stream and riparian communities occupy a small portion of the Focus Area, but are widely distributed. Because of their high biotic value, stream and riparian communities within the Focus Area are considered to be a sensitive resource. The Focus Area also includes an oak woodland and savanna community, which, because of its high wildlife value, is considered to be a sensitive resource.

¹. See the Community Image and Design Element.

Figure 4.8: Sand Creek



b. Policy Direction. The environmental sensitivity of portions of the Sand Creek Focus Area was recognized in the City's previous General Plan; however, policy direction was very general. As an example, the previous General Plan did not provide any indication of the maximum allowable development intensity for Future Urban Area 1. The previous General Plan also stated that while the area between Contra Loma Boulevard and Empire Mine Road was designated Estate Residential, "the actual density should be based on a development plan that ensures that the special characteristics of the area, including steep slopes, riparian habitat, and other environmental constraints, are accommodated.

The following policy discussion and policies for the Sand Creek Focus Area are intended to provide clear direction for the future development and environmental management of the area.

The Sand Creek Focus Area is intended to function as a large-scale planned community, providing needed housing and employment opportunities. This Focus Area is also intended to provide substantial employment opportunities. Up to approximately 280 acres are to be devoted to retail and employment-generating uses, which will result in the creation of up to 6,500 jobs at build out. Residential development within the Sand Creek Focus Area will provide for a range of housing types, including upper income estate housing, golf course-oriented age-restricted housing for seniors, suburban single-family detached housing for families or for seniors, and multifamily development.

The following policies apply to development within the Sand Creek Focus Area.

- a. Prior to or concurrent with approvals of any development applications other than major employment-generating uses (including, but not limited to a medical facility on the Kaiser property), a specific plan or alternative planning process as determined by the City Council, shall be prepared and approved for the Sand Creek Focus Area. Such specific plan or alternative planning process shall identify
 - b. and provide for project for project-related land uses, financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements within the area proposed for development.
 - b. Sand Creek Focus Area development shall make a substantial commitment to employment-generating uses. Up to 280 180 acres are to be devoted to employment-generating uses within the areas shown for Business Park and Commercial/Open Space, in addition to the area shown as Mixed Use Medical Facility. Appropriate primary land uses within employment-generating areas include:
 - Administrative and Professional Offices
 - Research and Development
 - Light Manufacturing and Assembly
 - Hospital and related medical uses
 - c. Secondary, support and ancillary uses within employment-generating areas include:
 - Banks and Financial Services
 - Business Support Services
 - Eating and Drinking Establishments
 - Health Clubs and Spas
 - Lodging and Visitor Services
 - Storage and Distribution – Light
 - Civic Administration
 - Cultural Facilities
 - Day Care Centers
 - d. The maximum development intensity for employment-generating lands shall be an overall FAR of 0.5.
 - e. A maximum of 95 acres of retail commercial uses designed to service the local community may be developed within the areas shown for Commercial/Open Space,

- with a maximum overall development intensity of a 0.3 FAR.
- f. Up to 1.24 million square feet of retail commercial uses may be constructed. Within areas designated for retail use (areas shown for Commercial/Open Space), office development may be developed at a maximum FAR of 0.5.
 - g. Appropriate uses within the retail portions of this Focus Area include:
 - Administrative and Professional Offices
 - Automotive Uses
 - Banks and Financial Services
 - Business Support Services
 - Eating and Drinking Establishments
 - Food and Beverage Sales
 - General Merchandise
 - Health Clubs and Spas
 - Personal Services
 - Personal Instruction
 - Theaters
 - Civic Administration
 - Cultural Facilities
 - Day Care Centers
 - Residential development as part of a mixed-use medical facility
 - h. Commercial areas shall be designed as cohesive centers, and not in narrow corridors or commercial strips.
 - i. Each commercial center shall establish an identifiable architectural theme, including buildings, signage and landscaping.
 - j. Commercial and employment-generating developments shall be designed to accommodate public transit and non-motorized forms of transportation.
 - k. A maximum of 4,000 dwelling units may be constructed within the Sand Creek Focus Area. Appropriate density bonuses may be granted for development of age-restricted housing for seniors; however, such density bonuses may not exceed the total maximum of 4,000 dwelling units for the Sand Creek Focus Area.
 - l. It is recognized that although the ultimate development yield for the Focus Area may be no higher than the 4,000 dwelling unit maximum, the actual development yield is not guaranteed by the General Plan, and could be substantially lower. The actual residential development yield of the Sand Creek Focus Area will depend on the nature and severity of biological, geologic, and other environmental constraints present within the Focus Area, including, but not limited to constraints posed by slopes and abandoned mines present within portions of the Focus Area; on appropriate design responses to such constraints, and on General Plan policies. Such policies include, and but are not limited to, identification of appropriate residential development types, public services and facilities performance standards, environmental policies aimed at protection of natural topography and environmental resources, policies intended to protect public health and safety, and implementation of the Resource Management Plan called for in Policy “tu,” below.
 - m. As a means of expanding the range of housing choices available within Antioch, three types of “upscale” housing are to be provided, including Hillside Estate Housing, Executive Estate Housing, and Golf Course-Oriented Housing.

Hillside Estate Housing consists of residential development within the hilly portions of the Focus Area that are designated for residential development. Appropriate land use types include Large Lot Residential. Within these areas, typical flat land roadway standards may be modified (e.g., narrower street sections, slower design speeds) to minimize required grad-

ing. Mass grading would not be permitted within this residential type. Rough grading would be limited to streets and building pad areas. Residential densities within Hillside Estate Areas are to be limited to one dwelling unit per gross developable acre (1 du/ac), with typical lot sizes ranging upward from 20,000 square feet. The anticipated population density for this land use type is up to four persons per developed acre. Included in this category is custom home development, wherein semi-improved lots are sold to individuals for construction of custom homes. Approximately 20 percent of Hillside Estate Housing should be devoted to custom home sites.

Executive Estate Housing consists of large lot suburban subdivisions within the flatter portions of the Focus Area. Appropriate land use types include Large Lot Residential. Densities of Executive Housing areas would typically be 2 du/ac, with lot sizes ranging upward from 12,000 square feet. The anticipated population density for this land use type is up to eight persons per developed acre.

Golf Course-Oriented Housing consists of residential dwelling units fronting on a golf course to be constructed within the portion of the Focus Area identified as Golf Course/Senior Housing/Open Space in Figure 4.8. Appropriate land use types include Single Family Detached and Small Lot Single Family detached for lots fronting on the golf course. Maximum densities for golf course-oriented housing would typically be 4 du/ac, with lot sizes as small as 5,000 square feet for lots actually fronting on the golf course. Given the significant environmental topographic constraints in the portion of the focus area west of Empire Mine Road, the minimum lot size for executive estate housing within this area shall be a minimum of 10,000 square feet. This would allow additional development flexibility in situations where executive estate housing needs to be clustered in order to preserve existing natural features. In no case shall the 10,000 square foot minimum lot size constitute more than 20 percent of the

total number of executive estate housing units in the area west of Empire Mine Road. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses. Should the City determine as part of the development review process that development of a golf course within the area having this designation would be infeasible, provision of an alternative open space program may be permitted, provided, however, that the overall density of lands designated Golf Course/Senior Housing/Open Space not be greater than would have occurred with development of a golf course.

- n. Single-Family Detached housing within suburban-style subdivisions with lot sizes ranging from 7,000 square feet to 10,000 square feet may also be developed within the Sand Creek Focus Area within areas shown as Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses.
- o. Small Lot Single Family Detached housing at the Aviano planned development and at the Vineyards at Sand Creek planned development with lots smaller than 7,000 square feet may be developed in the Sand Creek Focus Area within areas shown as Medium Low Density Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is fourteen to eighteen persons per acre developed with residential uses.
- p. A total of 25 to 35 acres is to be reserved for multi-family housing to a maximum density of 20 du/ac. Areas devoted to multi-family housing should be located adjacent to the main transportation routes within the Focus Area, and in close proximity to retail commercial areas. The anticipated population density for this land use type is up to forty persons per acre developed with residential uses.

- q. Age-restricted senior housing should be developed within the Focus Area as a means of expanding the range of housing choice within Antioch, while reducing the Focus Area's overall traffic and school impacts. Such senior housing may consist of Single Family Detached, Small Lot Single Family Detached, of Multi-Family Attached Housing, and may be developed in any of the residential areas of the Sand Creek Focus Area. Within areas identified in Figure 4.8 specifically for senior housing, limited areas of non-senior housing may be permitted where environmental or topographic constraints would limit development densities to a range more compatible with estate housing than with senior housing.
- r. Areas identified as Public/Quasi Public and School in Figure 4.8 are intended to identify locations for new public and institutional uses to serve the future development of the Sand Creek Focus Area. Development within these areas is to be consistent with the provisions of the Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
- s. Sand Creek, ridgelines, hilltops, stands of oak trees, and significant landforms shall be preserved in their natural condition. Overall, a minimum of 25 percent of the Sand Creek Focus Area shall be preserved in open space, exclusive of lands developed for golf course use.
- t. Adequate buffer areas adjacent to the top of banks along Sand Creek to protect sensitive plant and amphibian habitats and water quality shall be provided. Adequate buffer areas shall also be provided along the edge of existing areas of permanently preserved open space adjacent to the Sand Creek Focus Area, including but not limited to the Black Diamond Mines Regional Park. Buffers established adjacent to existing open space areas shall be of an adequate width to minimize light/glare, noise, fire safety, public safety, habitat, public access impacts within the existing open space areas, consistent with the provisions of Section 10.5, Open Space Transitions and Buffers Policies of the General Plan.
- u. Because of the sensitivity of the habitat areas within the Sand Creek Focus Area, and to provide for mitigation of biological resources impacts on lands in natural open space, as well as for the long-term management of natural open space, a project-specific Resource Management Plan based on the Framework Resource Management Plan attached as Appendix A to this General Plan shall be prepared and approved prior to development of the Sand Creek Focus Area properties.
- v. A viable, continuous grassland corridor between Black Diamond Mines Regional Preserve and Cowell Ranch State Park shall be retained using linkages in the southwestern portion of the Lone Tree Valley (within the Sand Creek drainage area), Horse Valley, and the intervening ridge. The primary goal of preserving such a corridor is to allow for wildlife movement between Black Diamond Mines Regional Preserve and Cowell Ranch State Park. Completion of such a corridor is contingent upon the cooperation with the City of Brentwood and Contra Costa County, each of whom may have land use jurisdiction over portions of this corridor.
- To preserve this corridor and in view of other significant development constraints, certain lands in the southwestern portion of the Focus Area shall be designated as "Open Space," as depicted in Figure 4.8. Limited future adjustments to the boundaries of this "Open Space" area may occur as part of the Specific Plan and/or project level environmental

- review processes, provided that such adjustments: (a) are consistent with the goals and policies outlined in the Framework for Resource Management set forth in Appendix A; (b) are based upon subsequently developed information and data relating to environmental conditions or public health and safety that is available at the Specific Plan stage, the project-level development plan stage, or during the permitting processes with federal, state or regional regulatory agencies; and (c) would not cause the "Open Space" area west of Empire Mine Road to be less than 65 percent of the total lands west of Empire Mine Road. Any open space and otherwise undeveloped areas west of Empire Mine Road that are within the area designated as "Hillside and Estate Residential" shall not count towards meeting this 65 percent minimum "Open Space" requirement.
- All areas designated as "Open Space" within the Focus Area may be utilized for mitigation for loss of grassland and other project-level impacts by projects within the Focus Area.
 - Due to the varied and complex topography west of Empire Mine Road the exact boundary between the "Hillside Estate" residential area and "Estate" residential area shall be determined as part of the project-level entitlement process.
 - It is anticipated that there will be only minor adjustments to the boundary between the open space area and the hillside and estate residential area shown in Figure 4.8. Minor adjustments may be made to this boundary provided that such adjustments shall not create islands of residential development within the area designated open space in Figure 4.8..
 - In order to ensure adequate buffering of the Black Diamond Mines Regional Park from development in the Sand Creek Focus Area, no residential development shall be allowed north of the Sand Creek channel between the area designated "Hillside and Estate Residential" in Figure 4.8 west of Empire Mine Road and the existing Black Diamond Mines Regional Park boundary.
- w. The construction of facilities necessary to ensure adequate public access across Sand Creek west of Empire Mine Road, including the bridging of Sand Creek, an appropriately sized parking lot and staging area, and any trails needed to ensure public access to Black Diamond Mines Regional Park shall be implemented as an infrastructure component of development in the Focus Area.
 - x. To mitigate the impacts of habitat that will be lost to future development within the Focus Area, an appropriate amount of habitat shall be preserved on- or off-site per the compensatory provisions of the Framework Resource Management Plan prepared for the Sand Creek Focus Area (attached as Appendix A of the General Plan).
 - y. Ponds, wetlands, and alkali grassland associated with upper Horse Creek shall be retained in natural open space, along with an appropriate buffer area to protect sensitive plant and amphibian habitats and water quality. If impacts on the Horse Creek stream and riparian downstream are unavoidable to accommodate infrastructure, appropriate compensatory mitigation shall be required off-site per the provisions of the Resource Management Plan attached as Appendix A to this General Plan.
 - z. Chaparral, scrub, and rock outcrop community within the western portion of the Focus Area (west of Empire Mine Road), as well as adjacent grassland community that is suitable habitat for the Alameda whipsnake (*masticophis lateralis*)

- euryxanthus*) shall be retained in natural open space. Within other portions of the Focus Area, the chaparral, scrub, and rock outcrop shall be retained in natural open space contiguous to the required grassland linkage to function as a buffer and protect the grassland linkage south of the chaparral, scrub, and outcrop community.
- aa. Within the western portion of the Focus Area (west of Empire Mine Road), the oak woodland and savanna community shall be preserved in natural open space. Within other portions of the Focus Area, the oak woodland and savanna community shall be preserved in natural open space where it overlaps the rock outcrop community.
- bb. As appropriate and necessary to protect public health and safety, abandoned mines shall be included within required natural open space areas, along with appropriate buffer areas and measures to prevent unauthorized entry.
- cc. Mass grading within the steeper portions or the Focus Area (generally exceeding 25 percent slopes) is to be avoided.
- dd. Impacts of residential development on the Antioch Unified School District and Brentwood school districts will be mitigated pursuant to a developer agreement with the District.
- ee. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the Sand Creek Focus Area as an identifiable “community” distinct from Southeast Antioch.
- ff. The Sand Creek Focus Area is intended to be “transit-friendly,” including appropriate provisions for public transit and non-motorized forms of transportation.
- gg. subject to its financial feasibility (see Policy “m”), a golf course shall be provided within the Focus Area, designed in such a way as to maximize frontage for residential dwellings. The golf course may also be designed to serve as a buffer between development and open space areas set aside to mitigate the impacts of development.
- The golf course shall be designed to retain the existing trail within Sand Creek.
- The golf course and Sand Creek corridor shall function as a visual amenity from the primary access road within the Focus Area (Dallas Ranch Road/Sand Creek Road). As part of the golf course clubhouse, banquet and conference facilities shall be provided.
- hh. A park program, providing active and passive recreational opportunities is to be provided. In addition to a golf course and preservation of natural open space within Sand Creek and the steeper portions of the Focus Area, the development shall meet the City’s established park standards. A sports complex is to be developed.
- A sports complex is to be developed. The sports complex is intended to be located within the Flood Control District’s detention basin.
- Neighborhood park facilities may be privately maintained for the exclusive use of project residents. The sports complex within the Sand Creek Detention Basin will be maintained by the City.
- ii. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the residential neighborhoods, as well as non-residential and recreational components of the community. Sand Creek Focus Area development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and moun-

tain biking. Trails along Sand Creek and Horse Valley Creek shall be designed so as to avoid impacting sensitive plant and

amphibian habitats, as well as water quality.

4.4.6.8 East Lone Tree Specific Plan Area.

The East Lone Tree Specific Plan Focus Area encompasses approximately 796 acres in the eastern portion of the City of Antioch. It is bounded by Lone Tree Way on the south, Empire Avenue and the Southern Pacific rail line on the east, the Contra Costa Canal on the north, and existing residential subdivisions on the west (Figure 4.9). The City's previous General Plan identified the East Lone Tree Specific Plan Area as "Future Urban Area 2." The alignment of the SR-4 bypass runs through the center of the Focus Area, with interchanges proposed at Lone Tree Way and at the extension of Laurel Road.

a. Purpose and Primary Issues. City General Plan policy has long held that the lands within the East Lone Tree Focus Area should be developed for employment-generating uses, with the majority of the area developed with suburban-type business parks, incorporating major office complexes and light industrial uses, all developed in accordance with high development standards. The SR-4 By-pass runs through the middle of the Focus area, along the base of rolling hills. The eastern portion of the area is relatively flat, while the western portion of the area consists of rolling hills.

The East Lone Tree Specific Plan was adopted by the City in May 1996. The Specific Plan supports long-standing General Plan goal of a new employment center by devoting the flat eastern portion of the Focus Area to employment-generating uses. At the heart of the employment center is a proposed retail nucleus of restaurants, shops, and service providers. The Specific Plan identifies the purpose of this retail nucleus as providing a "sense of vitality and urbanity to what is otherwise a low, spread-out campus of largely internalized workplaces." The Specific Plan also encourages a commuter rail station along the existing Southern Pacific rail line to link the proposed employment center with the proposed commuter rail system. The

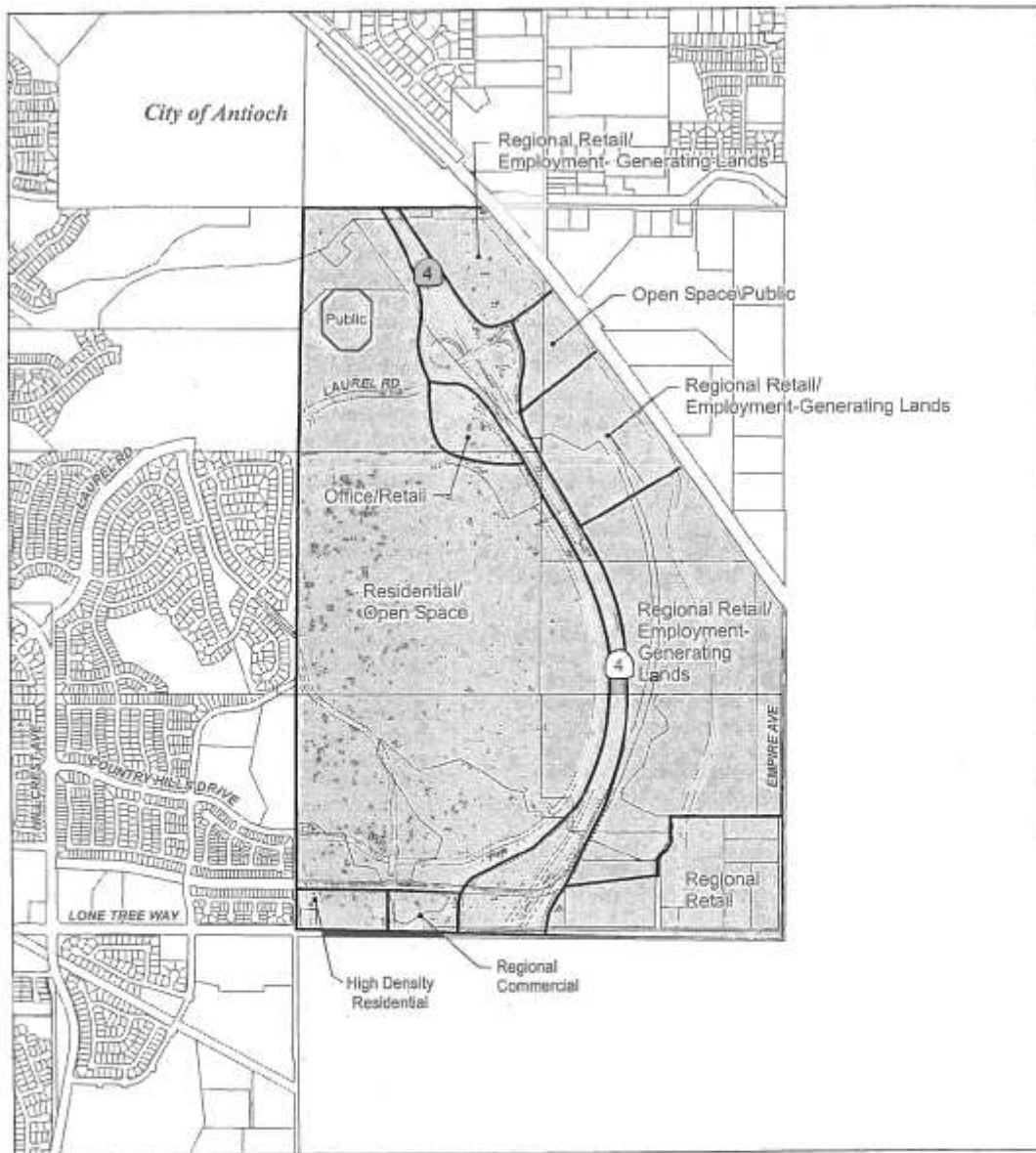


FIGURE 4.9

LSA



ANTIOCH CITY LIMITS

City of Antioch
General Plan
East Lone Tree Focus Area

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commuter rail station proposed in the Specific Plan will actually be located to the east of the Specific Plan (see Figure 7.1).

The Specific Plan identifies three sites as being appropriate for regional retail development. A 30-acre site at the Lone Tree Way interchange along the SR-4 Bypass is reserved in the Specific Plan exclusively for regional retail use, while two other sites, encompassing 48 acres are identified for regional retail use, but may be used for employment-generating uses. These two sites are located at the Laurel Road interchange along the Bypass, and at the intersection of Lone Tree Way and Empire Road. The East Lone Tree Specific Plan dedicates the western portion of the area primarily to detached single-family development at a density of 4 to 6 units per acre. A system of open space, trails, and parks is planned throughout the residential portion of the area.

The East Lone Tree Specific Plan, with its frontage along the SR-4 Bypass, provides Antioch with substantial opportunities for expansion of the employment and retail bases. The 98 acres devoted to employment-generating uses in the Specific Plan could provide employment for up to 2,850 workers. An additional 2,275 jobs could be created within the 78 acres reserved by the Specific Plan for “Regional Focus Area Retail/Employment” uses, if that area were to be devoted to employment-generating use. Retail and service employment could be as high as 2,025.

b. Policy Direction. The East Lone Tree Specific Plan implements General Plan policies aimed at establishing Antioch as a balanced community, providing a broad range of employment and shopping opportunities for its residents. The eastern portion of the Focus Area, east of the SR-4 Bypass, is to be devoted to employment-generating and commercial land uses, while the area west of the Bypass will be devoted to residential and open space uses, with supporting neighborhood commercial development and public uses. The eastern portion of the Focus

Area was included by ABAG in its “Shaping Our Future” program¹.

Along with the provisions of the Specific Plan, the following land use policies shall apply.

- a. The maximum development intensity for the East Lone Tree Specific Plan area shall be as follows:
 - Single-Family Residential: 1,100 dwelling units, developed within the areas shown as “Residential/Open Space in Figure 4.9, subject to the provisions of the Low and/or Medium Low Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
 - Multi-Family Residential: 250 dwelling units, developed within the areas shown as “Residential/Open Space in Figure 4.9, subject to the provisions of the High Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
 - Commercial/Office: 1,135,000 square feet, developed within the areas shown as “Office/Retail,” “Regional Retail,” or “Regional Retail/ Employment Generating Lands in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Regional Retail land use category described in Section 4.4.1.2 or the Office land use category described in Section 4.4.1.3 of the Land Use Element.

¹ “Shaping Our Future” is sponsored by 45 organizations in the Bay Area in an attempt to achieve consensus on comprehensive approaches to growth and change in Contra Costa County. The program aims to define a “smarter way to grow,” including “efficient” design of development along the edges of the metropolitan area. Planning principles being followed in Shaping Our Future include reducing single occupant vehicle trips through mixed use development at “efficient” densities, developing new transit centers and focusing new development around those centers, and preserving open space and agricultural lands.

- Business Park/Industrial: 2,152,300 square feet, developed within the areas shown as “Regional Retail/Employment Generating Lands” in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Business Park or Light Industrial land use categories described in Section 4.4.1.3 of the Land Use Element.
 - b. Land uses within the area shown as Open Space/Public in Figure 4.9 may include a mix of uses that comply with the provisions of the Open Space or Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
 - c. If a regional mall can be attracted to the East Lone Tree Specific Plan area, the land area devoted to regional retail may be expanded as necessary to accommodate this use.
 - d. Should the Antioch Unified School District not purchase land within the East Lone Tree Focus Area for a new high school as provided in State law, the area may be developed consistent with the East Lone Tree Focus Area Residential/Open Space designation.
 - e. The physical extent of the office/retail area along in the southwest quadrant of the Laurel Road interchange may be expanded, should the market support additional office/commercial development.
 - f. With implementation smart growth principles and the introduction of a rail transit stop in the vicinity of the Focus Area, the Commercial/Employment area located adjacent to the transit stop, may be developed as a mixed-use area, incorporating high intensity, residential, commercial, and office uses. Such development could occur at densities as high as an FAR of 1.0 for non-residential uses and mixed-use buildings, up to 20 units per acre for residential areas. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the Focus Area. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
 - g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the each residential neighborhood, as well as non-residential and recreational components of the community. Development of the East Lone Tree Specific Plan area should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
 - h. Public services and facilities, including needed on-site and off-site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
 - i. Project development shall provide full mitigation of impacts on school facilities to the Antioch Unified School District, Brentwood Union School District, and Liberty Union High School District to offset demands for new school facilities created by future development within each district
 - j. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the East Lone Tree Specific Plan area as an identifiable “community.”
- 4.4.6.9 Roddy Ranch.** Roddy Ranch is located in the southerly portion of the General Plan study area, within unincorporated territory. A portion of Roddy Ranch is inside the Voter-Approved Citywide Urban Limit Line (Figure 4.12). This Focus Area encompasses over 2,100 acres of rolling land used for grazing and ranching. Other existing land uses include a golf course, clubhouse, and open space. As a condition of approval for the golf course, development rights on 875 acres of land were dedicated to the County in 1998. These lands will be retained in permanent Open Space.

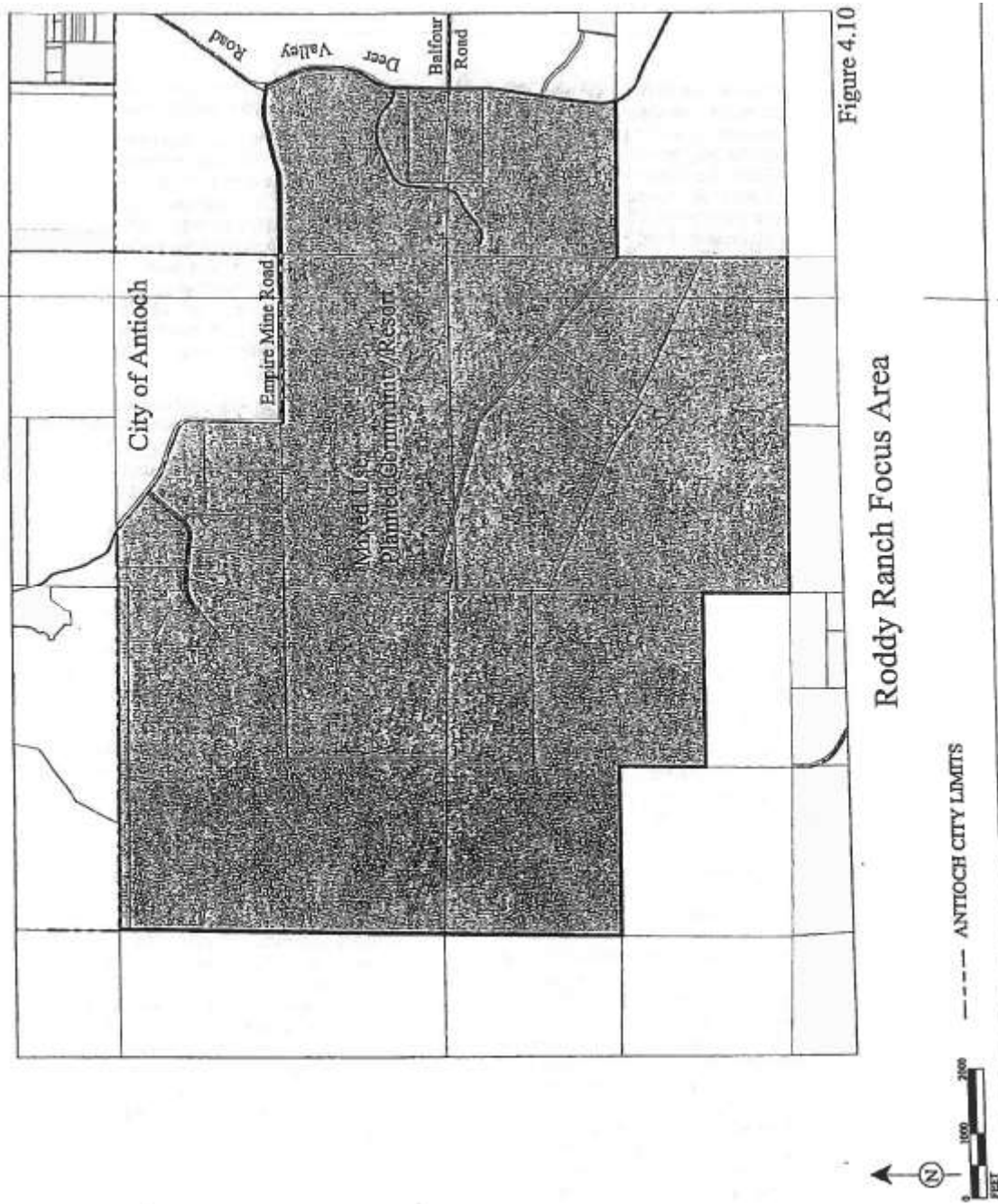


Figure 4.10

Roddy Ranch Focus Area

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a. Purpose and Primary Issues. The striking natural beauty of the Roddy Ranch area, along with its large size and single ownership, represent both a significant opportunity and a substantial challenge. Roddy Ranch provides Antioch with the opportunity to establish a unique high-end, recreation-oriented planned community. Because of the site's natural setting and relative isolation, it should be possible to create an "exclusive" community identity for Roddy Ranch, which is the intent of the General Plan. Consistent with Policy 4.3.2f, through 2020, development within Roddy Ranch that is outside of the Voter-Approved Urban Limit Line as it was approved by the voters of the City may be limited to uses consistent with the General Plan.

Key issues in the development of Roddy Ranch will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Roddy Ranch is currently devoid of the services needed to support urban and suburban development of the type envisioned in the long-term for this Focus Area. Water, sewer, drainage, and other utility systems will need to be developed essentially "from scratch." Roddy Ranch most likely will not generate sufficient students to support its own elementary, middle or high schools.

Currently, two-lane rural roads serve Roddy Ranch. Development of this Focus Area will require not only the development of an extensive on-site roadway system, but also widening of off-site roadways within existing developed and undeveloped areas.

b. Policy Direction. As noted in Land Use Element Policy 4.3.2, the General Plan recognizes the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form.

It is the intent of the Antioch General Plan that Roddy Ranch be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of Roddy Ranch should be defined

principally by suburban density residential development clustered within natural and recreational open spaces, along with the preservation of the steeper natural hillsides and the canyon bottoms containing riparian resources within the site. The existing golf course, as a major recreational amenity, should be the central focus of the planned community.

The following policies shall guide development of the Roddy Ranch Focus Area, pursuant to the Voter-Approved Urban Limit Line provisions of Policy 4.3.2f.

- a. Prior to approvals of any development applications, a Final Development Plan for the Roddy Ranch Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements. Development within the Roddy Ranch shall be predicated upon extension of infrastructure from the north through the Sand Creek Focus Area.
- b. Residential development within Roddy Ranch shall not exceed a maximum of 700 dwelling units within the portion of Roddy Ranch located generally on lands not committed to open space and having steep slopes or significant environmental constraints, which lands shall not exceed 500 acres within the Voter-Approved Urban Limit Line (6-9 persons per developable acre on average) consistent with Policy 4.3.2f. Of these 700 units, all or substantially all shall be Estate Residential and the balance shall be Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style setting.
- c. Residential neighborhoods within Roddy Ranch should be designed to provide high quality housing attractive to a broad spectrum of buyers, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be

- limited to a central “town center” location within the site, adjacent to commercial uses and along the golf course.
- d. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
 - e. Commercial uses within Roddy Ranch are intended to serve local neighborhood needs (e.g., supermarket, drug store, and personal services), and are to be limited to that which can be supported by residential and recreational uses within Roddy Ranch (10 to 20 acres, approximately 100,000 to 225,000 square feet of gross leasable area).
 - f. Visitor-serving commercial uses (e.g., hotel and restaurants) may also be developed within Roddy Ranch. Such visitor-serving uses would be oriented toward the golf course. The hotel may include a maximum of 250 rooms with ancillary retail, conference, restaurant, and recreational uses. Visitor-serving commercial uses may occupy a total of 20 acres at a maximum building intensity of 0.50.
 - g. Primary access to Roddy Ranch is to be from both Deer Valley Road and Empire Mine Road, with secondary connections to Balfour Road and Sand Creek Road.
 - h. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Roddy Ranch development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
 - i. Development of the Roddy Ranch shall provide such on- and off-site road improvements on City of Antioch streets as to ensure that applicable performance standards set forth in the Growth Management Element are met.
 - j. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
 - k. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.
 - l. Project development shall provide full mitigation of impacts on school facilities to affected school districts.
 - m. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site starting with the time the first increment of development is occupied.
 - n. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of Roddy Ranch as an identifiable “community.”
 - o. Development of an attractive, but natural-appearing landscape is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.
 - p. A central open space area, which may include the golf course, is to be provided to serve as the dominant visual feature of the Roddy Ranch, as well as to provide recreational opportunities.
 - q. Because of the sensitivity of the habitat areas within the Roddy Ranch Focus Area, preparation and approval of a Resource Management Plan to provide for mitigation of biological resources impacts, as well as for the long-term management of natural open space, shall be required prior to development of the Roddy Ranch

Focus Area. The Resource Management Plan shall provide for appropriate habitat linkages consistent with General Plan policies and Resource Management Plan provisions for the Sand Creek Focus Area.

4.4.6.10 Ginochio Property. The Ginochio Property is located in the southerly portion of the General Plan study area, within unincorporated territory (Figure 4.11). This Focus Area encompasses nearly 1,070 acres of rolling lands and canyon areas. The site is currently vacant. A portion of Ginochio Property is located within the Voter-Adopted Urban Limit Line (Figure 4.12).

a. Purpose and Primary Issues. The Ginochio Property presents Antioch with similar opportunities and challenges, as does Roddy Ranch. Within the Ginochio Property is the opportunity to establish a high-end planned community, which is the intent of the General Plan.

Key issues in the development of the Ginochio Property will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Water, sewer, drainage, and other utility systems will need to be developed essentially “from scratch” to support long-term suburban development of the Ginochio Property. If family-oriented housing is development, new school facilities will be needed; however, development of the Ginochio Property might not support develop-

ment of its own new schools, necessitating students to travel to distant locations for school. As was the case for Roddy Ranch, the Ginochio Property is served by winding two-lane rural roads, which will require substantial widening along with development of an extensive on-site roadway system.

b. Policy Direction. Urban development within the Ginochio Property is limited to property within the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form. Thus, the policy direction that follows is predicated on compliance with the provisions of Policy 4.3.2f.

It is the intent of the Antioch General Plan that the Ginochio Property be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of the Ginochio Property should be defined principally by suburban density residential development within the northerly portion of the Focus Area, and preservation of large, unbroken blocks of open space in the southern portion of the site. A major recreational amenity should be developed as the central focus of the planned community.

The following policies shall guide development of the Ginochio Property, pursuant to the Urban Limit Line provisions of Policy 4.3.2.

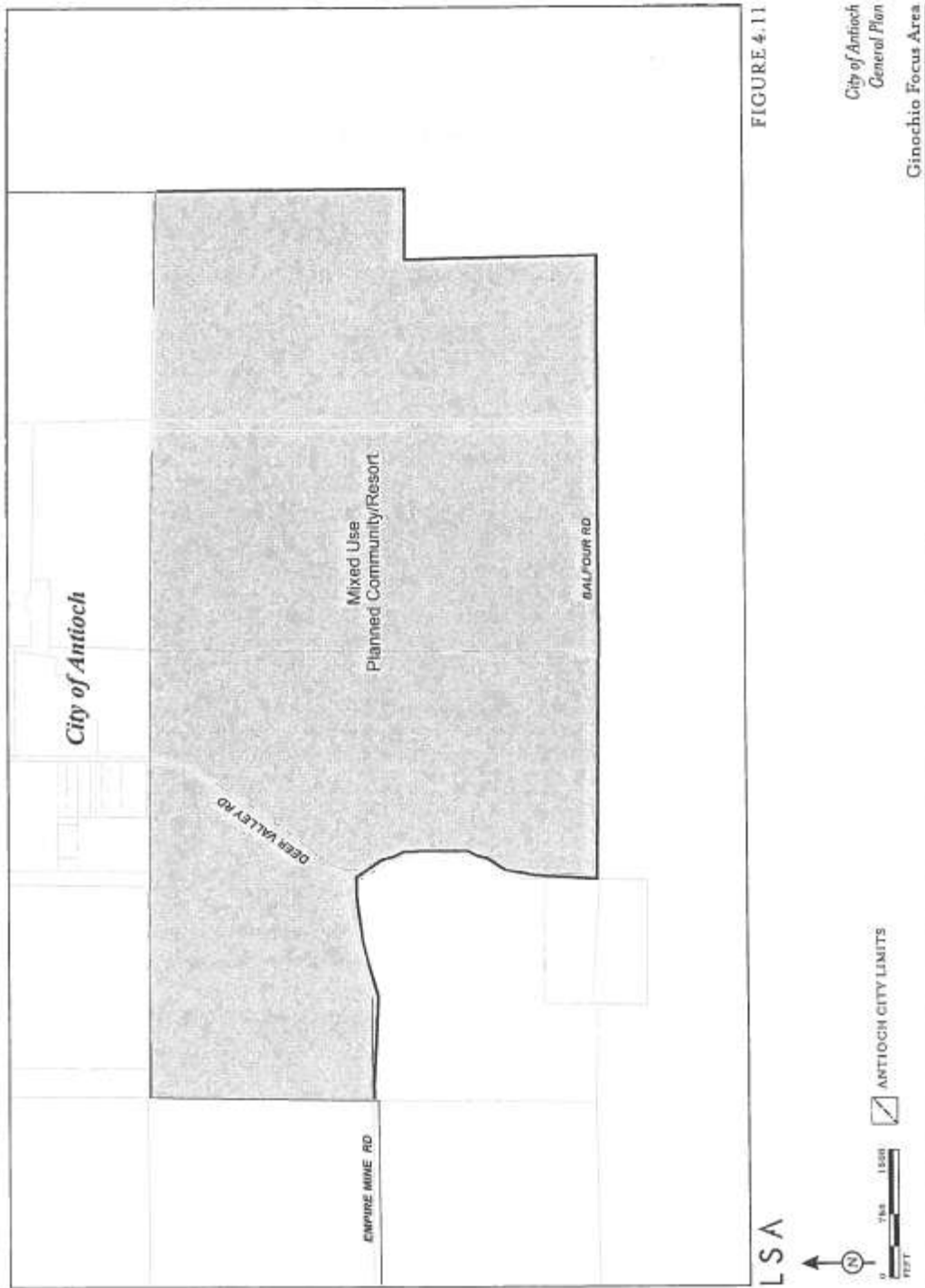


FIGURE 4.11

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- a. Prior to approvals of any development applications, a Final Development Plan for the Ginochio Property Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements.
 - b. While it is in force, development shall be consistent with the City's boundary agreement with the City of Brentwood.
 - c. Residential development within the Ginochio Property shall not exceed a maximum of 2.0 dwelling units per developable acre (6 persons per developable acre) with the permitted development area set forth in Policy 4.3.2f, and shall include a range of Single-Family Detached and Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style development within the northern portion of the site. Large Lot Residential development consisting of custom home sites on five and ten acre parcels is appropriate, provided that the maximum density is not exceeded. Senior, age-restricted residential development is anticipated to be an important component of the Ginochio Property's residential development. For purposes of determining density within the Ginochio Property focus area, a "developable acre" shall be defined as lands not committed to open space and having steep slopes or other significant environmental constraints. These lands will be mapped in the Final Development Plan. Development may occur on lands with steep slopes at a maximum density of one dwelling unit per 10 acres (1 du/10ac). The mapping of such lands will occur as part of the Final Development Plan.
 - d. Residential neighborhoods within the Ginochio Property should be designed to provide high quality housing attractive to a broad spectrum of families and retirees, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be limited to a central "town center" location within the site, adjacent to commercial uses.
 - e. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
 - f. Primary access to the Ginochio Property is to be from an extension of Hillcrest Avenue, with secondary connections to Balfour Road and Sand Creek Road.
 - g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Development of the Ginochio Property should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
 - h. Along with the development of on-site roadways required to meet the applicable Growth management Element performance standards, new development shall provide the off-site road improvements to City Antioch needed to meet applicable performance standards for each increment of project development.
 - i. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
 - j. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.

- k. Project development shall provide full mitigation of impacts on school facilities to the Brentwood Elementary School District and the Liberty Union High School District.
- l. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site starting with the time the first increment of development is occupied.
- m. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the Ginochio Property as an identifiable “community.”
- n. Development of a natural-appearing style of landscaping is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.
- o. A central open space area, which may include a golf course, is to be provided to serve as the dominant visual feature of the Ginochio Property, as well as to provide active or recreational opportunities.
- p. Because of the sensitivity of the habitat areas within the Ginochio Property Focus Area, preparation and approval of a Resource Management Plan to provide for mitigation of biological resources impacts, as well as for the long-term management of natural open space, shall be required prior to development of the Ginochio Property Focus Area. The Resource Management Plan shall provide for appropriate habitat linkages consistent with General Plan policies and Resource Management Plan provisions for the Sand Creek Focus Area.

General Plan to establish the urban limit line as shown on Figure 4.12. This Voter-Approved Urban Limit Line establishes a line through the Roddy Ranch and Ginochio Property Focus Areas beyond which the General Plan land use designations cannot be amended to allow uses other than open space uses. Until December 31, 2020, the location of the Voter-Approved Urban Limit Line may be amended only by the voters of the City. The City shall oppose any annexation to the City of any land outside of the Voter-Approved Urban Limit Line

4.4.7. Voter-Approved Urban Limit Line.

Pursuant to the City of Antioch Growth Control, Traffic Relief, Voter-Approved Urban Limit Line, and Roddy Ranch Development Reduction Initiative, the voters amended the

4.0 Land Use

4.1 INTRODUCTION AND PURPOSE

The Land Use Element is the cornerstone of the General Plan, setting forth Antioch's fundamental land use philosophy and directing development to the most suitable locations, while maintaining the economic, social, physical, environmental health and vitality of the community. The Land Use Element, required by law since 1955, has the broadest scope of the seven mandatory General Plan elements, synthesizing all General Plan land use issues.

This Element focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns, consistent with local values, to achieve Antioch's vision for its future. Of primary concern are the *type, intensity, location, and character* of land uses that will be permitted in the future. It is the purpose of this General Plan Element to provide appropriate land for each of the variety of activities associated with successful urban areas, and to guide the manner in which this land is developed and used. In so doing, the Land Use Element intends to create and regulate compatible and functional interrelationships between the various land uses in the City. Thus, the Land Use Element establishes City policy as to the appropriate use and development intensity for each parcel of land within the City, including the City's view of appropriate land uses and development intensity for lands outside of the City, but within the General Plan study area.

A key consideration in defining the type, intensity, location, and mix of future land uses is achieving a balance between local employment and housing. The Antioch General Plan seeks to achieve such a balance as a means of addressing issues of traffic congestion, air quality, and energy conservation. This balance, along with providing adequate land area for the commercial uses needed by local residents and businesses, will help achieve sufficient municipal income to pay for the

services and facilities discussed in the Growth Management and Public Services and Facilities elements. The ability to commute only a few short miles to and from work on roadways that resemble the open road more than they do parking lots is an important component of the quality of life Antioch seeks for its residents. As more residents throughout the Bay Area are able to live and work in the same or nearby communities, congestion can be eased, travel speeds increased, substantial amounts of fuel conserved, regional air quality improved. The Land Use Element also seeks to ease congestion and improve regional air quality by providing patterns of land use that support the use of transit. Such "transit-oriented" development consists of high density, mixed use development adjacent to transit nodes. Such transit nodes are proposed within Rivertown (adjacent to the Amtrak platform), at Hillcrest Avenue (surrounding the eBART station), and east of the SR-4 Bypass, south of the Laurel Avenue interchange (surrounding the eBART station)¹.

4.1.1 Existing Land Use

Despite substantial development in the past, Antioch has a great deal of land available for future development. Much of the land within the City and within the unincorporated portion of the General Plan study area (22,391 acres) are vacant. Additional land is in agricultural use, and, may be available for future development, depending upon its land use designation. Overall, open space uses, including agriculture, open water, recreational lands, and vacant lands account for approximately half of the land within the General Plan Study Area. Major open space areas include Black Diamond Mines and Contra Loma regional parks, Antioch Dunes National Wildlife Refuge, and municipal parklands.

¹ This transit-oriented development node is one of three "test sites" for smart growth sponsored by ABAG. It is part of the countywide "Shaping our Future" program.

Within the developed portion of the City, single-family residential uses cover the largest area (4,963 acres, 26.5%). Industrial uses account for 1,373 acres (7.3% of the land within the study area). Currently, industrial uses are concentrated in the northern portion of the Study Area to the west and east of Rivertown. Existing commercial uses are limited in extent, encompassing 456 acres (2.7% of the land within the Study Area). Commercial use is concentrated within Rivertown, and along major roadway corridors, such as Somersville Road/Auto Center Drive, Hillcrest Avenue, and "A" Street/Lone Tree Avenue.

4.1.2 Contra Costa County 65/35 Land Preservation Plan (Urban Limit Line)

In 1990, the voters of Contra Costa County approved Measure C-1990. This Measure states that urban development within the County is to be limited to no more than 35 percent of the land within Contra Costa County. At least 65 percent of all land in the County is to be preserved for agriculture, open space, wetlands, parks and other non-urban uses. To ensure the enforcement of the "65/35" standard, the County has established an Urban Limit Line (ULL), which is incorporated into the County's General Plan Open Space and Conservation Element. Hence, there shall be a clear distinction between non-urban and urban use areas. The criteria set by the County for determining lands that should be located outside the ULL includes:

- Prime agricultural lands (U.S. Soil Conservation Service Class I and Class II)
- Open space, parks and other recreation areas
- Lands with slopes in excess of 25 percent
- Wetland areas
- Other areas not appropriate for urban growth because of physical unsuitability for development

Measure C-1990 requires that there be no changes made to the ULL that would violate the 65/35 standard. The ULL can be changed by a 4/5 vote of the Board of Supervisors after

holding a public hearing and making one or more of the following findings based on substantial evidence in the record:

- A natural or man-made disaster or public emergency has occurred that warrants the provision of housing and/or other community needs within land located outside the ULL.
- An objective study has determined that the ULL is preventing the County from providing its fair share of affordable or regional housing, as required by state law. The Board of Supervisors must find that a change to the ULL is necessary and the only feasible means to enable the County to meet these requirements.
- A majority of the cities are party to a preservation agreement, and the County have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement.
- A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries.
- A five-year periodic review of the ULL has determined that, based on the criteria for establishing the ULL, new information is available or circumstances have occurred, warranting a change to the ULL.
- An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation related environmental or community impacts, or (ii) further the County's aviation related needs.
- A change is required to conform to applicable to California or Federal law.

Although the direct land use effects of the Urban Limit Line are limited to unincorporated areas of the County, the Contra Costa Local Agency Formation Commission (LAFCO) has consented to support the County's 65/35 Preservation Standard, Urban Limit Line, and Growth Management Standards in the review of proposed city spheres of influence and annexations. Thus, LAFCO has stated that it

would not approve annexation of lands outside of the ULL to a city. Measure 1990-C states that the County is to review the location of the ULL every five years. The provisions of Measure C- 1990 will remain in effect until December 31, 2010.

In 2000, the County moved its Urban Limit Line in the East County area. Within the Antioch area, the Urban Limit Line was moved to coincide with the southern boundary of the City, placing lands in the unincorporated area outside the ULL. This move shifted approximately 1,922 acres out of the ULL within the Antioch area.

In 2005, voters approved Measure K to include Roddy Ranch and a portion of the Ginocchio Property within the ULL and the city limits.

4.1.3 General Plan Land Use Designations and Development Feasibility

The General Plan provides a blueprint for community development by designating lands for different types of uses. In designating land uses, the General Plan takes into account:

- *Existing Land Use:* What is the current pattern of developed land by type of land use – residential, commercial, service, manufacturing, and others?
- *Demand:* How much demand exists for existing and new land uses of various types (housing, retail, industry, etc.)?
- *Desired Future Land Use:* Of lands available for development or redevelopment, which locations are best for different uses? Is there sufficient undeveloped land that is designated for various uses to meet community objectives, or do existing General Plan land use designations need to be adjusted to satisfy future needs?
- *Infrastructure Availability:* Are urban services – water supply, wastewater collection and treatment, transportation facilities, and others – adequate to serve existing *and* future development? How will

existing infrastructure inadequacies be corrected?

Taking these considerations into account, the General Plan indicates where various kinds of land uses are best located, and how much of each use should be provided. The General Plan provides opportunities, but does not *cause* development to happen. The General Plan recognizes that, ultimately, growth and development depend on the initiative of individual developers, for whom the provisions of the General Plan establish the context for evaluating the economic feasibility of their specific projects. Whether developers seize the initiative, and move forward with projects depends on the economic benefit they expect to derive from such development. In deciding whether to pursue a development project on a particular site, potential developers evaluate a series of factors that collectively determine whether the project will be economically feasible (whether it will “pencil out”). These factors include:

- *General Plan Designation and Zoning:* Is the site designated for uses that are marketable at its location? (If development has not occurred in certain locations as anticipated by the General Plan, why not?)
- *Competition:* Does a particular site have the location and physical, infrastructure, and environmental characteristics necessary to compete successfully in the marketplace? Has the community been successful in attracting the type of use being contemplated? Will the specific development at this specific site be appropriately timed and positioned within the market for that use?
- *Cost of Land and Construction:* Is the site available at costs the value of a completed development can support? Are needed construction materials and labor available at acceptable cost levels? Is development financing (short-term construction loans and long term financing) available at acceptable interest rates?
- *Local Agency Costs:* What types of development standards do the city and other local agencies impose? What are

the costs associated with development review fees, impact mitigation and other exactions by the city, and the interest carry over the time it takes to bring a project to market? How do these requirements affect the economic feasibility of different types of uses?

Developers consider the feasibility of each project – whether its costs and its revenue-generating potential will “pencil out” in the expected market – in the overall regulatory context established by the City’s General Plan and its development regulations. The General Plan sets the stage, but private-sector development decisions depend on a large number of other factors that contribute to feasibility. If projects are not economically feasible, development will not happen, regardless of the directives of the General Plan and the desires of the community. Thus, the development pattern that evolves is the joint outcome of the development framework established by the General Plan and the private sector conditions that shape the developer’s assessment of feasibility.

4.2 GOALS OF THE LAND USE ELEMENT

To provide for a sustained high quality of life and ensure that new development occurs in a logical, orderly, and efficient manner, it is the goal of the Land Use Element to accomplish the following:

- *Maintain a pattern of land uses that minimizes conflicts between various land uses, and promotes rational utilization of presently undeveloped and underdeveloped land, and supports the achievement of Antioch’s vision for its future.*

Defining the appropriate uses of land within the General Plan study area in a manner supportive of achieving the vision Antioch has established for its future is at the crux of the Land Use Element. The Land Use Element is responsive to the City’s vision because it:

- Promotes expansion of the local employment base and achievement of a balance between local employment and housing. The Land Use Element provides for a wide variety of office-based and industrial employment, including heavier industrial uses along the San Joaquin River, rail-served industries, light industrial uses, commercial services, and retail businesses, and mixed use business and office parks.
- Opens up additional choices of living environment for families. The Land Use Element provides for executive housing in planned community settings, traditional single-family subdivisions, amenity-rich middle to upper end attached housing, high-density housing in transit-oriented, downtown, and mixed-use settings.
- Provides for the revitalization of the Downtown area and waterfront, integrating General Plan policies with revitalization planning efforts undertaken by the City.
- Provides opportunities for achieving quality design and avoiding the relentless sameness present in many suburban communities.
- Aids in stimulating economic revitalization in areas that are having difficulty competing with larger and more diversified development sites in Antioch and other communities.
- Stimulates new options for development at key entry points into the community.

In defining appropriate uses, the Land Use Element addresses the future uses of lands that are currently undeveloped, and also sets forth desired changes in existing land uses and development intensities. In most cases, the Land Use Element recognizes existing land uses and development densities, and may recommend urban design improvements. In some cases, such as along the “A” Street corridor north of the SR4 freeway,

the Land Use Element proposes changes in basic land use types. In other cases, such as existing residential areas within Downtown, the Land Use Element recommends increases in the overall development intensity of existing land uses. Each of the recommendations contained in the Land Use Element are intended to result in a harmonious pattern of land uses directed toward meeting community objectives and needs.

- *Establish a land use mix which serves to develop Antioch into a balance community in which people can live, work, shop, and have recreation without needing to leave the City.*

The Land Use Element designates lands for a broad range of residential, commercial, employment-generating, public/institutional, and open space and recreational lands. Residential and employment-generating land use designations are intended to include lands providing housing and employment opportunities for executives, managers, and professionals; highly skilled, semi-skilled, and unskilled workers; and retail and service workers. Residential land use designations are intended to provide housing opportunities for all economic segments of the community, as well as for the special needs groups identified in the Housing Element. The Land Use Element seeks an array of shopping and commercial service opportunities to meet the needs of Antioch residents and businesses, including daily convenience shopping along with large-scale commercial centers for community and regional markets. The Land Use Element aims to provide a sufficient inventory of lands for public, institutional, and recreation uses, and seeks to preserve needed open space areas.

- *Establish an overall design statement for the City of Antioch.*

As important as is defining the pattern of future land uses is maintaining and enhancing Antioch's character and providing a

pleasing visual experience to residents and visitors. Thus, Antioch's Land Use Element incorporates "urban design" concepts aimed at ensuring that the built environment is a physical expression of desired community character.

4.3 COMMUNITY STRUCTURE

Throughout much of the General Plan study area, Antioch's land use pattern is well established, and is not intended to change over time. Future growth in the central and northern portions of the City will primarily consist of infill development, existing approved but undeveloped projects, and the expansion of existing uses. As development expands into the southern portion of the City and its General Plan study area, Antioch will face significant challenges.

4.3.1 Community Structure Objective

Provide adequate land for present and future urban and economic development needs, while retaining a compact, rather than a scattered, development pattern.

4.3.2 Community Structure Policies

- As part of General Plan implementation – including development review, capital improvement planning, and preparation of Specific Plans – foster close land use/transportation relationships to promote use of alternative transportation system modes and minimize travel by single occupant automobiles.
- Give priority to new development utilizing existing and financially committed infrastructure systems over development needing financing and construction of new infrastructure systems.
- Encourage high-density residential development (both freestanding and in mixed use projects) within one-quarter mile of existing and planned heavy and/or light rail transit stops as illustrated in the Circulation Element.
- Concentrate large-scale industrial uses along the waterfront east of Rodgers Point

and within areas designated for industrial use along existing rail lines. Limit employment-generating uses adjacent to residential areas and within mixed-use planned communities to business parks and office uses.

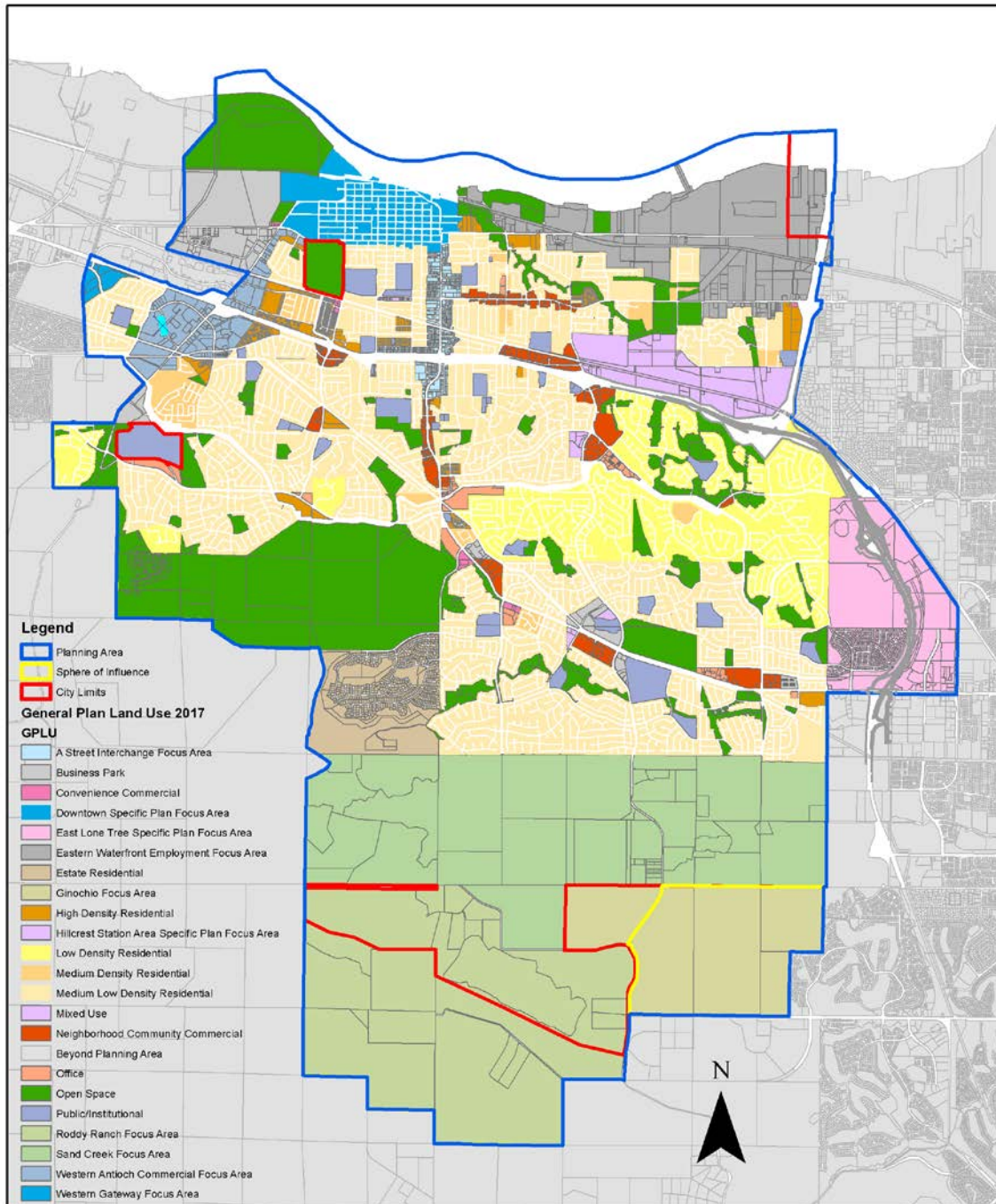
- e. Concentrate future regional commercial uses along Lone Tree Way, SR4 and SR160 and along the SR-4 bypass.
- f. Recognize the Voter-Approved Urban Limit Line (Figure 4.12) that encompasses up to 1,050 acres of land within the Roddy Ranch and Ginochio Property Focus Areas that were included in the Urban Limit Line as it was adopted by the voters in 1990 and in the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development, preserving open space and maintaining a compact urban form.
 - Maintain rural land uses (residential densities less than one dwelling unit per five acres (0.2 du/ac) and compatible open space/recreational uses which do not require urban levels of public services and facilities through 2020 in areas outside of the Voter-Approved Urban Limit Line.
 - Limit future urban development within Roddy Ranch and the Ginochio Property through 2020 to a total of approximately 1,050 acres (approximately 850 acres within Roddy Ranch and 200 acres within the Ginochio Property) that were within the urban limit line as it was adopted by the voters in 1990 and that are also within in the Voter-Approved Urban Limit Line.

General Plan study area, and thereby carry out the provisions of the General Plan. General Plan land use classifications are also intended to provide the City with sufficient flexibility in implementation to address unique and unforeseen situations. The designations established by the General Plan land use map include Residential, Commercial, Employment-Generating, and Community and Public land use designations. In addition, the General Plan includes ten "Focus Areas." Specific policy direction is provided for each Focus Area. These designations are set forth in Section 4.4.1. Within this section, appropriate land use types are defined for each designation. These land use types are defined in Table 4.A, which also identifies which land use types are appropriate within which land use designations. Sections 4.4.2 through 4.4.5 provide policies for residential, commercial, employment-generating, and community and public land uses. Figure 4.1 presents the General Plan land use map. Tables 4.A through 4.D provide a quantified description of anticipated General Plan build out.

4.4 INTENSITY AND DISTRIBUTION OF LAND USE

Antioch's General Plan land use classifications are intended to define the City's land use intent in designating lands throughout the

Figure 4.1 - General Plan Land Use Map



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	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
Funeral Services. Activities typically include services involving the care, preparation, or disposition of human dead.						✓	✓	✓				✓	✓															
General Merchandise. Activities typically include, but are not limited to, the retail sales from premises, including incidental rental and repair services.						✓	✓	✓	✓	✓		✓	✓	✓														
Health Clubs and Spas. Activities typically include, but are not limited to, sport and health-related activities performed either indoors or outdoors.						✓	✓	✓	✓	✓		✓	✓	✓			✓											
Lodging and Visitor Services. Activities typically include, but are not limited to, providing overnight accommodations and related banquet and conference facilities.							✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓									
Indoor Recreational Facilities. Activities typically include, but are not limited to, commercial recreation uses conducted within enclosed buildings, such as bowling alleys, skating facilities, racquet clubs, and indoor shooting and archery ranges.							✓	✓	✓	✓			✓	✓														
Outdoor Recreational Facilities. Activities typically include, but are not limited to, commercial recreation activities conducted outside of enclosed buildings, such as miniature golf, batting cages, tennis clubs, etc.							✓	✓	✓				✓	✓														✓
Personal Services. Activities typically include establishments primarily engaged in the provision of services for the enhancement of personal appearance, cleaning, alteration of garments, and similar non-business or non-professional services.						✓	✓	✓	✓	✓		✓	✓	✓														
Personal Instruction. Activities typically include instruction in artistic, academic, athletic or recreational pursuits within an enclosed structure.						✓	✓	✓	✓	✓		✓	✓	✓														
Recreational Vehicle Park. Activities typically include, but are not limited to, providing overnight accommodations for visitors in recreational vehicles.											✓	✓						✓									✓	10
Theaters. Includes structures where the primary use is the exhibition of live or prerecorded theatrical, musical, comedic or other performances. Sale of prepared foods and beverages is permitted ancillary to the primary use.							✓	✓		✓	✓	✓	✓	✓														
Light Manufacturing and Assembly. Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operations. <u>Light</u>														✓			✓	✓	✓	✓	✓	✓						

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somerville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services; storage and wholesaling from the premises of unfinished, raw, semi-refined products requiring further processing, fabrication, or manufacturing. Outdoor storage is permitted subject to applicable screening requirements. Also included are watchman's quarters as an ancillary use.																												
Building Contractor's Offices and Yards. Activities typically include, but are not necessarily limited to, offices and storage of equipment, materials, and vehicles for contractors in the trades involving construction activities. Storage yard uses may include, but should not be limited to, the maintenance and outdoor storage of large construction equipment such as earthmoving equipment, and screened outdoor storage of building materials.																												
Boating and Related Activities. Activities typically include, but are not limited to, establishments and facilities engaged in the provision of sales or services directly related to the commercial or recreational use of waterways. Included in this category are construction, repair, and maintenance of boats; boat sales; anchorage and docking facilities, including temporary slip rentals; services for commercial boating and fishing, including retail fish sales, but not including fish processing; sale of marine equipment; and harbor-related services, such as indoor and outdoor dry boat storage, bait sales, fuel docks, and yacht clubs.																												
Civic Administration. Activities typically include, but are not limited to, management, administration, clerical, and other services performed by public and quasi-public agencies.																												
Cultural Facilities. Activities typically include, but are not limited to, those performed by public and private museums and art galleries, public and private libraries and observatories.																												
Day Care Centers. Day care centers consist of facilities defined in California Health and Safety Code Section 1596.76, providing day care and supervision for more than 12 children less than 18 years of age for periods of less than 24 hours per day. Also included are facilities for the care and supervision of seniors for periods of less than 24 hours per day.																												
Open Space. Activities typically include, but are not limited to, preservation of lands in their natural																												

	✓ Estate Residential	✓ Low Density Residential	✓ Medium Low Density Residential	✓ Medium Density Residential	✓ High Density Residential	✓ Convenience Commercial	✓ Neighborhood/Community Comm.	✓ Regional Commercial	✓ Somersville Road Commercial	✓ SR-4/SR-160 Frontage Comm.	✓ Marina/Support Services	✓ Rivertown Commercial	✓ "A" Street Commercial/Office	✓ Mixed Use	✓ Mixed Use Medical Facility	✓ Office	✓ Business Park	✓ Eastern Waterfront Business Park	✓ Light Industrial	✓ Rail-Served Industrial	✓ General Industrial	✓ E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
condition to protect environmental resources or the public health and safety, agriculture, and active or passive recreation. Recreation areas may include recreational structures such as play equipment, but do not generally include structures for human occupancy.	✓																											
Religious Assembly. Activities typically include religious services and assembly such as customarily occurs in churches, synagogues, and temples.	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1			✓1	✓	✓		✓1										✓		
Schools, Public and Private. Typical activities include educational facilities for K-8 students provided by public agencies or private institutions.	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1			✓1	✓	✓		✓1										✓		

Notes to Table 4.A:

1. Permitted subject to the provisions of Land Use Element policy 4.4.2.2b.
2. Automotive sales are not permitted within areas designated Convenience Commercial, Regional Commercial, or Business Park, except that Automotive sales may be allowed within areas designated Business Park that also have frontage on Auto Center Drive.
3. Bars are not permitted within areas designated Convenience Commercial.
4. Automotive uses are limited to sites adjacent to a freeway interchange. Auto sales are not permitted within areas designated Light Industrial or Eastern Waterfront Business Park.
5. Eating and drinking establishments, as well as Lodging and Visitor Service uses, within the Light Industrial and Eastern Waterfront Business Park designations are limited to sites adjacent to a freeway interchange.
6. Multi-Family uses are permitted within the Rivertown Commercial designation above the ground floor only.
7. Administrative and Professional Office and Personal Instruction uses are permitted within the Rivertown Commercial designation above the ground floor only, except along Fourth Street and the area between Fourth Street and Fifth Street, where they may occupy ground floor space.
8. Funeral Services within the Rivertown Commercial designation are limited to "J" Street, Fourth Street and the area between Fourth Street and Fifth Street.
9. Auto sales within the Hillcrest Station Focus Area are limited to sites adjacent to the SR-4 and SR-160 freeways.
10. Limited to locations that are compatible with resource protection needs.

Table 4.B – Anticipated Maximum General Plan Build Out in the City of Antioch

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
Residential				
Estate Residential	915	-	-	-
Low Density Residential	4,944	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential		4,817	-	-
Subtotal	29,023	6,064	-	-
Commercial				
Convenience Commercial	-	-	341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	2,154,679	-
Subtotal	-	-	7,059,981	-
Industrial				
Business Park	-	-	-	8,647,651
Special				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
Subtotal	-	279	606,885	5,968,350
Focus Areas¹				
A Street Interchange Focus Area	124	-	2,110,165	-
East Lone Tree Specific Plan Focus Area	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	268,051	13,688,023
Ginochio Property Focus Area	-	-	-	-
Downtown Specific Plan Focus Area	1,065	1,221	3,927,420	82,019
Roddy Ranch Focus Area	600	100	225,000	-
Hillcrest Station Area Focus Plan		2,500	2,500,000	
Sand Creek Focus Area	3,537	433	1,240,000	-
Western Antioch Commercial Focus Area	-	-	8,667,751	4,195,114
Western Gateway Focus Area	-	460	215,216	-
Subtotal	6,439	5,570	20,845,130	15,922,342
TOTAL	35,462	11,912	28,511,966	30,538,343

Population	150,175
Employed Population	84,098
Total Jobs	107,378
Retail Jobs	21,476
Non-Retail Jobs	85,902
Jobs/Population Ratio	0.72

¹ Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

Table 4.C – Anticipated Maximum General Plan Build Out in the Unincorporated Area

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
Residential				
Estate Residential				
Low Density Residential		-	-	-
Medium Low Density Residential		-	-	-
Medium Density Residential		-	-	-
High Density Residential		-	-	-
Subtotal		-	-	-
		-	-	-
Commercial				
Convenience Commercial				
Neighborhood Community Commercial	-	-	-	-
Office	-	-	-	-
Subtotal	-	-	-	-
	-	-	-	-
Industrial				
Business Park				
	-	-	-	-
Special				
Mixed Use				
Public Institutional	-	-	-	-
Open Space	-	-	-	-
Subtotal	-	-	-	-
	-	-	-	-
Focus Areas¹				
A Street Interchange Focus Area				
East Lone Tree Specific Plan Focus Area	-	-	-	-
Eastern Waterfront Employment Focus Area	-	-	-	2,798,786
Ginochio Property Focus Area	400	-	-	-
Downtown Specific Plan Focus Area	-	-	-	-
Roddy Ranch Focus Area	-	-	-	-
Hillcrest Station Area Specific Plan Focus Area	-	-	-	-
Sand Creek Focus Area	-	-	-	-
Western Antioch Commercial Focus Area	-	-	-	-
Western Gateway Focus Area	400			
Subtotal	-			
TOTAL	400			2,798,786

Population
 Employed Population
 Total Jobs
 Retail Jobs
 Non-Retail Jobs
 Jobs/Population Ratio

1,268
 710
 5,598
 0
 5,598
 4.41

¹ Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this

table.

Table 4.D – Anticipated Maximum General Plan Build Out in the General Plan Study Area

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
Residential				
Estate Residential	915	-	-	-
Low Density Residential	4,944	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	4,817	-	-
Subtotal	29,023	6,064	-	-
Commercial				
Convenience Commercial	-	-	341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	7,059,981	-
Subtotal	-	-	11,965,283	-
Industrial				
Business Park	-	-	-	8,647,651
Special				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
Subtotal	-	279	606,885	10,655,359
Focus Areas¹				
A Street Interchange Focus Area	124	-	2,110,165	-
East Lone Tree Specific Plan Focus Area	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	25,000	16,486,808
Ginochio Property Focus Area	400	-	-	-
Downtown Specific Plan Focus Area	1,065	1,221	3,927,420	82,019
Roddy Ranch Focus Area	600	100	225,000	-
Hillcrest Station Area Specific Plan Focus Area	-	2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Western Antioch Commercial Focus Area	-	358	9,224,280	-
Western Gateway Focus Area	-	460	215,216	-
Subtotal	6,839	5,570	20,845,130	41,984,779
TOTAL	35,862	11,912	33,417,298	41,984,779

Population	151,443
Employed Population	84,808
Total Jobs	150,804
Retail Jobs	30,161
Non-Retail Jobs	120,643
Jobs/Population Ratio	1.00

¹ Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate

development yield may be less than the maximums stated in this table.

4.4.1 Land Use Designations

4.4.1.1 Residential Land Use Designations.

Six residential land use designations are set forth to provide for development of a full range of housing types, in conjunction with residential development within General Plan Focus Areas. Permitted maximum land use and anticipated population densities are described for each designation. Densities are stated as the maximum permissible number of dwelling units per net acre that exists within the project site *prior* to any new dedication requirements. Density is assumed to accrue only to lands that are “developable.”

Developable acres are those that are not encumbered by prior dedications of easements or rights-of-way, and are not so steep (generally over 25%), unstable, flood-prone or subject to other hazards as to be unable to support new development. Achievement of the maximum allowable density is neither guaranteed nor implied by the General Plan. The final density of any particular residential development type is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

Second units on a residential lot and home occupations are permitted by local regulation. Provision of density bonuses as allowed by State law and City ordinance may result in development densities in excess of the nominal maximum density for any land use designation.

Estate Residential. Estate Residential land uses are planned as a transition between urban and rural areas, and for areas that are not suited for a more intensive form of development because of topography, geologic conditions, or urban service limitations. Estate Residential areas will also serve to provide “executive” housing on large lots, thereby expanding the community’s range of housing types.

On designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged. The final approved and built density on lands in the Estate Residential land use designation should reflect the location of these lands as low-density residential transition areas between the urbanized Antioch and the undeveloped Mount Diablo Range of hills.

Since this designation is planned at the urban/non-urban interface, the type and level of development may require different construction standards, such as narrower street widths with parking along only one side of the street or no on-street parking, greater setbacks, limited sidewalk areas, etc. Development may require a different level of services than that required for strictly urban land uses. Projects that minimize the demand for urban services and provide major funding for construction of needed service facilities would be appropriate.

Environmental constraints such as steep slopes, riparian habitats, unstable soil conditions, sensitive flora and fauna, and visual prominence are often found on lands with the Estate Residential designation. These constraints may make development of these areas extremely sensitive, and could require creative and imaginative site planning in all projects. The steepness of the slopes and the visual prominence of these areas make many of these resources important public amenities to be preserved for all of the citizens of Antioch. Finally, as these areas will serve as a buffer between the urbanized City of Antioch and the undeveloped open space to the southwest, development must be at a level, which serves as an appropriate transition between urban and non-urban environments.

Development in this category is generally limited to a maximum of one (1) unit per gross developable acre, unless a density of two (2) units per developable acre is specified on the

General Plan land use map or in Focus Area policies. Overall, residential developments within the Estate Residential land use category should provide large lots, and project a semi-rural character.

Neighborhood entry signage is encouraged to create a sense of community, and define Estate Residential neighborhoods as special places. Within hillside areas, dwelling units should be clustered on land that is relatively flat, and no development should occur on slopes exceeding 20 percent. Due to the unique nature of these areas, a clustering of units may be needed to accommodate the unit yield and still maintain the topographic uniqueness of the area. Developments in these areas should be oriented around a major amenity that increases public exposure to the more hilly terrain. Examples of such amenities include golf courses and equestrian centers.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* One dwelling unit per developable acre (1 du/ac) or two dwelling units per developable acre (2 du/ac)
- *Anticipated Population per Acre:* Four (4) to eight (8) persons per acre

Low Density Residential. These areas are generally characterized by single-family homes in traditional subdivisions. Areas designated Low Density Residential are typically located on gently rolling terrain with no or few geological or environmental constraints. The residential neighborhoods of southeast Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Four dwelling units per gross developable acre (4 du/ac)
- *Anticipated Population per Acre:* Twelve (12) to Fourteen (14) persons per acre

Medium Low Density. These areas are generally characterized by single-family

homes in typical subdivision development, as well as other detached housing such as zero lot line units and patio homes. Duplex development would generally fall into this development density. Areas designated Medium Low Density are typically located on level terrain with no or relatively few geological or environmental constraints. Older subdivisions within the northern portion of Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Six dwelling units per gross developable acre (6 du/ac)
- *Anticipated Population per Acre:* Fourteen (14) to Eighteen (18) persons per acre

Medium Density Residential. A wide range of living accommodations, including conventional single-family dwellings, small lot single-family detached dwellings, mobile homes, townhouses, and garden apartments, characterizes the Medium Density land use designation. Development in these areas can be expected to be a maximum of two (2) stories, and include generous amounts of public or open space for active and passive recreational uses. Lands adjacent to parks, commercial uses, transit routes and rail stations, and arterial roadways would be appropriate for the upper end of the allowable development intensity for this category. Other lands would serve as a buffer or transition between lower density residential areas and higher density residential and commercial areas, as well as areas exhibiting greater traffic and noise levels.

At the higher end of the density range for this category, multi-family townhouse and apartment development is expected to be predominant. Where the Medium Density land use designation serves as a transition or buffer, lower density townhouse and small lot, single-family development would be the predominant uses.

- *Appropriate Land Use Types:* See Table 4.A

- *Maximum Allowable Density:* Ten dwelling units per gross developable acre (10 du/ac)
- *Anticipated Population per Acre:* Twenty (20) to Twenty-five (25) persons per acre

High Density Residential. High Density Residential densities may range up to twenty (20) dwelling units per gross developable acre, with density bonuses available for age-restricted, senior housing projects. Two-story apartments and condominiums with surface parking typify this density, although structures of greater height with compensating amounts of open space would be possible. This designation is intended primarily for multi-family dwellings. As part of mixed-use developments within the Rivertown area and designated transit nodes, residential development may occur on the upper floors of buildings whose ground floor is devoted to commercial use. Typically, residential densities will not exceed sixteen (16) to eighteen (18) dwelling units per acre for standard apartment projects, although projects with extraordinary amenities may achieve the maximum allowable density. However, permitted densities and number of housing units will vary, depending on topography, environmental aspects of the area, geologic constraints, existing or nearby land uses, proximity to major streets and public transit, and distance to shopping districts and public parks. Higher densities will be allowed where measurable community benefit is to be derived (i.e., provision of needed senior housing or low and moderate income housing units). In all cases, infrastructure, services, and facilities must be available to serve the proposed density, and the proposed project must be compatible with surrounding land uses.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Twenty dwelling units per gross developable acre (20 du/ac) and up to a Floor Area Ratio¹ of

¹ Floor Area Ratio (FAR) represents the ratio between allowable floor area on a site and the size of the site. For example, an FAR of 1.0 permits one square foot of building floor area (excluding garages and parking) for each square foot of land within the development site, while an

1.25 within areas designed for mixed use or transit-oriented development.

- *Anticipated Population per Acre:* Forty (40) persons per acre. Within transit-oriented development, up to forty-five to sixty (45-60) persons per acre

Residential TOD. This mixed-use classification is intended to create a primarily residential neighborhood within walking distance to the eBART station, with complementary retail, service, and office uses. Residential densities are permitted between a minimum of 20 and a maximum of 40 units per gross acre. A range of housing types may be included in a development project, some of which may be as low as 10 units per acre, provided the total project meets the minimum density standard. Up to 100 square feet of commercial space such as retail, restaurant, office, and personal services are permitted per residential unit.

Residential units should be at least 300 feet away from rail and freeway rights-of-way, or should incorporate construction measures that mitigate noise and air emission impacts. Retail, restaurants, commercial services, and offices are allowed on the ground floor and second floor, particularly on pedestrian retail streets and adjacent to Office TOD designations. Low intensity stand-alone retail or restaurant uses with surface parking are not permitted. Fee parking in surface parking lots is not permitted as a primary use.

- *Minimum housing density:* 20 acres per gross acre
- *Maximum housing density:* 40 units per gross acre

4.4.1.2 Commercial Land Use

Designations. The General Plan land use map identifies two commercial land use designations, which, along with commercial development within Focus Areas, will provide a broad range of retail and commercial services for existing and future residents and businesses. Permitted maximum land use

FAR of 0.5 permits ½ square foot of building area for each square foot of land within the development site.

intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements.

Convenience Commercial. This designation is used to include small-scale retail and service uses on small commercial lots, generally ranging up to one to four acres in size. Total gross leasable area within Convenience Commercial areas typically ranges from about 10,000 to 40,000 square feet. Typical uses may include convenience markets, limited personal services, service stations, and commercial services. This designation is often located on arterial or collector roadway intersections in otherwise residential neighborhoods and, thus, requires that adequate surface parking be included to ensure against any potential circulation difficulties affecting adjacent residences. Design features need to be included in these centers to ensure that convenience commercial developments are visually compatible with and complementary to adjacent and nearby residential and other less intensive uses. The type and function of uses in convenience commercial areas are generally neighborhood serving, and need to be carefully examined to ensure compatibility with nearby uses. This land use designation may also be applied to small freestanding commercial uses in the older portions of Antioch.

While some areas may be designated on the Land Use Plan for Convenience Commercial use, this does not preclude small freestanding commercial uses from being zoned for such a use provided the above parameters are adhered to through adopted performance standards. Such a rezoning would be considered to be consistent with the General Plan, and not require a General Plan amendment.

- *Appropriate Land Use Types:* See Table 4.A

- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.4 for new development within centers, and 0.6 FAR for small, freestanding uses.

Neighborhood/Community Commercial.

The intent of the General Plan is to service residential areas in an efficient manner by avoiding the creation of new strip commercial areas. Toward this end, the General Plan designates major commercial nodes of activity based on the need to serve defined neighborhood and community areas. Each area designated Neighborhood/Community Commercial would typically represent an integrated shopping center or an aggregate of parcels around an intersection, which create an identifiable commercial center or area.

The common denominator within this designation is that each neighborhood commercial node will have sufficient acreage to meet the commercial needs of one or more neighborhoods. A neighborhood center typically ranges from 30,000 - 100,000 square feet of floor area on about 3 to 12 acres, anchored by a major supermarket and/or-drug store. A community center may range from 100,000 to 250,000 square feet on 10 to 20 acres or more, and be anchored by a major retailer. Because of its size, a neighborhood center would typically locate at the intersection of a collector and an arterial. A community center is more likely to be found at major arterial intersections.

Typical spacing between community centers should be approximately 1.5 to 3.0 miles, with approximately one mile between neighborhood centers. Exact spacing depends on the nature and density of nearby development, and on the location of major roadways.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.4.

Regional Commercial. The primary purpose of areas designated "Regional Commercial" on the General Plan land use map is to provide

areas for large-scale retail commercial development and supporting uses. Regional commercial areas typically serve a large population base, with a market area as large as 8 to 20 miles or more. Typically, regional commercial areas have freeway visibility, or are located along major arterials, and linked directly to a freeway. Regional commercial areas typically encompass an integrated shopping center of 30 to 50 acres or more, and may also combine surrounding freestanding commercial uses and smaller neighborhood or community centers into a single large-scale shopping district.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50 (1.0 within the existing Somersville Towne Center site)

Western Antioch Commercial Focus Area

Commercial. Areas designated **Western Antioch Commercial Focus Area Commercial** represent an important gateway into the community and Rivertown area. This land use designation is limited to the **Western Antioch Commercial Focus Area Commercial** (see Figure 4.3). The primary purpose of **Western Antioch Commercial Focus Area Commercial** Commercial is to provide an appropriate mix of uses for this specific corridor.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50.

Marina/Support Services. Areas designated Marina/Support Services are intended to encompass existing facilities located along the San Joaquin River at the foot of the Route 160 freeway.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50.

Mixed Use. The primary purpose of areas designated Mixed Use is to provide a different style of development than traditional neighborhoods, commercial, and employment areas that are physically separated from each other. Development within areas designated Mixed Use is to provide a variety of uses in an integrated manner within a single site. The specific mix of uses and development density are to be appropriate to the development site's particular location, access, size, and adjacent land uses. The intent is to create areas in which a mix of uses can come together to meet the community's housing, shopping, employment, and institutional needs through efficient patterns of land use. Within the Mixed Use designation, both "vertical mixed use" (various types of uses integrated within individual buildings, such as commercial on the ground floor with residential uses above) and "horizontal mixed use" (individual buildings housing different types of uses within an integrated site plan) are appropriate. .

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50

Mixed Use Medical Facility. The primary purpose of areas designated "Mixed Use Medical Facility" is to provide for development of a hospital and related facilities within the Sand Creek Focus Area. Within this designation, an integrated mix of office, residential, commercial, and employment-generating uses is appropriate. Both horizontal mixed use (different types of uses located in adjacent buildings) and vertical mixed use (different types of uses within the same building) are appropriate. Development is to be compatible with the primary use of this land use designation for practice of the medical arts.

- *Appropriate Land Use Types:* See Table 4.A.
- *Maximum allowable development intensity:* FAR of 1.0 (including areas devoted to residential use).

- *Anticipated Population per Acre:* Twenty (20) to twenty-five (25) persons per acre.

4.4.1.3 Employment-Generating Land Use Designations. The General Plan land use map and Focus Area policies identify six employment-generating land use designations, which will provide a broad range of employment opportunities for existing and future residents. Permitted maximum land use intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. “Floor area ratio” is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements. Achievement of this maximum is neither guaranteed nor implied by the General Plan. The final density of any particular commercial development is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

Office. The primary purpose of areas designated Office on the General Plan land use map is to provide areas for the establishment of park-like working environments for corporate, professional, and general administrative businesses; commercial services needed to support major business development; and retail facilities supporting office-based business operations. The office designation is intended to encourage the concentration of office uses near centers of commercial activity within the City, and to discourage isolated office buildings. Office developments may include low-rise garden office arrangements, or mid-rise structures, as appropriate to the project’s specific location.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

- **Business Park.** The primary purpose of lands designated Business Park on the General Plan land use map is to provide for light industrial, research and development, and office-based firms seeking an attractive and pleasant working environment and a prestigious location. Business Park areas are typically labor-intensive, meaning that the density of employment is higher than areas involving mostly manufacturing or warehouse uses. Business Park development may occur as a single use, a subdivision wherein individual entities own and operate their businesses, or as multi-tenant complexes.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

Light Industrial. Areas designated Light Industrial are intended for industrial uses compatible with a location in closer proximity to residential development than General or Rail-Served industrial areas.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

Rail-Served Industrial. Areas designated Rail-Served Industrial are intended for industrial uses designed to take advantage of rail service. This designation is limited to the Eastern Employment Focus Area.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

Industrial. Areas designated Industrial are intended for a range of industrial businesses, including uses, which, for reasons of potential environmental effects are best segregated from other, more sensitive, land uses, such as residential neighborhoods.

Primary processing industries involving the mechanical or chemical transformation of raw materials or the blending of materials such as lubricating oils, plastics, and resins; and treatment and fabrication operations would generally be appropriate only within this designation. Industrial uses that may require massive structures outside of buildings, such as cranes or conveyer systems, or open air storage of large quantities of raw or semi-refined materials are also limited to this land use designation.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

4.4.1.4 Community and Public Land Use Designations. The General Plan land use map identifies two Community and Public land use designations, which are intended to provide for public and institutional activities, as well as for the preservation of open space. Antioch recognizes that the City might not have jurisdiction over certain public facilities, and that public entities might not be required to follow the City's development standards. In such cases, the City's land use policies, including maximum development intensity are intended as a guideline for the agency.

Public/Institutional. This category is used to designate public land and institutional uses, including public and private schools and colleges, public corporation yards, libraries, fire stations, police stations, water treatment facilities, animal shelters, public and private museums churches, and governmental offices.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.50.

Open Space. These land uses are of a basically open space nature, and include parks, as well as other open space areas. Certain open space areas, such as those that exist to protect sensitive environmental resources, might not be open to public use, while other lands may be owned and managed

by private entities, and therefore not open to the general public. The most prevalent public open space uses are City and regional parks, as well as private open space areas within residential developments. It is intended that this designation be applied only to lands owned by public agencies or which are already programmed for acquisition.

The locations of existing and programmed neighborhood and community parks are in most cases specifically defined on the Land Use Map. In the case of a park whose acquisition has been programmed, the ultimate configuration of the park may be different from that which is shown on the General Plan land use map. In addition to public parks and open spaces, this category designates certain privately owned lands used for recreation and low-intensity, open space activities. Appropriate private sector uses in this category include cemeteries and land that is restricted to agricultural use. This designation also includes a higher intensity of uses that are of open space character. The range of allowable uses includes, but is not limited to, country clubs (excluding golf course-oriented residential uses), golf courses, tennis clubs, driving ranges, equestrian centers, marinas, and other privately owned areas reserved for active recreational use.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* No FAR standard required.

4.4.2 Residential Land Uses

4.4.2.1 Residential Land Use Objective. Provide a wide range of residential opportunities and dwelling unit types to meet the present and future needs of all socioeconomic groups.

4.4.2.2 Residential Land Use Policies. The following policies apply to land designated for residential uses on the General Plan land use map and by Focus Area policies.

- a. Within lands designated for residential use, permit the following non-residential uses:
 - Public elementary schools;
 - Parks, botanical gardens, and passive open space areas; and
 - Playgrounds and playing fields and active open space areas.
- b. Along the periphery of neighborhoods where traffic through the neighborhood can be minimized and adequate buffer areas along the common boundary with residential uses is provided, subject to development permits the following additional non-residential uses would be appropriate:
 - Churches and places of religious assembly;
 - Private elementary schools;
 - Public and private middle and high schools;
 - Day care centers.

Thus, these uses would be permitted along arterial and collector streets that are not intended to have single family residences fronting on them.

- c. Encourage larger neighborhood units to provide choices for residents as to the size and type of dwelling unit and lot, neighborhood design, density of development, community amenities, and form of ownership.
- d. Design new residential development with identifiable neighborhood units, with neighborhood shopping facilities, parks and recreational facilities, and schools provided as an integral component of neighborhood design.
 - *Streets.* Street design should route through traffic around, rather than through new neighborhoods. Neighborhood streets should be quiet, safe, and amenable to bicycle and pedestrian use. Within new

- subdivisions, single-family residences should be fronted on short local streets, which should, in turn, feed onto local collectors, and then onto master planned roadways.
- *Schools, Parks, and Recreation Areas.* Elementary schools, as well as parks and recreational areas should be contained as near the center of the neighborhood they are as is feasible.
- *Neighborhood Commercial Areas.* Neighborhood commercial centers should be located at the periphery of residential neighborhoods, and be designed such that residents can gain vehicular, bicycle, and pedestrian access to the centers directly from the neighborhood.
- *Connections.* Individual neighborhoods should be provided with pathways and open spaces connecting residences to school and recreational facilities, thereby facilitating pedestrian and bicycle access.
- *Neighborhood Character.* Residential neighborhoods should be designed to maintain a distinct character through the use of neighborhood signage, streetscapes, architectural styles and variations, natural topographic variations, and landscape buffers.
- e. Provide recognizable variations in front and side yard setbacks within single-family residential neighborhoods.
- f. To reduce architectural massing, orient the shortest and lowest side of a corner residential dwelling unit toward the side street.
- g. Within multi-family and small lot single-family developments, cluster residential buildings around open space and/or recreational features.
- h. In higher density project with tuck-under parking and/or opposing garages, avoid the monotony of long parking corridors by turning individual units and/or staggering and landscaping parking areas.

- i. Provide each unit of a multi-family development project with some unique elements to create a sense of place and identity.
 - Individual units within a project should be distinguishable from each other, and should have separate entrances and entry paths, where feasible.
 - The common space of each cluster of dwelling units should be designed to provide differences in size, dimensions, grading, and site furniture.
 - Every dwelling unit shall be provided with a usable private garden area, yard, patio, or balcony.
- Buildings facing pedestrian ways and plazas should incorporate design features that provide visual interest at the street level.
- c. Building setbacks along major streets should be varied to create plaza-like areas, which attract pedestrians whenever possible.
- d. Provide for reciprocal access, where feasible, between commercial and office parcels along commercial corridors to minimize the number of drive entries, reduce traffic along commercial boulevards, and provide an orderly streetscape.
- e. Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.
- f. The City should consider high density residential projects within commercial land use areas in order to address housing needs and support local businesses. Any such residential projects are subject to the standards for High Density Residential, the City’s Design Guidelines, and may not generate traffic or air quality impacts that exceed a comparable commercial development on the property.

4.4.3 Commercial Land Uses

4.4.3.1 Commercial Land Use Objective.

Provide conveniently located, efficient, and attractive commercial areas to serve regional, community, and neighborhood functions and meet the retail and commercial needs of Antioch residents and businesses.

4.4.3.2 Commercial Land Use Policies.

The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

- a. Design commercial and office developments in such a manner as to complement and not conflict with adjacent residential uses, and provide these developments with safe and easy vehicular, pedestrian, and bicycle access.
- b. Orient commercial development toward pedestrian use.
 - Commercial buildings should provide a central place of main focus.
 - Buildings should be designed and sited so as to present a human-scale environment, including identifiable pedestrian spaces, seating areas and courtyards.
 - Uses within pedestrian spaces should contribute to a varied and lively streetscape.

4.4.4 Employment - Generating Land Uses

4.4.4.1 Employment-Generating Land Use Objective.

Provide a mix of employment-generating uses supporting a sound and diversified economic base and ample employment opportunities for the citizens of Antioch through a well-defined pattern of manufacturing, warehousing and distribution, professional services, and office-based uses.

4.4.4.2 Employment-Generating Land Use Policies.

The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

- a. Focus the use of employment-generating lands on high value and high employment-generating uses (e.g., office environments, manufacturing and assembly).
 - b. Provide for an appropriate mix of uses within employment-generating lands, including commercial and commercial service uses.
 - c. Take advantage of existing rail facilities within the community by permitting the development of rail-served industrial uses.
 - d. Ensure appropriate separation and buffering of manufacturing and industrial uses from residential land uses.
 - e. All manufacturing and industrial uses shall be adequately screened to reduce glare, noise, dust, and vibrations.
 - f. Office uses shall comply with the design policies set forth for commercial uses landscape (see Community Image and Design Element).
 - g. Business park and office environments should blend well-designed and functional buildings with landscape (see Community Design Image and Element).
- community (See also policies 4.4.2.2 a and b).
- b. Within areas designated Open Space, permit only such uses as are consistent with the provision of public and private recreation (active and passive), protection of public safety, managed production of resources, and preservation of significant environmental resources.
 - c. Incorporate significant existing natural resources into the design of new projects, rather than removing them.
 - d. When public or private natural or recreational open space is provided as part of a development project, amend the General Plan land use map to reflect the permanent provision of this open space. Alternatively, permanent open space protections in the form of easements, deed restrictions, or acquisition of development rights may be provided.

4.4.5 Community and Public Land Uses

4.4.5.1 Community and Public Land Use Objective. Maintain an adequate inventory of lands for the conduct of public, quasi-public, and institutional activities, including protection of areas needed for future public, quasi-public, and institutional facilities.

4.4.5.2 Community and Public Land Use Policies. The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

The development and design of public office developments should comply with the General Plan provisions for commercial and office development.

- a. Maintain appropriate locations for the conduct of public business and the operation of institutional uses within the

4.4.6 Focused Planning Areas

Ten areas within the Antioch General Plan study area have been identified for focused policy analysis and direction. The purpose of these “Focus Areas” is to provide policy direction specific to each area, including appropriate land use types and development intensity, based upon analysis of the particular opportunities and constraints affecting each area.

4.4.6.1 Downtown Specific Plan Focus Area.

The Rivertown/Urban Waterfront Focus Area has been repealed and replaced with the Downtown Specific Plan. Please refer to this adopted Plan for all policies related to the area shown on Figure 4-2.

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4.4.6.2 Western Antioch Commercial

Focus Area. This Focus Area encompasses the commercial areas along Auto Center Drive from SR-4 north to Fourth Street, as well as the commercial areas south of the freeway along Somersville Road, up to and including the Somersville Town Center. The General Plan intends that existing auto dealerships be retained and revitalized along Auto Center Drive. If the existing dealers ultimately decide to relocate from Auto Center Drive, the City should work with the dealers to secure alternative locations within the City of Antioch. Potential alternative locations include the Regional Commercial area within the East Lone Tree Specific Plan Focus Area.

a. Purpose and Issues. The Auto Center Drive/Somersville Road corridor is one of Antioch's primary sales tax generators, encompassing automobile dealerships, the Somersville Towne Center mall, and other retail businesses. Uses along this corridor are aging, and in need of improvement. In addition, the Somersville Road interchange is heavily congested. Interchange capacity were increased as part of improvements for SR-4.

- Automobile dealerships exist along Auto Center Drive. The City has worked in the past to improve the design of Auto Center Drive, and to assist existing dealerships to modernize their facilities. Relocating the dealerships to another location within Antioch could reduce the amount of land available for industrial use, and may or may not be desirable for the dealerships. The dealerships have generated a customer base in their present location, though they do not have freeway visibility.
- South of the freeway is Somersville Towne Center, formerly known as County East Mall. The center was an open air complex, and was enclosed in the 1970s.

There have been discussions in the past regarding adding another anchor tenant. However, the present design of the mall, with a series of tenants having their entries open to the parking lot along Somersville Road, limits simple design solutions. As a result, there have been suggestions

that the mall be revitalized as a mixed-use specialty retail, entertainment, office, and residential project.

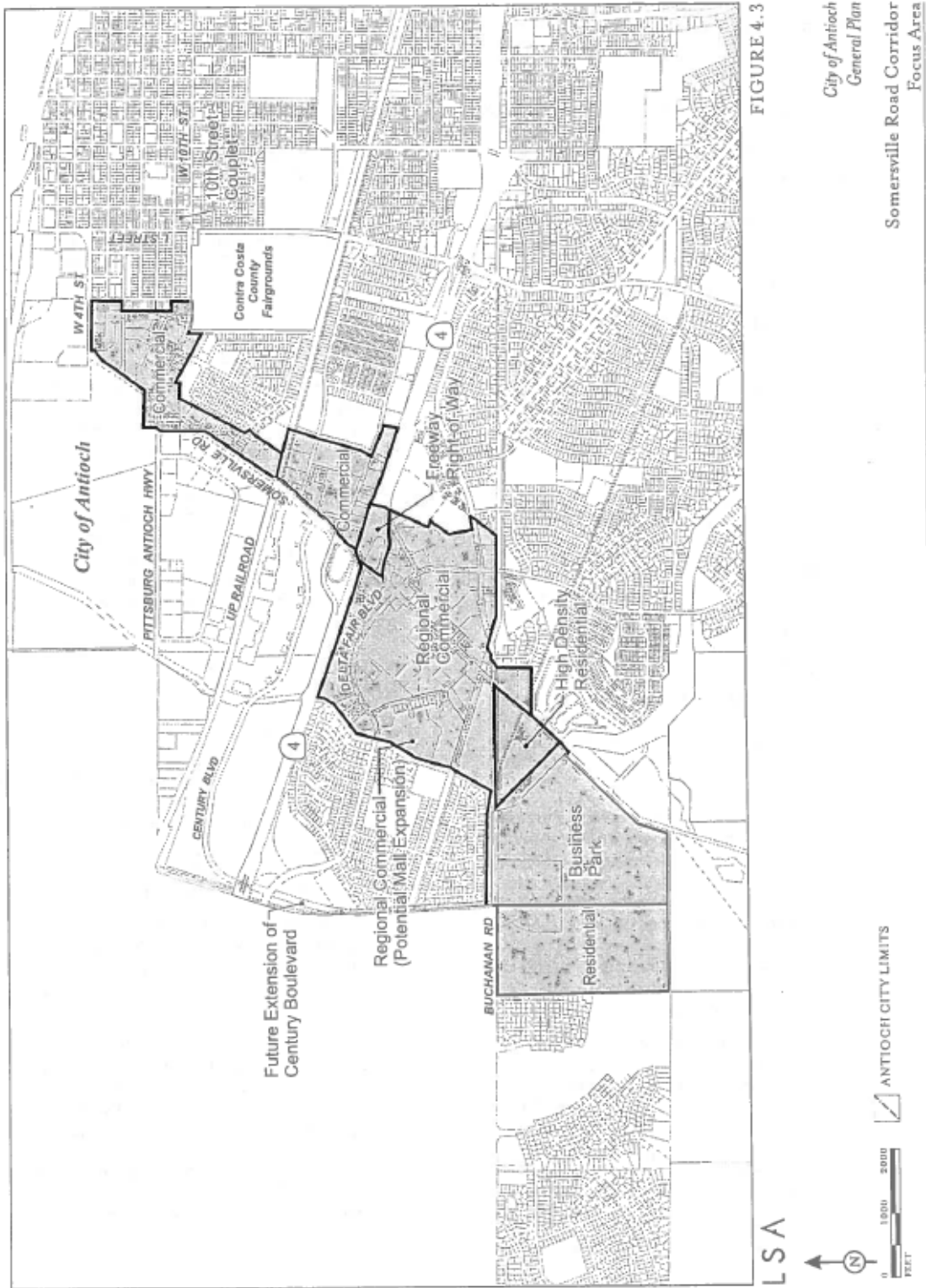
- The Focus Area's commercial uses are auto-oriented, and its general character is that of a typical older suburban community. Improvements to signage, street-scapes, and building façades are needed throughout the developed portion of this Focus Area, along with improved pedestrian linkages in the mall area.
- At the southern end of this Focus Area is the Chevron property, which is a 193-acre relatively flat, vacant parcel south of Buchanan Road. It is expected to be annexed by the City of Pittsburg and developed into a residential community. These new residents will contribute to the future financial stability of this commercial Focus Area.

b. Policy Direction. Efforts should be continued to keep existing automobile dealerships in their present locations, and to upgrade their facilities. Somersville Towne Center should be improved and expanded into a cohesive mixed-use retail, retail, entertainment, and/or residential center. Pedestrian and other urban design improvements should be provided to increase linkages between the mall and adjacent uses. Special effort should be undertaken to improve access to the mall site from Somersville Road, and to improve the distribution of parking around the mall.

The following policies apply to the Western Antioch Commercial Focus Area.

- Areas designated "*Commercial*" on Figure 4.3 shall comply with the provisions of the Western Antioch Commercial land use category (see Table 4.A).
- Areas designated "*Regional Commercial*" on Figure 4.3 shall comply with the provisions of the Regional Commercial land use category (see Table 4.A).
- Areas designated "*High Density Residential*" in Figure 4.3 shall comply with the provisions of the High Density Residential land use category (see Table 4.A).

Expansion of Somersville Towne Center is encouraged, including new and expanded retail, particularly addition of new anchor tenants (department stores), higher end specialty retail, and sit-down restaurants. As shown in Figure 4.3, the General Plan permits expansion of the mall to the west. Expansion of the mall could also occur vertically by adding a second story of



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shops. Also permitted is the conversion of the existing mall into a mixed-use commercial, office, and residential complex. Revitalization of the mall into a mixed use concept could occur alongside expansion of the existing mall itself through development of multi-story office buildings, either free-standing or attached to the mall.

- d. An urban design plan should be prepared for the entire Western Antioch Commercial Focus Area. The design plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.
- e. A façade improvement program should also be undertaken for existing commercial uses within this Focus Area.

4.4.6.3 Eastern Waterfront Employment Area. This Focus Area encompasses the industrial areas in the northeastern portion of the City and its General Plan study area, south of the San Joaquin River, west of the SR-160 freeway. The Eastern Waterfront Employment Area is approximately 976 acres in size, and lies primarily within the City of Antioch and partly within unincorporated territory.

a. Purpose and Primary Issues. As a result of shifts in the national and regional economy, several of the heavy industrial uses located along the San Joaquin River have closed, or have significantly scaled back their operations. Thus, it is necessary to plan for revitalization of former heavy industrial lands along the river, including transition to other uses. This may include environmental clean up of brownfields resulting from years of heavy industrial use. To the east of Fulton Shipyard and south of the Antioch Dunes National Wildlife Refuge is the abandoned City Sewage treatment plant site. The development feasibility of this site may depend in part upon the clean up and improvement of nearby areas.

A large portion of this Focus Area, primarily north of Wilbur Avenue and the BNSF rail line, was recently annexed into the City of Antioch.

Portions of this area are rail-served, which provides opportunities for the development of new industrial uses with modern plants.

South of Wilbur Avenue, industrial areas border along existing residential neighborhoods. As a result, it will be necessary to provide appropriate transitions between existing residential neighborhoods and future industrial development.

The environmental sensitivity and fragility of the Antioch Dunes National Wildlife Refuge within the northwestern portion of this Focus area establishes the need to provide appropriate buffer areas for urban uses located adjacent to the Refuge.

The proximity of the western portion of this Focus Area to Rodgers Point provides an opportunity for development of a recreational vehicle campground. Such a use would be possible at the site of the City's former water treatment plant. This Focus Area's location along the riverfront also provides the opportunity to extend the trail proposed for the Downtown Specific Plan Focus Area to the existing marina adjacent to the SR 160 freeway.

The Northern Waterfront Economic Development Initiative is a multi-agency collaboration led by the County of Contra Costa to revitalize the areas adjacent to the San Joaquin River within Contra Costa County. The Initiative identifies Antioch's extensive industrial waterfront potential and provides guidance for regional efforts.

b. Policy Direction. The primary function of this Focus Area is to provide employment opportunities, and to assist Antioch in achieving its goal of a balance between local housing and employment. In addition, the Focus Area is intended to support and implement the outcomes of the Northern Waterfront Economic Development Initiative. The majority of employment opportunities created within this area will continue to be industrial in character, will reflect lighter industrial uses than are now present. Generally, this Focus Area will feature a transition between larger industrial uses between Wilbur Avenue and the river to light industrial and business park uses to the south. The area within this Focus

Area between East 18th Street on the south and the BNSF rail line on the north, Viera Avenue on the west and Drive-In Avenue on the east is also subject to the provisions of the East Eighteenth Street Specific Plan.

The following policies apply to the Eastern Waterfront Employment Focus Area.

- a. Areas designated "*Eastern Employment Business Park*" in Figure 4.4 are intended for employment-generating uses compatible with a location adjacent to residential neighborhoods as a transition from other industrial uses. Appropriate land use types are set forth in Table 4.A.

The maximum allowable intensity shall be an FAR of 0.55.
- b. The "*Commercial*" area identified in Figure 4.4 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).

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- c. Areas designated “*Multi-Family Residential*” in Figure 4.4 shall comply with the provisions of the High Density Residential land use category (see Section 4.4.2.2 of the Land Use Element).
- d. The “General Industrial” area identified in Figure 4.4 shall comply with the provisions of the General Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- e. The “*Light Industrial*” area identified in Figure 4.4 shall comply with the provisions of the Light Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- f. The “*Regional Commercial*” area identified in Figure 4.4 shall comply with the provisions of the Regional Commercial land use category described in Section 4.4.1.2 of the Land Use Element.
- g. The “*Marina/Supporting Uses*” area identified in Figure 4.4 shall comply with the provisions of the Marina/Supporting Uses land use category described in Section 4.4.1.2 of the Land Use Element.
- h. The “*Open Space*” area identified in Figure 4.4 shall comply with the provisions of the Open Space land use category described in Section 4.4.1.4 of the Land Use Element.
- i. Work with property owners and the California Department of Toxic Substances Control to facilitate clean up of existing brownfields within the industrial properties between Wilbur Avenue and the San Joaquin River.
- j. If a rail transit stop can be established along the BNSF line west of the Route 160 freeway, development of a high-density cluster of retail, office, and residential uses adjacent to the proposed site would be appropriate. Such development could occur as an integrated, mixed-use project at densities as high as an FAR of 1.0 for non-residential uses and up to 35 units per acre for the residential portion of such mixed use development.
- As part of the development of sites adjacent to the freeway interchanges at Wilbur Avenue and East 18th Street, establish community gateway monumentation is to be provided, including distinctive signage and landscaping, expressing the theme of Antioch as “Gateway to the Delta.” Such signage and monumentation must portray a high quality design image for the City.
- k. As a condition of new development or redevelopment of properties along the San Joaquin River between Rodgers Point and the existing marina at the SR 160 freeway, explore requiring dedication and improvement of a riverfront trail and linear park.

4.4.6.4 Hillcrest Station Area Focus Area.
The SR-4/SR-160 Industrial Frontage Focus Area has been repealed and replaced with the Hillcrest Station Area Specific Plan. Please refer to this adopted Plan for all policies related to the area shown on Figure 4.5.

4.4.6.5 “A” Street Interchange. The “A” Street Interchange Focus Area encompasses 119 acres of land along “A” Street from Worrel Road on the south to 10th Street and the Rivertown/Urban Waterfront Focus Area on the north. This Focus Area includes lands actually fronting on “A” Street, as well as additional adjacent properties.

a. Purpose and Primary Issues. “A” Street is located at the center of Antioch, and is an important gateway to the Rivertown Area. The existing interchange has the opportunity to become the primary gateway into the Rivertown area, as well as into southeastern Antioch. Thus, revitalization of uses at the interchanges, as well as uses along the route into Rivertown is needed. Currently, “A” Street is a suburban commercial strip with some single-family residential fronting on the roadway north of SR-4 freeway. Many uses along “A” Street are deteriorating or have a typical suburban commercial strip design. Most commercial parcels are too shallow to allow for modern design, and existing residential uses fronting on “A” Street are in need of upgrade. Relatively high traffic volumes make it undesirable for single family residential uses to front along and take access from “A” Street. To facilitate revitalization of this corridor, it would be desirable to consolidate commercial parcels fronting on “A” Street, and increase their depth. By accomplishing this, new commercial centers with high quality architectural and site design could be developed, accommodating many of the same uses that are now present, but in a manner more befitting of the area’s central location within the City. It would also be desirable to relocate residents fronting along “A” Street to more suitable living environments.

Remaking the uses at the “A” Street Interchange will be costly, and relocation of residents can be traumatic and difficult. However, the potential benefits are substantial. At a minimum, urban design improvements, including undergrounding of utilities, building façade, and sign improvements are needed in the short-term. In the mid- to long-term (8 to 15 years), deepening of existing commercial

parcels and removal of existing residences fronting on “A” Street at the interchange appear to be appropriate.

b. Policy Direction. The General Plan envisions a cluster of commercial and office uses with high design quality, transforming the “A” Street corridor from a strip commercial area into a pedestrian-oriented village with well-designed retail and office uses. The A Street interchange along the SR 4 freeway needs to feature a major community gateway statement. “Signature” buildings (those having greater height and design detail than adjacent buildings) will be encouraged at key locations, including at all four quadrants of the freeway interchange, as well as the intersections of A Street with Texas Avenue, East Eighteenth Street, Tenth Street and Wilbur Avenue.

To accomplish this requires relocation of deteriorating residential uses from the “A” Street frontage, and increasing the depth of commercial/office uses to provide a more sensible development pattern.

Transformation of the “A” Street corridor is intended to occur over a period of several years. Residents to be relocated as part of the revitalization effort will be afforded all of the protections and relocation benefits provided under State law.

The following policies apply to the “A” Street Interchange Focus Area.

- a. Areas designated “*Commercial*” in Figure 4.6 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).
- b. Areas designated “*Commercial/Office*” in Figure 4.6 shall comply with the provisions of the Neighborhood/Community Commercial Land Use designation (see Section 4.4.1.2). The land uses that are considered to be appropriate for areas designated “*Commercial/Office*” in Figure 4.6 are those identified for “A” Street Commercial/Office in Table 4.A.
- c. Areas designated “*Office*” in Figure 4.6 shall comply with the provisions of the Office Land Use designation (see Section

4.4.1.3). In addition to the uses identified as being appropriate within the Office designation, Religious Assembly uses would also be appropriate.

- d. Areas designated “*Residential*” in Figure 4.6 shall comply with the provisions of the Low Medium Density Residential Office Land Use designation (see Section 4.4.1.1).
- e. An urban design plan should be prepared for this Focus Area. The plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.
- f. A signage and façade improvement program should also be undertaken for commercial uses within this Focus Area.
- g. To provide visual emphasis to specific locations, commercial and office buildings should be limited to two stories in height, except at the intersection of 18th Street, where three story structures with distinctive architecture (“signature buildings) are encouraged.
- h. The City should, if feasible, expand Antioch Development Agency Project Area 1 or establish a new redevelopment project area for the “A” Street Interchange Focus Area. The primary purpose of such a redevelopment project would be to:
 - assist in the conversion of existing residential dwellings to commercial and office uses;
 - assist residents with relocation costs;

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- i. assist area businesses in financing façade and sign improvements;
- j. assist in funding improvements within the public right-of-way (e.g., streetscape improvements, special paving at intersections, street furniture)
- k. facilitate the consolidation of parcels along “A” Street as a means of encouraging new, high quality, pedestrian-oriented commercial and office development.

4.4.6.6 Western Gateway. The Western Gateway Focus Area consists of approximately 43 acres, located at the western edge of the City, adjacent to the City of Pittsburg (Figure 4.7). The triangular Focus Area is bounded by the SR-4 freeway to the north, the Pittsburg city limits to the west, and an existing single-family residential neighborhood to the southeast. Delta Fair Boulevard runs through the center of Focus Area.

a. Purpose and Issues. The Western Gateway Focus Area is located at a key community entry. It is the first property in Antioch seen by eastbound travelers along the SR-4 freeway, and as such, will define Antioch’s visual character for new visitors to the community. The Focus Area is partially developed. The County Social Services Department maintains offices along the south side of Delta Fair Boulevard. An existing transitional housing development is located adjacent to the County offices. Los Medanos College is located adjacent to the west side of the Focus Area, in Pittsburg. The Western Gateway Focus Area is connected to the Somersville Towne Center mall and regional commercial uses along Somersville Road by Delta Fair Boulevard, which traverses the residential neighborhoods between the two areas. Thus, even though there is a roadway connecting between the Western Gateway Focus Area and regional commercial uses along Somersville Road, the two areas do not have a functional linkage. The recent extension of Century Boulevard from the north provided a roadway connection between this Focus Area and commercial areas to the north of the SR-4 freeway in the City of Pittsburg.

Along the southeasterly side of this Focus Area are single-family dwellings. Thus, while the location of this Focus Area at a key entry to the community calls for dramatic architecture, perhaps with mid-rise buildings, there is also a need to maintain compatibility with the adjacent residential neighborhood.

b. Policy Direction. A community gateway monument and landscaping should be developed along the west side of the intersection of Delta Fair Boulevard and Century Boulevard. This monument should include modern community signage and appropriate landscaping. Development along the north side of Delta Fair Boulevard should consist of mid-rise office uses at the intersection of Delta Fair and Century boulevards, and potentially attached residential dwelling units adjacent to the existing neighborhood. The following policies shall guide development of the Western Gateway Focus Area.

- a. The Western Gateway Focus Area is intended for office uses northwest of Delta Fair Boulevard, along with existing multi-family residential and public uses on the opposite side of the roadway.
- b. Areas designated “Office” on Figure 4.7 shall comply with the provisions of the Office land use designation (see Section 4.4.1.3).

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- c. Areas designated “High Density Residential” on Figure 4.7 shall comply with the provision of the High Density Residential land use designation (See Section 4.4.1.3)
- d. Adequate separation shall be maintained between new multi-family uses and existing residential neighborhoods. If parking areas are located along the residential edge, sufficient noise mitigation shall be provided.
- e. As part of the development of this Focus Area, community gateway monumentation is to be established at the northwest corner of Delta Fair and Century Boulevards, including distinctive signage and landscaping and expressing the theme of Antioch as “Gateway to the Delta.” Such signage and monumentation must portray a high quality design image for the City.¹

4.4.6.7 Sand Creek. The Sand Creek Focus Area encompasses approximately 2,712 acres in the southern portion of the City of Antioch (Figure 4.8).

This Focus Area is bounded by existing residential neighborhoods to the north, Black Diamond Mines Regional Preserve to the west, the city limits to the south, and the City of Brentwood to the east. Empire Mine Road and Deer Valley Road run in a general north-south direction through the Focus Area, dividing it roughly into thirds.

a. Purpose and Primary Issues. The Sand Creek Focus Area combines two existing policy and planning areas identified in the previous General Plan: the southern portion of “Focused Policy Area 18” and the entirety of Future Urban Area 1.” Previous General Plan policy tied the timing of development within this Focus Area to progressive build out of the land immediately to the north (the area generally known as Southeast Antioch), and to agreement on an alignment for the SR-4 bypass.

Through the 1990s, build out of Southeast Antioch was largely completed, an alignment for the SR-4 bypass was selected, and financing for construction of the bypass was developed. As a result, the City stepped up its planning efforts for the Sand Creek Focus Area with area landowners. Because of the multiple ownerships within the Sand Creek Focus Area, detailed coordination of access and infrastructure, along with the establishment of workable financing mechanisms was necessary in addition to land use planning.

Sand Creek, as well as natural hillsides and canyons within the Sand Creek Focus Area, contain habitats for sensitive plant and animal species, as well as habitat linkages and movement corridors. Overall, the western portion of the Focus Area is more environmentally sensitive than the eastern portion in terms of steep topography, biological habitats and linkages, the existence of abandoned coal mines, and proximity to public open space at Black Diamond Mines Regional Preserve. The west end of the Sand Creek Focus Area serves as a linkage between two regionally significant blocks of grassland. Decades of urban and agricultural use have greatly reduced the width of this linkage, substantially increasing the ecological importance of the remaining linkage within the Sand Creek Focus Area. Land has been preserved in regional parks and permanent open space, primarily in extensive grassland to the immediate west and northwest, as well as south of the Sand Creek Focus Area. These preserves represent a significant investment of public resources, and are a valued public asset.

Stream and riparian communities occupy a small portion of the Focus Area, but are widely distributed. Because of their high biotic value, stream and riparian communities within the Focus Area are considered to be a sensitive resource. The Focus Area also includes an oak woodland and savanna community, which, because of its high wildlife value, is considered to be a sensitive resource.

¹ See the Community Image and Design Element.

Figure 4.8: Sand Creek



b. Policy Direction. The environmental sensitivity of portions of the Sand Creek Focus Area was recognized in the City's previous General Plan; however, policy direction was very general. As an example, the previous General Plan did not provide any indication of the maximum allowable development intensity for Future Urban Area 1. The previous General Plan also stated that while the area between Contra Loma Boulevard and Empire Mine Road was designated Estate Residential, "the actual density should be based on a development plan that ensures that the special characteristics of the area, including steep slopes, riparian habitat, and other environmental constraints, are accommodated.

The following policy discussion and policies for the Sand Creek Focus Area are intended to provide clear direction for the future development and environmental management of the area.

The Sand Creek Focus Area is intended to function as a large-scale planned community, providing needed housing and employment opportunities. This Focus Area is also intended to provide substantial employment opportunities. Up to approximately 280 acres are to be devoted to retail and employment-generating uses, which will result in the creation of up to 6,500 jobs at build out. Residential development within the Sand Creek Focus Area will provide for a range of housing types, including upper income estate housing, golf course-oriented age-restricted housing for seniors, suburban single-family detached housing for families or for seniors, and multifamily development.

The following policies apply to development within the Sand Creek Focus Area.

- a. Prior to or concurrent with approvals of any development applications other than major employment-generating uses (including, but not limited to a medical facility on the Kaiser property), a specific plan or alternative planning process as determined by the City Council, shall be prepared and approved for the Sand Creek Focus Area. Such specific plan or alternative planning process shall identify
 - b. and provide for project for project-related land uses, financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements within the area proposed for development.
 - b. Sand Creek Focus Area development shall make a substantial commitment to employment-generating uses. Up to 280 180 acres are to be devoted to employment-generating uses within the areas shown for Business Park and Commercial/Open Space, in addition to the area shown as Mixed Use Medical Facility. Appropriate primary land uses within employment-generating areas include:
 - Administrative and Professional Offices
 - Research and Development
 - Light Manufacturing and Assembly
 - Hospital and related medical uses
 - c. Secondary, support and ancillary uses within employment-generating areas include:
 - Banks and Financial Services
 - Business Support Services
 - Eating and Drinking Establishments
 - Health Clubs and Spas
 - Lodging and Visitor Services
 - Storage and Distribution – Light
 - Civic Administration
 - Cultural Facilities
 - Day Care Centers
 - d. The maximum development intensity for employment-generating lands shall be an overall FAR of 0.5.
 - e. A maximum of 95 acres of retail commercial uses designed to service the local community may be developed within the areas shown for Commercial/Open Space,

- with a maximum overall development intensity of a 0.3 FAR.
- f. Up to 1.24 million square feet of retail commercial uses may be constructed. Within areas designated for retail use (areas shown for Commercial/Open Space), office development may be developed at a maximum FAR of 0.5.
 - g. Appropriate uses within the retail portions of this Focus Area include:
 - Administrative and Professional Offices
 - Automotive Uses
 - Banks and Financial Services
 - Business Support Services
 - Eating and Drinking Establishments
 - Food and Beverage Sales
 - General Merchandise
 - Health Clubs and Spas
 - Personal Services
 - Personal Instruction
 - Theaters
 - Civic Administration
 - Cultural Facilities
 - Day Care Centers
 - Residential development as part of a mixed-use medical facility
 - h. Commercial areas shall be designed as cohesive centers, and not in narrow corridors or commercial strips.
 - i. Each commercial center shall establish an identifiable architectural theme, including buildings, signage and landscaping.
 - j. Commercial and employment-generating developments shall be designed to accommodate public transit and non-motorized forms of transportation.
 - k. A maximum of 4,000 dwelling units may be constructed within the Sand Creek Focus Area. Appropriate density bonuses may be granted for development of age-restricted housing for seniors; however, such density bonuses may not exceed the total maximum of 4,000 dwelling units for the Sand Creek Focus Area.
 - l. It is recognized that although the ultimate development yield for the Focus Area may be no higher than the 4,000 dwelling unit maximum, the actual development yield is not guaranteed by the General Plan, and could be substantially lower. The actual residential development yield of the Sand Creek Focus Area will depend on the nature and severity of biological, geologic, and other environmental constraints present within the Focus Area, including, but not limited to constraints posed by slopes and abandoned mines present within portions of the Focus Area; on appropriate design responses to such constraints, and on General Plan policies. Such policies include, and but are not limited to, identification of appropriate residential development types, public services and facilities performance standards, environmental policies aimed at protection of natural topography and environmental resources, policies intended to protect public health and safety, and implementation of the Resource Management Plan called for in Policy “[tu](#),” below.
 - m. As a means of expanding the range of housing choices available within Antioch, three types of “upscale” housing are to be provided, including Hillside Estate Housing, Executive Estate Housing, and Golf Course-Oriented Housing.

Hillside Estate Housing consists of residential development within the hilly portions of the Focus Area that are designated for residential development. Appropriate land use types include Large Lot Residential. Within these areas, typical flat land roadway standards may be modified (e.g., narrower street sections, slower design speeds) to minimize required grad-

ing. Mass grading would not be permitted within this residential type. Rough grading would be limited to streets and building pad areas. Residential densities within Hillside Estate Areas are to be limited to one dwelling unit per gross developable acre (1 du/ac), with typical lot sizes ranging upward from 20,000 square feet. The anticipated population density for this land use type is up to four persons per developed acre. Included in this category is custom home development, wherein semi-improved lots are sold to individuals for construction of custom homes. Approximately 20 percent of Hillside Estate Housing should be devoted to custom home sites.

Executive Estate Housing consists of large lot suburban subdivisions within the flatter portions of the Focus Area. Appropriate land use types include Large Lot Residential. Densities of Executive Housing areas would typically be 2 du/ac, with lot sizes ranging upward from 12,000 square feet. The anticipated population density for this land use type is up to eight persons per developed acre.

Golf Course-Oriented Housing consists of residential dwelling units fronting on a golf course to be constructed within the portion of the Focus Area identified as Golf Course/Senior Housing/Open Space in Figure 4.8. Appropriate land use types include Single Family Detached and Small Lot Single Family detached for lots fronting on the golf course. Maximum densities for golf course-oriented housing would typically be 4 du/ac, with lot sizes as small as 5,000 square feet for lots actually fronting on the golf course. Given the significant environmental topographic constraints in the portion of the focus area west of Empire Mine Road, the minimum lot size for executive estate housing within this area shall be a minimum of 10,000 square feet. This would allow additional development flexibility in situations where executive estate housing needs to be clustered in order to preserve existing natural features. In no case shall the 10,000 square foot minimum lot size constitute more than 20 percent of the

total number of executive estate housing units in the area west of Empire Mine Road. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses. Should the City determine as part of the development review process that development of a golf course within the area having this designation would be infeasible, provision of an alternative open space program may be permitted, provided, however, that the overall density of lands designated Golf Course/Senior Housing/Open Space not be greater than would have occurred with development of a golf course.

- n. Single-Family Detached housing within suburban-style subdivisions with lot sizes ranging from 7,000 square feet to 10,000 square feet may also be developed within the Sand Creek Focus Area within areas shown as Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses.
- o. Small Lot Single Family Detached housing at the Aviano planned development and at the Vineyards at Sand Creek planned development with lots smaller than 7,000 square feet may be developed in the Sand Creek Focus Area within areas shown as Medium Low Density Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is fourteen to eighteen persons per acre developed with residential uses.
- p. A total of 25 to 35 acres is to be reserved for multi-family housing to a maximum density of 20 du/ac. Areas devoted to multi-family housing should be located adjacent to the main transportation routes within the Focus Area, and in close proximity to retail commercial areas. The anticipated population density for this land use type is up to forty persons per acre developed with residential uses.

- q. Age-restricted senior housing should be developed within the Focus Area as a means of expanding the range of housing choice within Antioch, while reducing the Focus Area's overall traffic and school impacts. Such senior housing may consist of Single Family Detached, Small Lot Single Family Detached, of Multi-Family Attached Housing, and may be developed in any of the residential areas of the Sand Creek Focus Area. Within areas identified in Figure 4.8 specifically for senior housing, limited areas of non-senior housing may be permitted where environmental or topographic constraints would limit development densities to a range more compatible with estate housing than with senior housing.
- r. Areas identified as Public/Quasi Public and School in Figure 4.8 are intended to identify locations for new public and institutional uses to serve the future development of the Sand Creek Focus Area. Development within these areas is to be consistent with the provisions of the Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
- s. Sand Creek, ridgelines, hilltops, stands of oak trees, and significant landforms shall be preserved in their natural condition. Overall, a minimum of 25 percent of the Sand Creek Focus Area shall be preserved in open space, exclusive of lands developed for golf course use.
- t. Adequate buffer areas adjacent to the top of banks along Sand Creek to protect sensitive plant and amphibian habitats and water quality shall be provided. Adequate buffer areas shall also be provided along the edge of existing areas of permanently preserved open space adjacent to the Sand Creek Focus Area, including but not limited to the Black Diamond Mines Regional Park. Buffers established adjacent to existing open space areas shall be of an adequate width to minimize light/glare, noise, fire safety, public safety, habitat, public access impacts within the existing open space areas, consistent with the provisions of Section 10.5, Open Space Transitions and Buffers Policies of the General Plan.
- u. Because of the sensitivity of the habitat areas within the Sand Creek Focus Area, and to provide for mitigation of biological resources impacts on lands in natural open space, as well as for the long-term management of natural open space, a project-specific Resource Management Plan based on the Framework Resource Management Plan attached as Appendix A to this General Plan shall be prepared and approved prior to development of the Sand Creek Focus Area properties.
- v. A viable, continuous grassland corridor between Black Diamond Mines Regional Preserve and Cowell Ranch State Park shall be retained using linkages in the southwestern portion of the Lone Tree Valley (within the Sand Creek drainage area), Horse Valley, and the intervening ridge. The primary goal of preserving such a corridor is to allow for wildlife movement between Black Diamond Mines Regional Preserve and Cowell Ranch State Park. Completion of such a corridor is contingent upon the cooperation with the City of Brentwood and Contra Costa County, each of whom may have land use jurisdiction over portions of this corridor.
- To preserve this corridor and in view of other significant development constraints, certain lands in the southwestern portion of the Focus Area shall be designated as "Open Space," as depicted in Figure 4.8. Limited future adjustments to the boundaries of this "Open Space" area may occur as part of the Specific Plan and/or project level environmental

- review processes, provided that such adjustments: (a) are consistent with the goals and policies outlined in the Framework for Resource Management set forth in Appendix A; (b) are based upon subsequently developed information and data relating to environmental conditions or public health and safety that is available at the Specific Plan stage, the project-level development plan stage, or during the permitting processes with federal, state or regional regulatory agencies; and (c) would not cause the "Open Space" area west of Empire Mine Road to be less than 65 percent of the total lands west of Empire Mine Road. Any open space and otherwise undeveloped areas west of Empire Mine Road that are within the area designated as "Hillside and Estate Residential" shall not count towards meeting this 65 percent minimum "Open Space" requirement.
- All areas designated as "Open Space" within the Focus Area may be utilized for mitigation for loss of grassland and other project-level impacts by projects within the Focus Area.
 - Due to the varied and complex topography west of Empire Mine Road the exact boundary between the "Hillside Estate" residential area and "Estate" residential area shall be determined as part of the project-level entitlement process.
 - It is anticipated that there will be only minor adjustments to the boundary between the open space area and the hillside and estate residential area shown in Figure 4.8. Minor adjustments may be made to this boundary provided that such adjustments shall not create islands of residential development within the area designated open space in Figure 4.8..
 - In order to ensure adequate buffering of the Black Diamond Mines Regional Park from development in the Sand Creek Focus Area, no residential development shall be allowed north of the Sand Creek channel between the area designated "Hillside and Estate Residential" in Figure 4.8 west of Empire Mine Road and the existing Black Diamond Mines Regional Park boundary.
- w. The construction of facilities necessary to ensure adequate public access across Sand Creek west of Empire Mine Road, including the bridging of Sand Creek, an appropriately sized parking lot and staging area, and any trails needed to ensure public access to Black Diamond Mines Regional Park shall be implemented as an infrastructure component of development in the Focus Area.
 - x. To mitigate the impacts of habitat that will be lost to future development within the Focus Area, an appropriate amount of habitat shall be preserved on- or off-site per the compensatory provisions of the Framework Resource Management Plan prepared for the Sand Creek Focus Area (attached as Appendix A of the General Plan).
 - y. Ponds, wetlands, and alkali grassland associated with upper Horse Creek shall be retained in natural open space, along with an appropriate buffer area to protect sensitive plant and amphibian habitats and water quality. If impacts on the Horse Creek stream and riparian downstream are unavoidable to accommodate infrastructure, appropriate compensatory mitigation shall be required off-site per the provisions of the Resource Management Plan attached as Appendix A to this General Plan.
 - z. Chaparral, scrub, and rock outcrop community within the western portion of the Focus Area (west of Empire Mine Road), as well as adjacent grassland community that is suitable habitat for the Alameda whipsnake (*masticophis lateralis*)

euryxanthus) shall be retained in natural open space. Within other portions of the Focus Area, the chaparral, scrub, and rock outcrop shall be retained in natural open space contiguous to the required grassland linkage to function as a buffer and protect the grassland linkage south of the chaparral, scrub, and outcrop community.

- aa. Within the western portion of the Focus Area (west of Empire Mine Road), the oak woodland and savanna community shall be preserved in natural open space. Within other portions of the Focus Area, the oak woodland and savanna community shall be preserved in natural open space where it overlaps the rock outcrop community.
- bb. As appropriate and necessary to protect public health and safety, abandoned mines shall be included within required natural open space areas, along with appropriate buffer areas and measures to prevent unauthorized entry.
- cc. Mass grading within the steeper portions or the Focus Area (generally exceeding 25 percent slopes) is to be avoided.
- dd. Impacts of residential development on the Antioch Unified School District and Brentwood school districts will be mitigated pursuant to a developer agreement with the District.
- ee. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the Sand Creek Focus Area as an identifiable “community” distinct from Southeast Antioch.
- ff. The Sand Creek Focus Area is intended to be “transit-friendly,” including appropriate provisions for public transit and non-motorized forms of transportation.

- gg. subject to its financial feasibility (see Policy “m”), a golf course shall be provided within the Focus Area, designed in such a way as to maximize frontage for residential dwellings. The golf course may also be designed to serve as a buffer between development and open space areas set aside to mitigate the impacts of development.

The golf course shall be designed to retain the existing trail within Sand Creek.

The golf course and Sand Creek corridor shall function as a visual amenity from the primary access road within the Focus Area (Dallas Ranch Road/Sand Creek Road). As part of the golf course clubhouse, banquet and conference facilities shall be provided.

- hh. A park program, providing active and passive recreational opportunities is to be provided. In addition to a golf course and preservation of natural open space within Sand Creek and the steeper portions of the Focus Area, the development shall meet the City’s established park standards. A sports complex is to be developed.

A sports complex is to be developed. The sports complex is intended to be located within the Flood Control District’s detention basin.

Neighborhood park facilities may be privately maintained for the exclusive use of project residents. The sports complex within the Sand Creek Detention Basin will be maintained by the City.

- ii. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the residential neighborhoods, as well as non-residential and recreational components of the community. Sand Creek Focus Area development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and moun-

tain biking. Trails along Sand Creek and Horse Valley Creek shall be designed so as to avoid impacting sensitive plant and

amphibian habitats, as well as water quality.

4.4.6.8 East Lone Tree Specific Plan Area.

The East Lone Tree Specific Plan Focus Area encompasses approximately 720 acres in the eastern portion of the City of Antioch. It is bounded by Lone Tree Way on the south, Empire Avenue and the Southern Pacific rail line on the east, the Contra Costa Canal on the north, and existing residential subdivisions on the west (Figure 4.9). The City's previous General Plan identified the East Lone Tree Specific Plan Area as "Future Urban Area 2." The alignment of the SR-4 bypass runs through the center of the Focus Area, with interchanges proposed at Lone Tree Way and at the extension of Laurel Road.

a. Purpose and Primary Issues. City General Plan policy has long held that the lands within the East Lone Tree Focus Area should be developed for employment-generating uses, with the majority of the area developed with suburban-type business parks, incorporating major office complexes and light industrial uses, all developed in accordance with high development standards. The SR-4 By-pass runs through the middle of the Focus area, along the base of rolling hills. The eastern portion of the area is relatively flat, while the western portion of the area consists of rolling hills.

The East Lone Tree Specific Plan was adopted by the City in May 1996. The Specific Plan supports long-standing General Plan goal of a new employment center by devoting the flat eastern portion of the Focus Area to employment-generating uses. At the heart of the employment center is a proposed retail nucleus of restaurants, shops, and service providers. The Specific Plan identifies the purpose of this retail nucleus as providing a "sense of vitality and urbanity to what is otherwise a low, spread-out campus of largely internalized workplaces." The Specific Plan also encourages a commuter rail station along the existing Southern Pacific rail line to link the proposed employment center with the proposed commuter rail system. The

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commuter rail station proposed in the Specific Plan will actually be located to the east of the Specific Plan (see Figure 7.1).

The Specific Plan identifies three sites as being appropriate for regional retail development. A 30-acre site at the Lone Tree Way interchange along the SR-4 Bypass is reserved in the Specific Plan exclusively for regional retail use, while two other sites, encompassing 48 acres are identified for regional retail use, but may be used for employment-generating uses. These two sites are located at the Laurel Road interchange along the Bypass, and at the intersection of Lone Tree Way and Empire Road. The East Lone Tree Specific Plan dedicates the western portion of the area primarily to detached single-family development at a density of 4 to 6 units per acre. A system of open space, trails, and parks is planned throughout the residential portion of the area.

The East Lone Tree Specific Plan, with its frontage along the SR-4 Bypass, provides Antioch with substantial opportunities for expansion of the employment and retail bases. The 98 acres devoted to employment-generating uses in the Specific Plan could provide employment for up to 2,850 workers. An additional 2,275 jobs could be created within the 78 acres reserved by the Specific Plan for “Regional Focus Area Retail/Employment” uses, if that area were to be devoted to employment-generating use. Retail and service employment could be as high as 2,025.

b. Policy Direction. The East Lone Tree Specific Plan implements General Plan policies aimed at establishing Antioch as a balanced community, providing a broad range of employment and shopping opportunities for its residents. The eastern portion of the Focus Area, east of the SR-4 Bypass, is to be devoted to employment-generating and commercial land uses, while the area west of the Bypass will be devoted to residential and open space uses, with supporting neighborhood commercial development and public uses. The eastern portion of the Focus

Area was included by ABAG in its “Shaping Our Future” program¹.

Along with the provisions of the Specific Plan, the following land use policies shall apply.

- a. The maximum development intensity for the East Lone Tree Specific Plan area shall be as follows:
 - Single-Family Residential: 1,100 dwelling units, developed within the areas shown as “Residential/Open Space in Figure 4.9, subject to the provisions of the Low and/or Medium Low Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
 - Multi-Family Residential: 250 dwelling units, developed within the areas shown as “Residential/Open Space in Figure 4.9, subject to the provisions of the High Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
 - Commercial/Office: 1,135,000 square feet, developed within the areas shown as “Office/Retail,” “Regional Retail,” or “Regional Retail/ Employment Generating Lands in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Regional Retail land use category described in Section 4.4.1.2 or the Office land use category described in Section 4.4.1.3 of the Land Use Element.

¹ “Shaping Our Future” is sponsored by 45 organizations in the Bay Area in an attempt to achieve consensus on comprehensive approaches to growth and change in Contra Costa County. The program aims to define a “smarter way to grow,” including “efficient” design of development along the edges of the metropolitan area. Planning principles being followed in Shaping Our Future include reducing single occupant vehicle trips through mixed use development at “efficient” densities, developing new transit centers and focusing new development around those centers, and preserving open space and agricultural lands.

- Business Park/Industrial: 2,152,300 square feet, developed within the areas shown as “Regional Retail/Employment Generating Lands” in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Business Park or Light Industrial land use categories described in Section 4.4.1.3 of the Land Use Element.
 - b. Land uses within the area shown as Open Space/Public in Figure 4.9 may include a mix of uses that comply with the provisions of the Open Space or Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
 - c. If a regional mall can be attracted to the East Lone Tree Specific Plan area, the land area devoted to regional retail may be expanded as necessary to accommodate this use.
 - d. Should the Antioch Unified School District not purchase land within the East Lone Tree Focus Area for a new high school as provided in State law, the area may be developed consistent with the East Lone Tree Focus Area Residential/Open Space designation.
 - e. The physical extent of the office/retail area along in the southwest quadrant of the Laurel Road interchange may be expanded, should the market support additional office/commercial development.
 - f. With implementation smart growth principles and the introduction of a rail transit stop in the vicinity of the Focus Area, the Commercial/Employment area located adjacent to the transit stop, may be developed as a mixed-use area, incorporating high intensity, residential, commercial, and office uses. Such development could occur at densities as high as an FAR of 1.0 for non-residential uses and mixed-use buildings, up to 20 units per acre for residential areas. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the Focus Area. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
 - g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the each residential neighborhood, as well as non-residential and recreational components of the community. Development of the East Lone Tree Specific Plan area should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
 - h. Public services and facilities, including needed on-site and off-site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
 - i. Project development shall provide full mitigation of impacts on school facilities to the Antioch Unified School District, Brentwood Union School District, and Liberty Union High School District to offset demands for new school facilities created by future development within each district
 - j. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the East Lone Tree Specific Plan area as an identifiable “community.”
- 4.4.6.9 Roddy Ranch.** Roddy Ranch is located in the southerly portion of the General Plan study area, within unincorporated territory. A portion of Roddy Ranch is inside the Voter-Approved Citywide Urban Limit Line (Figure 4.12). This Focus Area encompasses over 2,100 acres of rolling land used for grazing and ranching. Other existing land uses include a golf course, clubhouse, and open space. As a condition of approval for the golf course, development rights on 875 acres of land were dedicated to the County in 1998. These lands will be retained in permanent Open Space.

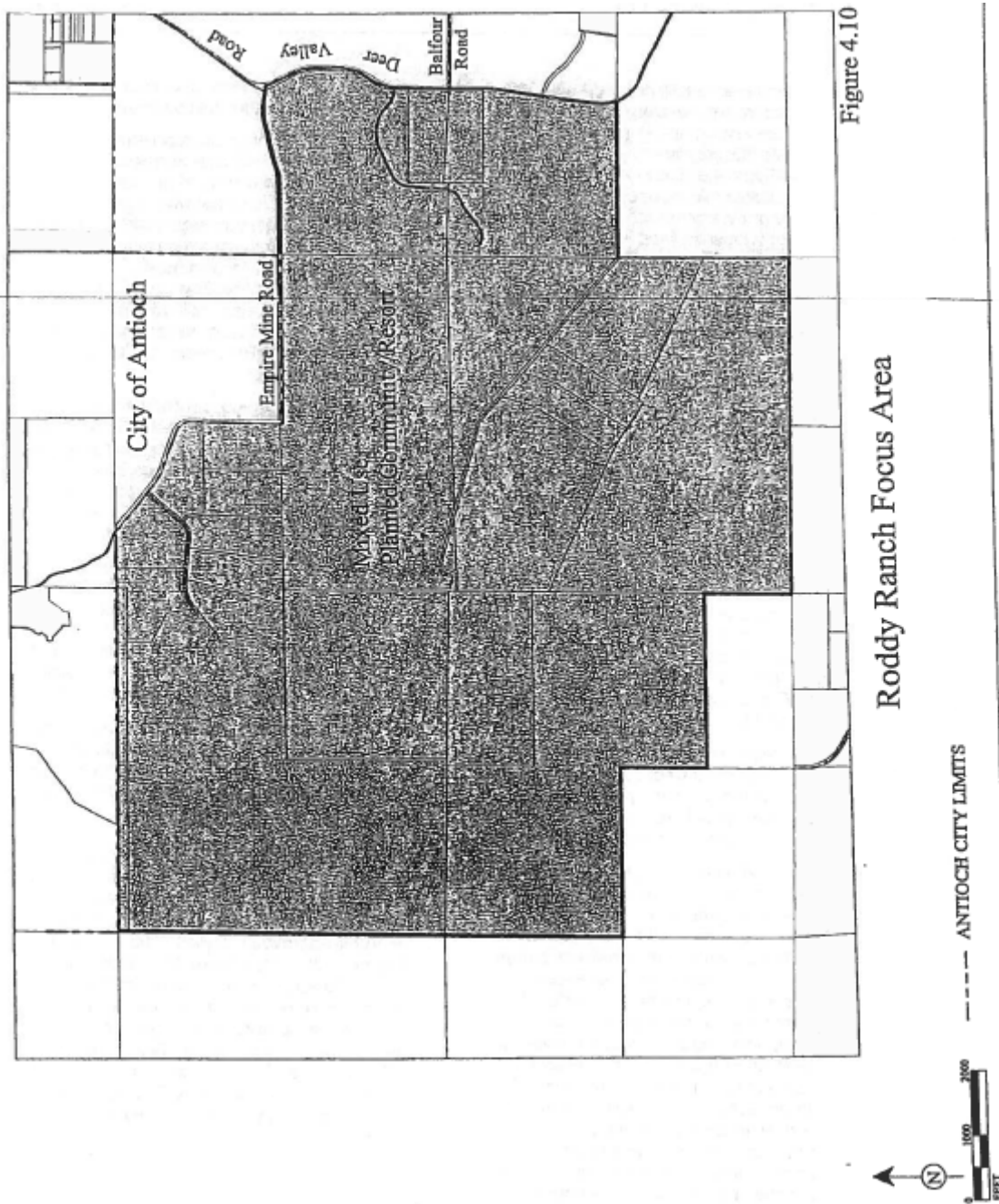


Figure 4.10

Roddy Ranch Focus Area

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a. Purpose and Primary Issues. The striking natural beauty of the Roddy Ranch area, along with its large size and single ownership, represent both a significant opportunity and a substantial challenge. Roddy Ranch provides Antioch with the opportunity to establish a unique high-end, recreation-oriented planned community. Because of the site's natural setting and relative isolation, it should be possible to create an "exclusive" community identity for Roddy Ranch, which is the intent of the General Plan. Consistent with Policy 4.3.2f, through 2020, development within Roddy Ranch that is outside of the Voter-Approved Urban Limit Line as it was approved by the voters of the City may be limited to uses consistent with the General Plan.

Key issues in the development of Roddy Ranch will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Roddy Ranch is currently devoid of the services needed to support urban and suburban development of the type envisioned in the long-term for this Focus Area. Water, sewer, drainage, and other utility systems will need to be developed essentially "from scratch." Roddy Ranch most likely will not generate sufficient students to support its own elementary, middle or high schools.

Currently, two-lane rural roads serve Roddy Ranch. Development of this Focus Area will require not only the development of an extensive on-site roadway system, but also widening of off-site roadways within existing developed and undeveloped areas.

b. Policy Direction. As noted in Land Use Element Policy 4.3.2, the General Plan recognizes the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form.

It is the intent of the Antioch General Plan that Roddy Ranch be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of Roddy Ranch should be defined

principally by suburban density residential development clustered within natural and recreational open spaces, along with the preservation of the steeper natural hillsides and the canyon bottoms containing riparian resources within the site. The existing golf course, as a major recreational amenity, should be the central focus of the planned community.

The following policies shall guide development of the Roddy Ranch Focus Area, pursuant to the Voter-Approved Urban Limit Line provisions of Policy 4.3.2f.

- a. Prior to approvals of any development applications, a Final Development Plan for the Roddy Ranch Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements. Development within the Roddy Ranch shall be predicated upon extension of infrastructure from the north through the Sand Creek Focus Area.
- b. Residential development within Roddy Ranch shall not exceed a maximum of 700 dwelling units within the portion of Roddy Ranch located generally on lands not committed to open space and having steep slopes or significant environmental constraints, which lands shall not exceed 500 acres within the Voter-Approved Urban Limit Line (6-9 persons per developable acre on average) consistent with Policy 4.3.2f. Of these 700 units, all or substantially all shall be Estate Residential and the balance shall be Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style setting.
- c. Residential neighborhoods within Roddy Ranch should be designed to provide high quality housing attractive to a broad spectrum of buyers, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be

- limited to a central “town center” location within the site, adjacent to commercial uses and along the golf course.
- d. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
 - e. Commercial uses within Roddy Ranch are intended to serve local neighborhood needs (e.g., supermarket, drug store, and personal services), and are to be limited to that which can be supported by residential and recreational uses within Roddy Ranch (10 to 20 acres, approximately 100,000 to 225,000 square feet of gross leasable area).
 - f. Visitor-serving commercial uses (e.g., hotel and restaurants) may also be developed within Roddy Ranch. Such visitor-serving uses would be oriented toward the golf course. The hotel may include a maximum of 250 rooms with ancillary retail, conference, restaurant, and recreational uses. Visitor-serving commercial uses may occupy a total of 20 acres at a maximum building intensity of 0.50.
 - g. Primary access to Roddy Ranch is to be from both Deer Valley Road and Empire Mine Road, with secondary connections to Balfour Road and Sand Creek Road.
 - h. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Roddy Ranch development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
 - i. Development of the Roddy Ranch shall provide such on- and off-site road improvements on City of Antioch streets as to ensure that applicable performance standards set forth in the Growth Management Element are met.
 - j. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
 - k. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.
 - l. Project development shall provide full mitigation of impacts on school facilities to affected school districts.
 - m. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site starting with the time the first increment of development is occupied.
 - n. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of Roddy Ranch as an identifiable “community.”
 - o. Development of an attractive, but natural-appearing landscape is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.
 - p. A central open space area, which may include the golf course, is to be provided to serve as the dominant visual feature of the Roddy Ranch, as well as to provide recreational opportunities.
 - q. Because of the sensitivity of the habitat areas within the Roddy Ranch Focus Area, preparation and approval of a Resource Management Plan to provide for mitigation of biological resources impacts, as well as for the long-term management of natural open space, shall be required prior to development of the Roddy Ranch

Focus Area. The Resource Management Plan shall provide for appropriate habitat linkages consistent with General Plan policies and Resource Management Plan provisions for the Sand Creek Focus Area.

4.4.6.10 Ginochio Property. The Ginochio Property is located in the southerly portion of the General Plan study area, within unincorporated territory (Figure 4.11). This Focus Area encompasses nearly 1,070 acres of rolling lands and canyon areas. The site is currently vacant. A portion of Ginochio Property is located within the Voter-Adopted Urban Limit Line (Figure 4.12).

a. Purpose and Primary Issues. The Ginochio Property presents Antioch with similar opportunities and challenges, as does Roddy Ranch. Within the Ginochio Property is the opportunity to establish a high-end planned community, which is the intent of the General Plan.

Key issues in the development of the Ginochio Property will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Water, sewer, drainage, and other utility systems will need to be developed essentially “from scratch” to support long-term suburban development of the Ginochio Property. If family-oriented housing is development, new school facilities will be needed; however, development of the Ginochio Property might not support develop-

ment of its own new schools, necessitating students to travel to distant locations for school. As was the case for Roddy Ranch, the Ginochio Property is served by winding two-lane rural roads, which will require substantial widening along with development of an extensive on-site roadway system.

b. Policy Direction. Urban development within the Ginochio Property is limited to property within the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form. Thus, the policy direction that follows is predicated on compliance with the provisions of Policy 4.3.2f.

It is the intent of the Antioch General Plan that the Ginochio Property be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of the Ginochio Property should be defined principally by suburban density residential development within the northerly portion of the Focus Area, and preservation of large, unbroken blocks of open space in the southern portion of the site. A major recreational amenity should be developed as the central focus of the planned community.

The following policies shall guide development of the Ginochio Property, pursuant to the Urban Limit Line provisions of Policy 4.3.2.

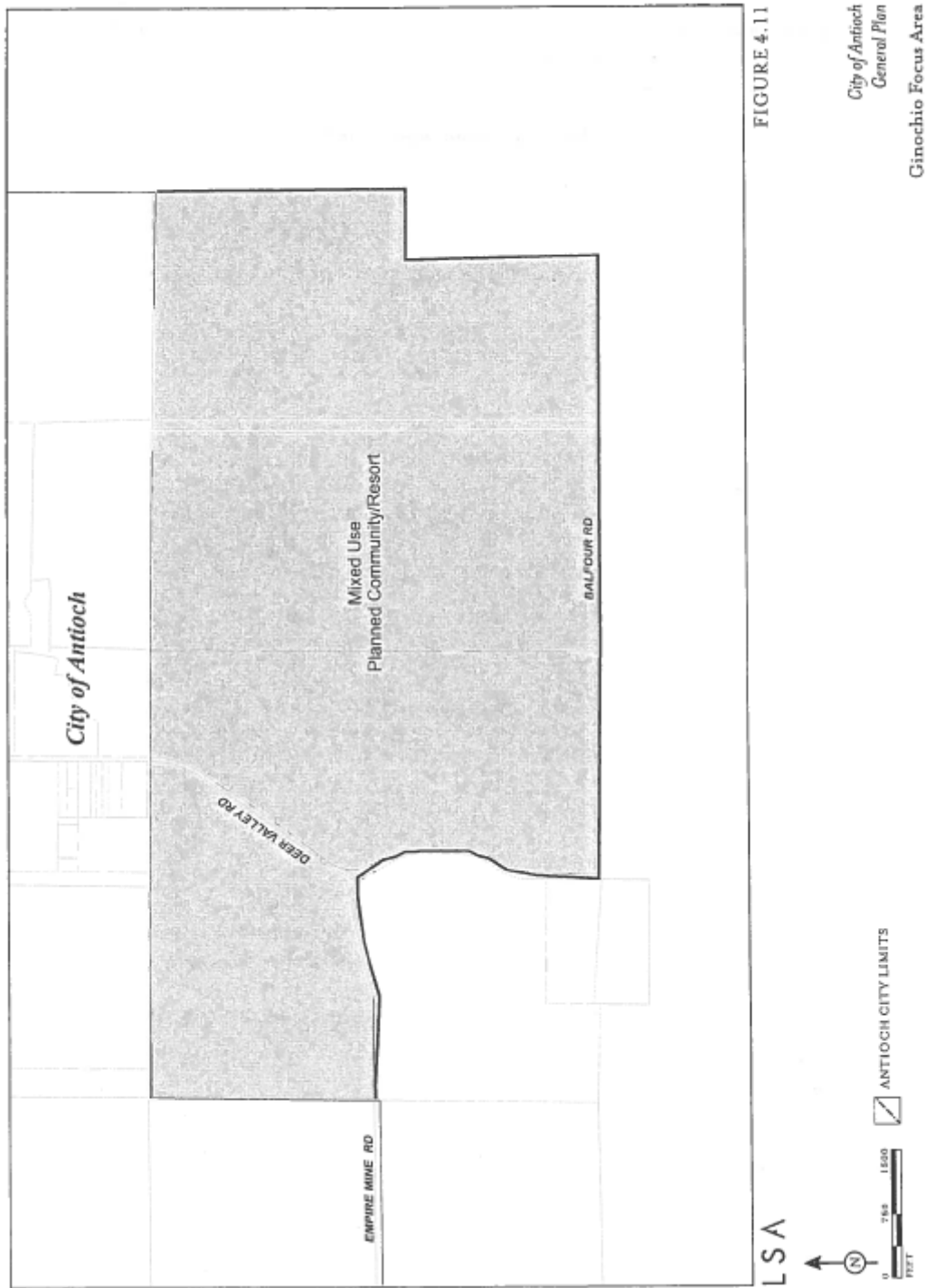


FIGURE 4.11

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- a. Prior to approvals of any development applications, a Final Development Plan for the Ginochio Property Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements.
 - b. While it is in force, development shall be consistent with the City's boundary agreement with the City of Brentwood.
 - c. Residential development within the Ginochio Property shall not exceed a maximum of 2.0 dwelling units per developable acre (6 persons per developable acre) with the permitted development area set forth in Policy 4.3.2f, and shall include a range of Single-Family Detached and Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style development within the northern portion of the site. Large Lot Residential development consisting of custom home sites on five and ten acre parcels is appropriate, provided that the maximum density is not exceeded. Senior, age-restricted residential development is anticipated to be an important component of the Ginochio Property's residential development. For purposes of determining density within the Ginochio Property focus area, a "developable acre" shall be defined as lands not committed to open space and having steep slopes or other significant environmental constraints. These lands will be mapped in the Final Development Plan. Development may occur on lands with steep slopes at a maximum density of one dwelling unit per 10 acres (1 du/10ac). The mapping of such lands will occur as part of the Final Development Plan.
 - d. Residential neighborhoods within the Ginochio Property should be designed to provide high quality housing attractive to a broad spectrum of families and retirees, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be limited to a central "town center" location within the site, adjacent to commercial uses.
 - e. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
 - f. Primary access to the Ginochio Property is to be from an extension of Hillcrest Avenue, with secondary connections to Balfour Road and Sand Creek Road.
 - g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Development of the Ginochio Property should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
 - h. Along with the development of on-site roadways required to meet the applicable Growth management Element performance standards, new development shall provide the off-site road improvements to City Antioch needed to meet applicable performance standards for each increment of project development.
 - i. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
 - j. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.

- k. Project development shall provide full mitigation of impacts on school facilities to the Brentwood Elementary School District and the Liberty Union High School District.
- l. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site starting with the time the first increment of development is occupied.
- m. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the Ginochio Property as an identifiable “community.”
- n. Development of a natural-appearing style of landscaping is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.
- o. A central open space area, which may include a golf course, is to be provided to serve as the dominant visual feature of the Ginochio Property, as well as to provide active or recreational opportunities.
- p. Because of the sensitivity of the habitat areas within the Ginochio Property Focus Area, preparation and approval of a Resource Management Plan to provide for mitigation of biological resources impacts, as well as for the long-term management of natural open space, shall be required prior to development of the Ginochio Property Focus Area. The Resource Management Plan shall provide for appropriate habitat linkages consistent with General Plan policies and Resource Management Plan provisions for the Sand Creek Focus Area.

General Plan to establish the urban limit line as shown on Figure 4.12. This Voter-Approved Urban Limit Line establishes a line through the Roddy Ranch and Ginochio Property Focus Areas beyond which the General Plan land use designations cannot be amended to allow uses other than open space uses. Until December 31, 2020, the location of the Voter-Approved Urban Limit Line may be amended only by the voters of the City. The City shall oppose any annexation to the City of any land outside of the Voter-Approved Urban Limit Line

4.4.7. Voter-Approved Urban Limit Line.

Pursuant to the City of Antioch Growth Control, Traffic Relief, Voter-Approved Urban Limit Line, and Roddy Ranch Development Reduction Initiative, the voters amended the

ATTACHMENT "E"

4.0 Land Use

4.1 INTRODUCTION AND PURPOSE

The Land Use Element is the cornerstone of the General Plan, setting forth Antioch's fundamental land use philosophy and directing development to the most suitable locations, while maintaining the economic, social, physical, environmental health and vitality of the community. The Land Use Element, required by law since 1955, has the broadest scope of the seven mandatory General Plan elements, synthesizing all General Plan land use issues.

This Element focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns, consistent with local values, to achieve Antioch's vision for its future. Of primary concern are the *type, intensity, location, and character* of land uses that will be permitted in the future. It is the purpose of this General Plan Element to provide appropriate land for each of the variety of activities associated with successful urban areas, and to guide the manner in which this land is developed and used. In so doing, the Land Use Element intends to create and regulate compatible and functional interrelationships between the various land uses in the City. Thus, the Land Use Element establishes City policy as to the appropriate use and development intensity for each parcel of land within the City, including the City's view of appropriate land uses and development intensity for lands outside of the City, but within the General Plan study area.

A key consideration in defining the type, intensity, location, and mix of future land uses is achieving a balance between local employment and housing. The Antioch General Plan seeks to achieve such a balance as a means of addressing issues of traffic congestion, air quality, and energy conservation. This balance, along with providing adequate land area for the commercial uses needed by local residents and businesses, will help achieve sufficient municipal income to pay for the

services and facilities discussed in the Growth Management and Public Services and Facilities elements. The ability to commute only a few short miles to and from work on roadways that resemble the open road more than they do parking lots is an important component of the quality of life Antioch seeks for its residents. As more residents throughout the Bay Area are able to live and work in the same or nearby communities, congestion can be eased, travel speeds increased, substantial amounts of fuel conserved, regional air quality improved. The Land Use Element also seeks to ease congestion and improve regional air quality by providing patterns of land use that support the use of transit. Such "transit-oriented" development consists of high density, mixed use development adjacent to transit nodes. Such transit nodes are proposed within Rivertown (adjacent to the Amtrak platform), at Hillcrest Avenue (surrounding the eBART station), and east of the SR-4 Bypass, south of the Laurel Avenue interchange (surrounding the eBART station)¹.

4.1.1 Existing Land Use

Despite substantial development in the past, Antioch has a great deal of land available for future development. ~~Approximately 38 percent~~ ~~Much~~ of the land within the City (6,383 acres) ~~and nearly 46 percent of the land and~~ within the unincorporated portion of the General Plan study area (2,240,223.391 acres) are vacant. Additional land (928 acres in the City and 381 acres in unincorporated areas) is in agricultural use, and, may be available for future development, depending upon its land use designation. Overall, open space uses, including agriculture, open water, recreational lands, and vacant lands account for approximately half of the land within the City, and over 60 percent of the unincorporated land within the General Plan Study Area. Major open space areas include Black Diamond

¹ This transit-oriented development node is one of three "test sites" for smart growth sponsored by ABAG. It is part of the countywide "Shaping our Future" program.

Mines and Contra Loma regional parks, Antioch Dunes National Wildlife Refuge, and municipal parklands.

Within the developed portion of the City, single-family residential uses cover the largest area (3,874.963 acres, 2326.5%). Industrial uses account for 831.1373 acres (3.87.3% of the land within the study area), the majority of which (431 acres) is located within the unincorporated northeastern portion of the Study Area. Currently, industrial uses are concentrated in the northern portion of the Study Area to the west and east of Rivertown. Existing commercial uses are limited in extent, encompassing 456 acres (2.7% of the land within the City); only 3.8 acres of commercial use are located within unincorporated portions of the Study Area. Commercial use is concentrated within Rivertown, and along major roadway corridors, such as Somersville Road/Auto Center Drive, Hillcrest Avenue, and "A" Street/Lone Tree Avenue.

4.1.2 Contra Costa County 65/35 Land Preservation Plan (Urban Limit Line)

In 1990, the voters of Contra Costa County approved Measure C-1990. This Measure states that urban development within the County is to be limited to no more than 35 percent of the land within Contra Costa County. At least 65 percent of all land in the County is to be preserved for agriculture, open space, wetlands, parks and other non-urban uses. To ensure the enforcement of the "65/35" standard, the County has established an Urban Limit Line (ULL), which is incorporated into the County's General Plan Open Space and Conservation Element. Hence, there shall be a clear distinction between non-urban and urban use areas. The criteria set by the County for determining lands that should be located outside the ULL includes:

- Prime agricultural lands (U.S. Soil Conservation Service Class I and Class II)
 - Open space, parks and other recreation areas
 - Lands with slopes in excess of 25 percent
 - Wetland areas
 - Other areas not appropriate for urban growth because of physical unsuitability for development
- Measure C-1990 requires that there be no changes made to the ULL that would violate the 65/35 standard. The ULL can be changed by a 4/5 vote of the Board of Supervisors after holding a public hearing and making one or more of the following findings based on substantial evidence in the record:
- A natural or man-made disaster or public emergency has occurred that warrants the provision of housing and/or other community needs within land located outside the ULL.
 - An objective study has determined that the ULL is preventing the County from providing its fair share of affordable or regional housing, as required by state law. The Board of Supervisors must find that a change to the ULL is necessary and the only feasible means to enable the County to meet these requirements.
 - A majority of the cities are party to a preservation agreement, and the County have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement.
 - A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries.
 - A five-year periodic review of the ULL has determined that, based on the criteria for establishing the ULL, new information is available or circumstances have occurred, warranting a change to the ULL.
 - An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation related environmental or community impacts, or (ii) further the County's aviation related needs.
 - A change is required to conform to applicable to California or Federal law.

Although the direct land use effects of the Urban Limit Line are limited to unincorporated areas of the County, the Contra Costa Local Agency Formation Commission (LAFCO) has consented to support the County's 65/35 Preservation Standard, Urban Limit Line, and Growth Management Standards in the review of proposed city spheres of influence and annexations. Thus, LAFCO has stated that it would not approve annexation of lands outside of the ULL to a city. Measure 1990-C states that the County is to review the location of the ULL every five years. The provisions of Measure C- 1990 will remain in effect until December 31, 2010.

In 2000, the County moved its Urban Limit Line in the East County area. Within the Antioch area, the Urban Limit Line was moved to coincide with the southern boundary of the City, placing lands in the unincorporated area outside the ULL. This move shifted approximately 1,922 acres out of the ULL within the Antioch area.

[In 2005, voters approved Measure K to include Roddy Ranch and a portion of the Ginochio Property within the ULL and the city limits.](#)

4.1.3 General Plan Land Use Designations and Development Feasibility

The General Plan provides a blueprint for community development by designating lands for different types of uses. In designating land uses, the General Plan takes into account:

- *Existing Land Use:* What is the current pattern of developed land by type of land use – residential, commercial, service, manufacturing, and others?
- *Demand:* How much demand exists for existing and new land uses of various types (housing, retail, industry, etc.)?
- *Desired Future Land Use:* Of lands available for development or redevelopment, which locations are best for different uses? Is there sufficient undeveloped land that is designated for various uses to

meet community objectives, or do existing General Plan land use designations need to be adjusted to satisfy future needs?

- *Infrastructure Availability:* Are urban services – water supply, wastewater collection and treatment, transportation facilities, and others – adequate to serve existing *and* future development? How will existing infrastructure inadequacies be corrected?

Taking these considerations into account, the General Plan indicates where various kinds of land uses are best located, and how much of each use should be provided. The General Plan provides opportunities, but does not *cause* development to happen. The General Plan recognizes that, ultimately, growth and development depend on the initiative of individual developers, for whom the provisions of the General Plan establish the context for evaluating the economic feasibility of their specific projects. Whether developers seize the initiative, and move forward with projects depends on the economic benefit they expect to derive from such development. In deciding whether to pursue a development project on a particular site, potential developers evaluate a series of factors that collectively determine whether the project will be economically feasible (whether it will “pencil out”). These factors include:

- *General Plan Designation and Zoning:* Is the site designated for uses that are marketable at its location? (If development has not occurred in certain locations as anticipated by the General Plan, why not?)
- *Competition:* Does a particular site have the location and physical, infrastructure, and environmental characteristics necessary to compete successfully in the marketplace? Has the community been successful in attracting the type of use being contemplated? Will the specific development at this specific site be appropriately timed and positioned within the market for that use?
- *Cost of Land and Construction:* Is the site available at costs the value of a completed development can support? Are needed

construction materials and labor available at acceptable cost levels? Is development financing (short-term construction loans and long term financing) available at acceptable interest rates?

- *Local Agency Costs:* What types of development standards do the city and other local agencies impose? What are the costs associated with development review fees, impact mitigation and other exactions by the city, and the interest carry over the time it takes to bring a project to market? How do these requirements affect the economic feasibility of different types of uses?

Developers consider the feasibility of each project – whether its costs and its revenue-generating potential will “pencil out” in the expected market – in the overall regulatory context established by the City’s General Plan and its development regulations. The General Plan sets the stage, but private-sector development decisions depend on a large number of other factors that contribute to feasibility. If projects are not economically feasible, development will not happen, regardless of the directives of the General Plan and the desires of the community. Thus, the development pattern that evolves is the joint outcome of the development framework established by the General Plan and the private sector conditions that shape the developer’s assessment of feasibility.

4.2 GOALS OF THE LAND USE ELEMENT

To provide for a sustained high quality of life and ensure that new development occurs in a logical, orderly, and efficient manner, it is the goal of the Land Use Element to accomplish the following:

- *Maintain a pattern of land uses that minimizes conflicts between various land uses, and promotes rational utilization of presently undeveloped and underdeveloped land, and supports the achievement of Antioch’s vision for its future.*

Defining the appropriate uses of land within the General Plan study area in a manner supportive of achieving the vision Antioch has established for its future is at the crux of the Land Use Element. The Land Use Element is responsive to the City’s vision because it:

- Promotes expansion of the local employment base and achievement of a balance between local employment and housing. The Land Use Element provides for a wide variety of office-based and industrial employment, including heavier industrial uses along the San Joaquin River, rail-served industries, light industrial uses, commercial services, and retail businesses, and mixed use business and office parks.
- Opens up additional choices of living environment for families. The Land Use Element provides for executive housing in planned community settings, traditional single-family subdivisions, amenity-rich middle to upper end attached housing, high-density housing in transit-oriented, downtown, and mixed-use settings.
- Provides for the revitalization of the [Rivertown-Downtown](#) area and waterfront, integrating General Plan policies with revitalization planning efforts undertaken by the City.
- Provides opportunities for achieving quality design and avoiding the relentless sameness present in many suburban communities.
- Aids in stimulating economic revitalization in areas that are having difficulty competing with larger and more diversified development sites in Antioch and other communities.
- Stimulates new options for development at key entry points into the community.

In defining appropriate uses, the Land Use Element addresses the future uses of lands that are currently undeveloped, and

also sets forth desired changes in existing land uses and development intensities. In most cases, the Land Use Element recognizes existing land uses and development densities, and may recommend urban design improvements. In some cases, such as along the “A” Street corridor north of the SR4 freeway, the Land Use Element proposes changes in basic land use types. In other cases, such as existing residential areas within [RivertownDowntown](#), the Land Use Element recommends increases in the overall development intensity of existing land uses. Each of the recommendations contained in the Land Use Element are intended to result in a harmonious pattern of land uses directed toward meeting community objectives and needs.

- *Establish a land use mix which serves to develop Antioch into a balance community in which people can live, work, shop, and have recreation without needing to leave the City.*

The Land Use Element designates lands for a broad range of residential, commercial, employment-generating, public/institutional, and open space and recreational lands. Residential and employment-generating land use designations are intended to include lands providing housing and employment opportunities for executives, managers, and professionals; highly skilled, semi-skilled, and unskilled workers; and retail and service workers. Residential land use designations are intended to provide housing opportunities for all economic segments of the community, as well as for the special needs groups identified in the Housing Element. The Land Use Element seeks an array of shopping and commercial service opportunities to meet the needs of Antioch residents and businesses, including daily convenience shopping along with large-scale commercial centers for community and regional markets. The Land Use Element aims to provide a sufficient inventory of lands for public, institutional, and

recreation uses, and seeks to preserve needed open space areas.

- *Establish an overall design statement for the City of Antioch.*

As important as is defining the pattern of future land uses is maintaining and enhancing Antioch’s character and providing a pleasing visual experience to residents and visitors. Thus, Antioch’s Land Use Element incorporates “urban design” concepts aimed at ensuring that the built environment is a physical expression of desired community character.

4.3 COMMUNITY STRUCTURE

Throughout much of the General Plan study area, Antioch’s land use pattern is well established, and is not intended to change over time. Future growth in the central and northern portions of the City will primarily consist of infill development, existing approved but undeveloped projects, and the expansion of existing uses. ~~Along the riverfront, much of the existing heavy industrial development is planned to transition to lighter industrial and business park uses. Higher density housing will be introduced into the Rivertown area in the form of mixed-use buildings within the predominantly commercial northern portion of the area, while larger vacant parcels within the central and southerly portions of Rivertown will be encouraged to develop at medium and higher densities.~~ As development expands into the southern portion of the City and its General Plan study area, Antioch will face significant challenges.

4.3.1 Community Structure Objective

Provide adequate land for present and future urban and economic development needs, while retaining a compact, rather than a scattered, development pattern.

4.3.2 Community Structure Policies

- As part of General Plan implementation – including development review, capital improvement planning, and preparation of

Specific Plans – foster close land use/transportation relationships to promote use of alternative transportation system modes and minimize travel by single occupant automobiles.

- b. Give priority to new development utilizing existing and financially committed infrastructure systems over development needing financing and construction of new infrastructure systems.
- c. Encourage high-density residential development (both freestanding and in mixed use projects) within one-quarter mile of existing and planned heavy and/or light rail transit stops as illustrated in the Circulation Element.
- d. Concentrate large-scale industrial uses along the waterfront east of Rodgers Point and within areas designated for industrial use along existing rail lines. Limit employment-generating uses adjacent to residential areas and within mixed-use planned communities to business parks and office uses.
- e. Concentrate future regional commercial uses along Lone Tree Way, SR4 and SR160 and along the SR-4 bypass.
- f. Recognize the Voter-Approved Urban Limit Line (Figure 4.12) that encompasses up to 1,050 acres of land within the Roddy Ranch and Ginochio Property Focus Areas that were included in the Urban Limit Line as it was adopted by the voters in 1990 and in the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development, preserving open space and maintaining a compact urban form.
 - Maintain rural land uses (residential densities less than one dwelling unit per five acres (0.2 du/ac) and compatible open space/recreational uses which do not require urban levels of public services and facilities through 2020 in areas outside of the Voter-Approved Urban Limit Line.

- Limit future urban development within Roddy Ranch and the Ginochio Property through 2020 to a total of approximately 1,050 acres (approximately 850 acres within Roddy Ranch and 200 acres within the Ginochio Property) that were within the urban limit line as it was adopted by the voters in 1990 and that are also within in the Voter-Approved Urban Limit Line.

4.4 INTENSITY AND DISTRIBUTION OF LAND USE

Antioch's General Plan land use classifications are intended to define the City's land use intent in designating lands throughout the General Plan study area, and thereby carry out the provisions of the General Plan. General Plan land use classifications are also intended to provide the City with sufficient flexibility in implementation to address unique and unforeseen situations. The designations established by the General Plan land use map include Residential, Commercial, Employment-Generating, and Community and Public land use designations. In addition, the General Plan includes ten "Focus Areas." Specific policy direction is provided for each Focus Area. These designations are set forth in Section 4.4.1. Within this section, appropriate land use types are defined for each designation. These land use types are defined in Table 4.A, which also identifies which land use types are appropriate within which land use designations. Sections 4.4.2 through 4.4.5 provide policies for residential, commercial, employment-generating, and community and public land uses. Figure 4.1 presents the General Plan land use map. Tables 4.A through 4.D provide a quantified description of anticipated General Plan build out.

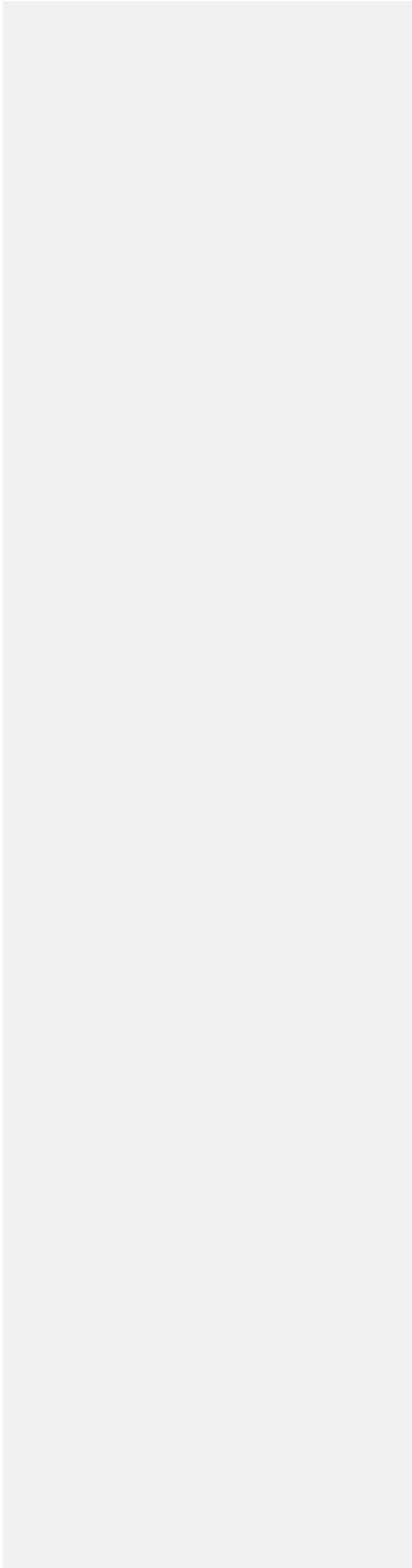


Figure 4.1 - General Plan Land Use Map

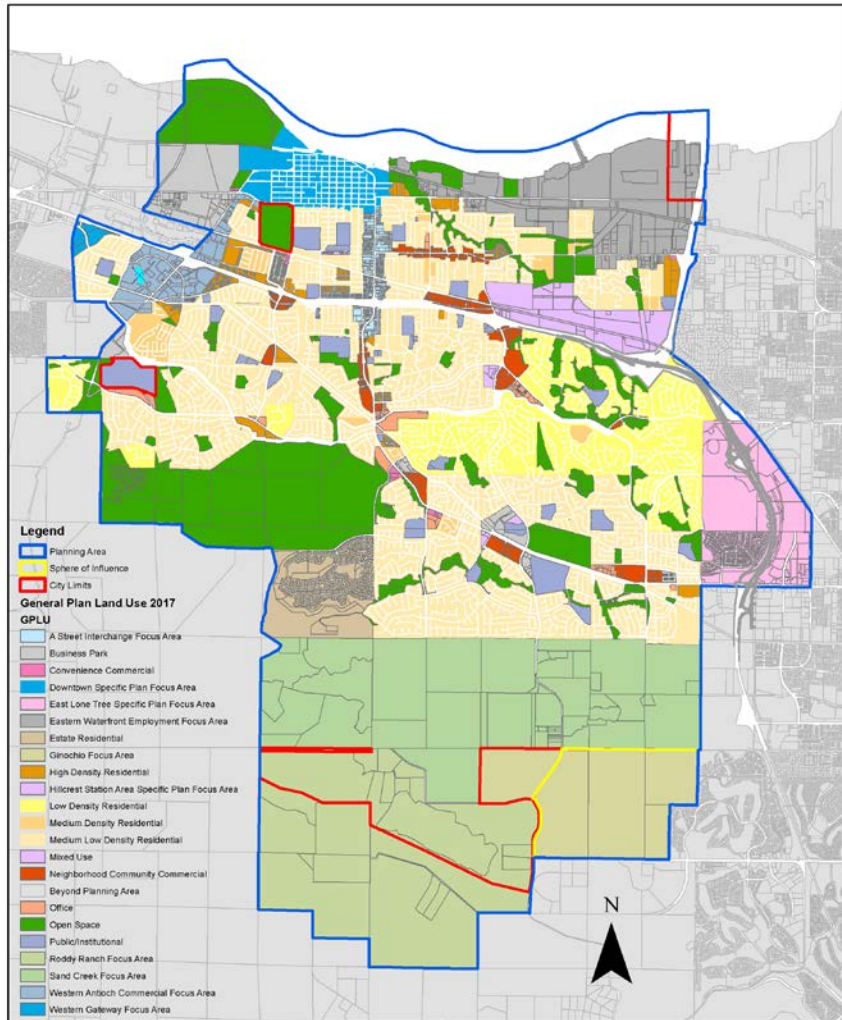
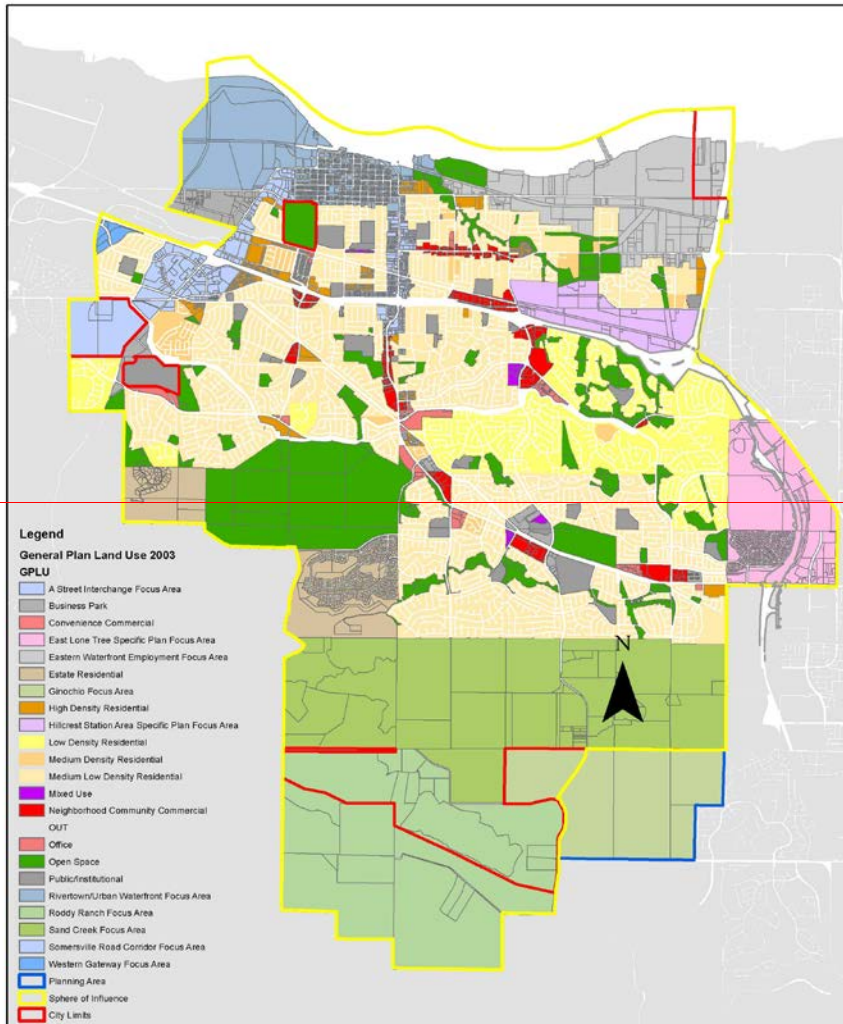


Figure 4.1 - General Plan Land Use Map



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Table 4.A – Appropriate Land Use Types

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
Large Lot Residential. This residential type typically consists of single-family detached units on lots of 0.5 acre or more. Residential developments of this type shall be designed as large suburban parcels within subdivisions within the Urban Limit Line and as rural residential uses outside of the Urban Limit Line.	✓																											
Single-Family Detached. These areas typically consist of suburban residential subdivisions of single family, detached dwellings on lots ranging from 7,000 to 20,000 square feet.		✓	✓	✓										✓														
Small Lot Single Family Detached. These dwelling unit types are typically located within a specific plan or other type of "planned development," and consist of single family, detached dwellings on lots smaller than 7,000 square feet. In exchange for development on small residential lots, amenities such as permanent open space and private recreation facilities are required to be provided specifically for the use of residents of the development.			✓	✓										✓														
Multi-Family Attached. Attached for-sale or rental dwelling units, designed either as townhouse units or as stacked flats, characterize these areas. Amenities such as common open space and recreation facilities specifically for the use of residents of the development are required.				✓	✓							✓ ⁶		✓														
Mobile Homes. Areas of mobile home development typically consist of subdivisions wherein individual mobile homeowners also own their own lots in fee and mobile home parks wherein mobile homeowners rent or lease the space upon which their mobile home is placed. Typically, mobile home subdivisions and parks provide open space and/or recreational amenities for the use of their residents.				✓	✓																							
Group Residential. Activities typically include the use of a dwelling unit as a residence by a group or groups of persons without the provision of medical care, supervision, or medical assistance. Typical uses include boarding houses, convents, and religious retreats.					✓									✓														
Residential Care Facilities. While largely residential in character, residential care facilities are distinguished from other residential use types in that care facilities combine a variety of medical care, supervision, or					✓									✓														

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
medical assistance services with housing. State law exempts certain small residential care facilities from local regulation, and can locate anywhere permitted by law.																												
Administrative and Professional Offices. Activities typically include, but are not limited to, executive management, administrative, or clerical uses of private firms and public utilities. Additional activities include the provision of advice, design, information, or consultation of a professional nature. Uses typically include, but are not limited to, corporate headquarters; branch offices; data storage, financial records, and auditing centers; architect's; lawyer's; insurance sales and claims offices; financial planners; and accountant's offices.						✓7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓						
Amusement Centers/Arcades. Any structure (or portion thereof) in which four or more amusement devices (either coin- or card-operated) are installed, such as photography machines, video games, muscle testers, fortune telling machines, laser tag, electronic or "County fair" style games, rides or similar uses, and other games of skill or science, but not including games of chance or other similar devices. Included is any place open to the public, whether or not the primary use of the premises is devoted to operation of such devices. Sales of prepared foods and beverages is also included as an ancillary use of the site.							✓	✓	✓	✓	✓	✓	✓	✓														
Automotive Uses. Activities typically include, but are not limited to, the sales and servicing of motor vehicles, recreational vehicles, boats, and trailers.						✓2	✓	✓2	✓	✓		✓	✓	✓			✓2	✓4	✓4			✓						
Banks and Financial Services. Activities typically include, but are not limited to banks and credit unions, home mortgage, and other personal financial services.						✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓					✓						
Business Support Services. Activities typically include, but are not limited to, services and goods generally provided to support other businesses.						✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓					✓						
Eating and Drinking Establishments. Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises or off-premises consumption.						✓3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓5	✓5			✓						
Food and Beverage Sales. Activities typically include, but are not limited to retail sale from the premises of food and beverages for off-premises final preparation and consumption.						✓	✓	✓	✓			✓	✓	✓	✓	✓	✓											

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space	
Funeral Services. Activities typically include services involving the care, preparation, or disposition of human dead.						✓	✓	✓				✓	✓																
General Merchandise. Activities typically include, but are not limited to, the retail sales from premises, including incidental rental and repair services.						✓	✓	✓	✓	✓		✓	✓	✓															
Health Clubs and Spas. Activities typically include, but are not limited to, sport and health-related activities performed either indoors or outdoors.						✓	✓	✓	✓	✓		✓	✓	✓															
Lodging and Visitor Services. Activities typically include, but are not limited to, providing overnight accommodations and related banquet and conference facilities.							✓	✓	✓	✓	✓	✓	✓	✓					✓										
Indoor Recreational Facilities. Activities typically include, but are not limited to, commercial recreation uses conducted within enclosed buildings, such as bowling alleys, skating facilities, racquet clubs, and indoor shooting and archery ranges.							✓	✓	✓	✓			✓	✓					✓										
Outdoor Recreational Facilities. Activities typically include, but are not limited to, commercial recreation activities conducted outside of enclosed buildings, such as miniature golf, batting cages, tennis clubs, etc.							✓	✓	✓	✓			✓	✓															✓
Personal Services. Activities typically include establishments primarily engaged in the provision of services for the enhancement of personal appearance, cleaning, alteration of garments, and similar non-business or non-professional services.						✓	✓	✓	✓	✓		✓	✓	✓															
Personal Instruction. Activities typically include instruction in artistic, academic, athletic or recreational pursuits within an enclosed structure.						✓	✓	✓	✓	✓		✓	✓	✓															
Recreational Vehicle Park. Activities typically include, but are not limited to, providing overnight accommodations for visitors in recreational vehicles.											✓	✓						✓										✓	10
Theaters. Includes structures where the primary use is the exhibition of live or prerecorded theatrical, musical, comedic or other performances. Sale of prepared foods and beverages is permitted ancillary to the primary use.							✓	✓		✓	✓	✓	✓	✓															
Light Manufacturing and Assembly. Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operations. Light														✓															

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space			
typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services; storage and wholesaling from the premises of unfinished, raw, semi-refined products requiring further processing, fabrication, or manufacturing. Outdoor storage is permitted subject to applicable screening requirements. Also included are watchman's quarters as an ancillary use.																															
Building Contractor's Offices and Yards. Activities typically include, but are not necessarily limited to, offices and storage of equipment, materials, and vehicles for contractors in the trades involving construction activities. Storage yard uses may include, but should not be limited to, the maintenance and outdoor storage of large construction equipment such as earthmoving equipment, and screened outdoor storage of building materials.																					✓										
Boating and Related Activities. Activities typically include, but are not limited to, establishments and facilities engaged in the provision of sales or services directly related to the commercial or recreational use of waterways. Included in this category are construction, repair, and maintenance of boats; boat sales; anchorage and docking facilities; including temporary slip rentals; services for commercial boating and fishing, including retail fish sales, but not including fish processing; sale of marine equipment; and harbor-related services, such as indoor and outdoor dry boat storage, bait sales, fuel docks, and yacht clubs.											✓										✓										
Civic Administration. Activities typically include, but are not limited to, management, administration, clerical, and other services performed by public and quasi-public agencies.						✓						✓		✓	✓	✓											✓				
Cultural Facilities. Activities typically include, but are not limited to, those performed by public and private museums and art galleries, public and private libraries and observatories.												✓		✓	✓	✓											✓				
Day Care Centers. Day care centers consist of facilities defined in California Health and Safety Code Section 1596.76, providing day care and supervision for more than 12 children less than 18 years of age for periods of less than 24 hours per day. Also included are facilities for the care and supervision of seniors for periods of less than 24 hours per day.																															
Open Space. Activities typically include, but are not limited to, preservation of lands in their natural																															

Table 4.B – Anticipated Maximum General Plan Build Out in the City of Antioch

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
Residential				
Estate Residential	-2,787,915	-	-	-
Low Density Residential	6,049,494	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	6,509,817	-	-
Subtotal	31,000,29,023	7,756,6,064	-	-
Commercial				
Convenience Commercial	-	-	281,788,341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	2,154,679	-
Subtotal	-	-	7,000,3207,059,981	-
Industrial				
Business Park	-	-	-	4,687,0098,647,651
Special				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
Subtotal	-	279	606,885	5,968,350
Focus Areas¹				
A Street Interchange Focus Area	124	-	2,121,1252,110,165	-
East Lone Tree Specific Plan Focus Area	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	25,000,268,051	23,412,469,13,688,023
Ginocchio Property Focus Area	-	-	-	-
Rivertown/Urban-Waterfront/Downtown Specific Plan Focus Area	-1,135,1,065	-1,385,1,221	1,712,175,3,927,420	6,688,163,82,019
Roddy Ranch Focus Area	600	100	225,000	-
Hillcrest Station Area Focus Plan	-	2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Somersville Road Corridor/Western Antioch Commercial Focus Area	-	-	8,667,751	4,195,114
Western Gateway Focus Area	-	460	215,216	-
Subtotal	6,508,6,439	5,376,5,570	-17,841,267,20,845,130	-35,448,045,15,922,342
TOTAL	37,508,35,462	-13,410,11,912	25,448,472	46,103,404

		<u>28,511,966</u>	<u>30,538,343</u>
Population	<u>428,222</u>	<u>150,175</u>	Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.
Employed Population	<u>71,800</u>	<u>84,098</u>	
Total Jobs	<u>67,400</u>	<u>107,378</u>	
Retail Jobs	<u>44,995</u>	<u>21,476</u>	
Non-Retail Jobs	<u>52,405</u>	<u>85,902</u>	
Jobs/Population Ratio	<u>0.930</u>	<u>.72</u>	

Table 4.C – Anticipated Maximum General Plan Build Out in the Unincorporated Area

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
Residential				
Estate Residential				
Low Density Residential		-	-	-
Medium Low Density Residential		-	-	-
Medium Density Residential		-	-	-
High Density Residential		-	-	-
Subtotal		-	-	-
Commercial				
Convenience Commercial				
Neighborhood Community Commercial	-	-	-	-
Office	-	-	-	-
Subtotal	-	-	-	-
Industrial				
Business Park				
	-	-	-	-
Special				
Mixed Use				
Public Institutional	-	-	-	-
Open Space	-	-	-	-
Subtotal	-	-	-	-
Focus Areas¹				
A Street Interchange Focus Area				
East Lone Tree Specific Plan <u>Focus Area</u>	-	-	-	-
Eastern Waterfront Employment <u>Focus Area</u>	-	-	-	-2,798,786
Ginochio Property <u>Focus Area</u>	-400	-	-	-
Rivertown/Urban Waterfront/Downtown <u>Specific Plan Focus Area</u>	-	-	-	-
Roddy Ranch <u>Focus Area</u>	-	-	-	-
Hillcrest Station Area <u>Specific Plan Focus Area</u>	-	-	-	-
Sand Creek Focus Area	-	-	-	-
Western Antioch <u>Commercial Somersville Road Corridor Focus Area</u>	-	-	-	-
Western Gateway Focus Area	1,926,400	358	-8,667,751	-4,195,114
Subtotal	-	-1,179	-	-
TOTAL	2,326,400	1,537	8,667,751	7,190,183 2,798,786

Population
Employed Population
Total Jobs
Retail Jobs

4,476,268
2,506,710
5,777,598
2200

¹ Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by

Non-Retail Jobs
Jobs/Population Ratio

5,557,598
2,314.41

the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

Table 4.D – Anticipated Maximum General Plan Build Out in the General Plan Study Area

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
Residential				
Estate Residential	2,787,915	-	-	-
Low Density Residential	6,049,494	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	6,509,817	-	-
Subtotal	31,000,29,023	-7,7566,064	-	-
Commercial				
Convenience Commercial	-	-	281,788,341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	7,000,320,059,981	-
Subtotal	-	-	41,845,961,1,965,283	-
Industrial				
Business Park	-	-	-	4,687,009,8,647,651
Special				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
Subtotal	-	279	606,885	10,655,359
Focus Areas¹				
A Street Interchange Focus Area	124	-	2,121,125,110,165	-
East Lone Tree Specific Plan Focus Area	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	25,000	26,407,539,16,486,808
Ginochio Property Focus Area	400	-	-	-
Rivertown/Urban Waterfront Downtown Specific Plan Focus Area	1,135,1,065	1,385,1,221	1,712,175,3,927,420	6,688,163,82,019
Roddy Ranch Focus Area	600	100	225,000	-
Hillcrest Station Area Specific Plan Focus Area	-	2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Somersville Road Corridor Western Antioch Commercial Focus Area	1,926	358	17,335,501,9,224,280	8,390,227
Western Gateway Focus Area	-	1,639,460	215,216	-
Subtotal	-8,834,6,839	-6,913,5,570	-26,509,018	-42,638,228

			<u>20,845,130</u>	<u>41,984,779</u>
TOTAL	<u>39,834,358</u>	<u>62,111,912</u>	<u>38,961,863</u>	<u>57,980,597</u>
Population		<u>132,698</u>		
Employed Population		<u>74,306</u>		
Total Jobs		<u>72,877</u>		
Retail Jobs		<u>152,453</u>		
Non-Retail Jobs		<u>57,662</u>		
Jobs/Population Ratio		<u>0.981</u>		

¹ Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

4.4.1 Land Use Designations

4.4.1.1 Residential Land Use Designations.

Six residential land use designations are set forth to provide for development of a full range of housing types, in conjunction with residential development within General Plan Focus Areas. Permitted maximum land use and anticipated population densities are described for each designation. Densities are stated as the maximum permissible number of dwelling units per net acre that exists within the project site *prior* to any new dedication requirements. Density is assumed to accrue only to lands that are “developable.”

Developable acres are those that are not encumbered by prior dedications of easements or rights-of-way, and are not so steep (generally over 25%), unstable, flood-prone or subject to other hazards as to be unable to support new development. Achievement of the maximum allowable density is neither guaranteed nor implied by the General Plan. The final density of any particular residential development type is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

Second units on a residential lot and home occupations are permitted by local regulation. Provision of density bonuses as allowed by State law and City ordinance may result in development densities in excess of the nominal maximum density for any land use designation.

Estate Residential. Estate Residential land uses are planned as a transition between urban and rural areas, and for areas that are not suited for a more intensive form of development because of topography, geologic conditions, or urban service limitations. Estate Residential areas will also serve to provide “executive” housing on large lots, thereby expanding the community’s range of housing types.

On designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged. The final approved and built density on lands in the Estate Residential land use designation should reflect the location of these lands as low-density residential transition areas between the urbanized Antioch and the undeveloped Mount Diablo Range of hills.

Since this designation is planned at the urban/non-urban interface, the type and level of development may require different construction standards, such as narrower street widths with parking along only one side of the street or no on-street parking, greater setbacks, limited sidewalk areas, etc. Development may require a different level of services than that required for strictly urban land uses. Projects that minimize the demand for urban services and provide major funding for construction of needed service facilities would be appropriate.

Environmental constraints such as steep slopes, riparian habitats, unstable soil conditions, sensitive flora and fauna, and visual prominence are often found on lands with the Estate Residential designation. These constraints may make development of these areas extremely sensitive, and could require creative and imaginative site planning in all projects. The steepness of the slopes and the visual prominence of these areas make many of these resources important public amenities to be preserved for all of the citizens of Antioch. Finally, as these areas will serve as a buffer between the urbanized City of Antioch and the undeveloped open space to the southwest, development must be at a level, which serves as an appropriate transition between urban and non-urban environments.

Development in this category is generally limited to a maximum of one (1) unit per gross developable acre, unless a density of two (2) units per developable acre is specified on the

General Plan land use map or in Focus Area policies. Overall, residential developments within the Estate Residential land use category should provide large lots, and project a semi-rural character.

Neighborhood entry signage is encouraged to create a sense of community, and define Estate Residential neighborhoods as special places. Within hillside areas, dwelling units should be clustered on land that is relatively flat, and no development should occur on slopes exceeding 20 percent. Due to the unique nature of these areas, a clustering of units may be needed to accommodate the unit yield and still maintain the topographic uniqueness of the area. Developments in these areas should be oriented around a major amenity that increases public exposure to the more hilly terrain. Examples of such amenities include golf courses and equestrian centers.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* One dwelling unit per developable acre (1 du/ac) or two dwelling units per developable acre (2 du/ac)
- *Anticipated Population per Acre:* Four (4) to eight (8) persons per acre

Low Density Residential. These areas are generally characterized by single-family homes in traditional subdivisions. Areas designated Low Density Residential are typically located on gently rolling terrain with no or few geological or environmental constraints. The residential neighborhoods of southeast Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Four dwelling units per gross developable acre (4 du/ac)
- *Anticipated Population per Acre:* Twelve (12) to Fourteen (14) persons per acre

Medium Low Density. These areas are generally characterized by single-family

homes in typical subdivision development, as well as other detached housing such as zero lot line units and patio homes. Duplex development would generally fall into this development density. Areas designated Medium Low Density are typically located on level terrain with no or relatively few geological or environmental constraints. Older subdivisions within the northern portion of Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Six dwelling units per gross developable acre (6 du/ac)
- *Anticipated Population per Acre:* Fourteen (14) to Eighteen (18) persons per acre

Medium Density Residential. A wide range of living accommodations, including conventional single-family dwellings, small lot single-family detached dwellings, mobile homes, townhouses, and garden apartments, characterizes the Medium Density land use designation. Development in these areas can be expected to be a maximum of two (2) stories, and include generous amounts of public or open space for active and passive recreational uses. Lands adjacent to parks, commercial uses, transit routes and rail stations, and arterial roadways would be appropriate for the upper end of the allowable development intensity for this category. Other lands would serve as a buffer or transition between lower density residential areas and higher density residential and commercial areas, as well as areas exhibiting greater traffic and noise levels.

At the higher end of the density range for this category, multi-family townhouse and apartment development is expected to be predominant. Where the Medium Density land use designation serves as a transition or buffer, lower density townhouse and small lot, single-family development would be the predominant uses.

- *Appropriate Land Use Types:* See Table 4.A

- *Maximum Allowable Density:* Ten dwelling units per gross developable acre (10 du/ac)
- *Anticipated Population per Acre:* Twenty (20) to Twenty-five (25) persons per acre

High Density Residential. High Density Residential densities may range up to twenty (20) dwelling units per gross developable acre, with density bonuses available for age-restricted, senior housing projects. Two-story apartments and condominiums with surface parking typify this density, although structures of greater height with compensating amounts of open space would be possible. This designation is intended primarily for multi-family dwellings. As part of mixed-use developments within the Rivertown area and designated transit nodes, residential development may occur on the upper floors of buildings whose ground floor is devoted to commercial use. Typically, residential densities will not exceed sixteen (16) to eighteen (18) dwelling units per acre for standard apartment projects, although projects with extraordinary amenities may achieve the maximum allowable density. However, permitted densities and number of housing units will vary, depending on topography, environmental aspects of the area, geologic constraints, existing or nearby land uses, proximity to major streets and public transit, and distance to shopping districts and public parks. Higher densities will be allowed where measurable community benefit is to be derived (i.e., provision of needed senior housing or low and moderate income housing units). In all cases, infrastructure, services, and facilities must be available to serve the proposed density, and the proposed project must be compatible with surrounding land uses.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Twenty dwelling units per gross developable acre (20 du/ac) and up to a Floor Area Ratio¹ of

¹ Floor Area Ratio (FAR) represents the ratio between allowable floor area on a site and the size of the site. For example, an FAR of 1.0 permits one square foot of building floor area (excluding garages and parking) for each square foot of land within the development site, while an

1.25 within areas designed for mixed use or transit-oriented development.

- *Anticipated Population per Acre:* Forty (40) persons per acre. Within transit-oriented development, up to forty-five to sixty (45-60) persons per acre

Residential TOD. This mixed-use classification is intended to create a primarily residential neighborhood within walking distance to the eBART station, with complementary retail, service, and office uses. Residential densities are permitted between a minimum of 20 and a maximum of 40 units per gross acre. A range of housing types may be included in a development project, some of which may be as low as 10 units per acre, provided the total project meets the minimum density standard. Up to 100 square feet of commercial space such as retail, restaurant, office, and personal services are permitted per residential unit.

Residential units should be at least 300 feet away from rail and freeway rights-of-way, or should incorporate construction measures that mitigate noise and air emission impacts. Retail, restaurants, commercial services, and offices are allowed on the ground floor and second floor, particularly on pedestrian retail streets and adjacent to Office TOD designations. Low intensity stand-alone retail or restaurant uses with surface parking are not permitted. Fee parking in surface parking lots is not permitted as a primary use.

- *Minimum housing density:* 20 acres per gross acre
- *Maximum housing density:* 40 units per gross acre

4.4.1.2 Commercial Land Use

Designations. The General Plan land use map identifies two commercial land use designations, which, along with commercial development within Focus Areas, will provide a broad range of retail and commercial services for existing and future residents and businesses. Permitted maximum land use

FAR of 0.5 permits ½ square foot of building area for each square foot of land within the development site.

intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements.

Convenience Commercial. This designation is used to include small-scale retail and service uses on small commercial lots, generally ranging up to one to four acres in size. Total gross leasable area within Convenience Commercial areas typically ranges from about 10,000 to 40,000 square feet. Typical uses may include convenience markets, limited personal services, service stations, and commercial services. This designation is often located on arterial or collector roadway intersections in otherwise residential neighborhoods and, thus, requires that adequate surface parking be included to ensure against any potential circulation difficulties affecting adjacent residences. Design features need to be included in these centers to ensure that convenience commercial developments are visually compatible with and complementary to adjacent and nearby residential and other less intensive uses. The type and function of uses in convenience commercial areas are generally neighborhood serving, and need to be carefully examined to ensure compatibility with nearby uses. This land use designation may also be applied to small freestanding commercial uses in the older portions of Antioch.

While some areas may be designated on the Land Use Plan for Convenience Commercial use, this does not preclude small freestanding commercial uses from being zoned for such a use provided the above parameters are adhered to through adopted performance standards. Such a rezoning would be considered to be consistent with the General Plan, and not require a General Plan amendment.

- *Appropriate Land Use Types:* See Table 4.A

- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.4 for new development within centers, and 0.6 FAR for small, freestanding uses.

Neighborhood/Community Commercial.

The intent of the General Plan is to service residential areas in an efficient manner by avoiding the creation of new strip commercial areas. Toward this end, the General Plan designates major commercial nodes of activity based on the need to serve defined neighborhood and community areas. Each area designated Neighborhood/Community Commercial would typically represent an integrated shopping center or an aggregate of parcels around an intersection, which create an identifiable commercial center or area.

The common denominator within this designation is that each neighborhood commercial node will have sufficient acreage to meet the commercial needs of one or more neighborhoods. A neighborhood center typically ranges from 30,000 - 100,000 square feet of floor area on about 3 to 12 acres, anchored by a major supermarket and/or-drug store. A community center may range from 100,000 to 250,000 square feet on 10 to 20 acres or more, and be anchored by a major retailer. Because of its size, a neighborhood center would typically locate at the intersection of a collector and an arterial. A community center is more likely to be found at major arterial intersections.

Typical spacing between community centers should be approximately 1.5 to 3.0 miles, with approximately one mile between neighborhood centers. Exact spacing depends on the nature and density of nearby development, and on the location of major roadways.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.4.

Regional Commercial. The primary purpose of areas designated "Regional Commercial" on the General Plan land use map is to provide

areas for large-scale retail commercial development and supporting uses. Regional commercial areas typically serve a large population base, with a market area as large as 8 to 20 miles or more. Typically, regional commercial areas have freeway visibility, or are located along major arterials, and linked directly to a freeway. Regional commercial areas typically encompass an integrated shopping center of 30 to 50 acres or more, and may also combine surrounding freestanding commercial uses and smaller neighborhood or community centers into a single large-scale shopping district.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50 (1.0 within the existing Somersville Towne Center site)

Somersville Road/Western Antioch Commercial Focus Area-Commercial.

Areas designated **Western Antioch Commercial Focus Area/Commercial** Somersville Road Commercial represent an important gateway into the community and Rivertown area. This land use designation is limited to the **Western Antioch Commercial Focus Area/Commercial** Somersville Road Corridor Focus Area (see Figure 4.3). The primary purpose of **Western Antioch Commercial Focus Area/Commercial** Somersville Road Commercial is to provide an appropriate mix of uses for this specific corridor.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50.

Community Retail. This classification is intended to facilitate the development of a community commercial center with highway frontage. The site shall be at least 10 acres and shall be developed with a maximum FAR of 0.30. This site may share parking with the adjacent office or Town Center Mixed Use development.

- *Maximum allowable development intensity:* FAR of 0.3:

Town Center Mixed Use. This classification is intended to provide for an integrated mix of high-intensity uses in the area surrounding the potential second eBART station near Phillips Lane. Residential, commercial, employment, entertainment, and hospitality uses are permitted. Both horizontal mixed-use and vertical mixed-use projects are appropriate in this area. Retail, restaurant, and services uses are to be located on the ground floor in the pedestrian Town Center. Office space or residential space may be on upper floors. Development is to be high-density to support pedestrian and bicycle use, and shall provide easy pedestrian access to the potential transit station. The maximum floor area ratio (FAR) allowed is 1.0.

Residential densities may range from a minimum of 6 to a maximum of 25 units per gross acre (calculated based on the entire Town Center Mixed Use area). A range of housing types may be included in a development project, some of which may be as high as 50 units per acre with City Council approval, provided the total project does not exceed the maximum density standard. Residential units should be at least 300 feet away from rail and freeway rights-of-way, or should incorporate construction measures that mitigate noise and air emission impacts.

- *Maximum allowable development intensity:* FAR of 1.0.
- *Minimum housing density:* 6 units per gross acre.
- *Maximum housing density:* 25 units per gross acre.

Marina/Support Services. Areas designated Marina/Support Services are intended to encompass existing facilities located along the San Joaquin River within Rivertown and at the foot of the Route 160 freeway.

- *Appropriate Land Use Types:* See Table 4.A

- *Maximum allowable development intensity:* FAR of 0.50.

Mixed Use. The primary purpose of areas designated Mixed Use is to provide a different style of development than traditional neighborhoods, commercial, and employment areas that are physically separated from each other. Development within areas designated Mixed Use is to provide a variety of uses in an integrated manner within a single site. The specific mix of uses and development density are to be appropriate to the development site's particular location, access, size, and adjacent land uses. The intent is to create areas in which a mix of uses can come together to meet the community's housing, shopping, employment, and institutional needs through efficient patterns of land use. Within the Mixed Use designation, both "vertical mixed use" (various types of uses integrated within individual buildings, such as commercial on the ground floor with residential uses above) and "horizontal mixed use" (individual buildings housing different types of uses within an integrated site plan) are appropriate. .

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50

Mixed Use Medical Facility. The primary purpose of areas designated "Mixed Use Medical Facility" is to provide for development of a hospital and related facilities within the Sand Creek Focus Area. Within this designation, an integrated mix of office, residential, commercial, and employment-generating uses is appropriate. Both horizontal mixed use (different types of uses located in adjacent buildings) and vertical mixed use (different types of uses within the same building) are appropriate. Development is to be compatible with the primary use of this land use designation for practice of the medical arts.

- *Appropriate Land Use Types:* See Table 4.A.

- *Maximum allowable development intensity:* FAR of 1.0 (including areas devoted to residential use).
- *Anticipated Population per Acre:* Twenty (20) to twenty-five (25) persons per acre.

4.4.1.3 Employment-Generating Land Use Designations. The General Plan land use map and Focus Area policies identify six employment-generating land use designations, which will provide a broad range of employment opportunities for existing and future residents. Permitted maximum land use intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements. Achievement of this maximum is neither guaranteed nor implied by the General Plan. The final density of any particular commercial development is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

Office. The primary purpose of areas designated Office on the General Plan land use map is to provide areas for the establishment of park-like working environments for corporate, professional, and general administrative businesses; commercial services needed to support major business development; and retail facilities supporting office-based business operations. The office designation is intended to encourage the concentration of office uses near centers of commercial activity within the City, and to discourage isolated office buildings. Office developments may include low-rise garden office arrangements, or mid-rise structures, as appropriate to the project's specific location.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

~~**Office TOD.** This classification is intended to provide a compact office employment center close to the eBART station. The types of development envisioned in the office TOD land use classification are shown in the photos to the left. The maximum Floor Area Ratio (FAR) allowed is 1.0. A portion of the parking should be in parking decks or structures. Retail, restaurant, and commercial service uses that serve employees are permitted and encouraged on the ground floor. Low density, single-use retail or entertainment developments with surface parking are not permitted. Commercial parking in surface lots requires a conditional use permit (where it is a primary use, not associated with a development project).~~

- ~~*Maximum allowable development intensity:* FAR of 1.0.~~

Business Park. The primary purpose of lands designated Business Park on the General Plan land use map is to provide for light industrial, research and development, and office-based firms seeking an attractive and pleasant working environment and a prestigious location. Business Park areas are typically labor-intensive, meaning that the density of employment is higher than areas involving mostly manufacturing or warehouse uses. Business Park development may occur as a single use, a subdivision wherein individual entities own and operate their businesses, or as multi-tenant complexes.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

Light Industrial. Areas designated Light Industrial are intended for industrial uses compatible with a location in closer proximity to residential development than General or Rail-Served industrial areas.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

Rail-Served Industrial. Areas designated Rail-Served Industrial are intended for industrial uses designed to take advantage of rail service. This designation is limited to the Eastern Employment Focus Area.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

General Industrial. Areas designated General Industrial are intended for a range of industrial businesses, including uses, which, for reasons of potential environmental effects are best segregated from other, more sensitive, land uses, such as residential neighborhoods.

Primary processing industries involving the mechanical or chemical transformation of raw materials or the blending of materials such as lubricating oils, plastics, and resins; and treatment and fabrication operations would generally be appropriate only within this designation. Industrial uses that may require massive structures outside of buildings, such as cranes or conveyer systems, or open air storage of large quantities of raw or semi-refined materials are also limited to this land use designation.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

4.4.1.4 Community and Public Land Use Designations. The General Plan land use map identifies two Community and Public land use designations, which are intended to provide for public and institutional activities, as well as for the preservation of open space. Antioch recognizes that the City might not have jurisdiction over certain public facilities, and that public entities might not be required

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to follow the City's development standards. In such cases, the City's land use policies, including maximum development intensity are intended as a guideline for the agency.

Public/Institutional. This category is used to designate public land and institutional uses, including public and private schools and colleges, public corporation yards, libraries, fire stations, police stations, water treatment facilities, animal shelters, public and private museums churches, and governmental offices.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.50.

Open Space. These land uses are of a basically open space nature, and include parks, as well as other open space areas. Certain open space areas, such as those that exist to protect sensitive environmental resources, might not be open to public use, while other lands may be owned and managed by private entities, and therefore not open to the general public. The most prevalent public open space uses are City and regional parks, as well as private open space areas within residential developments. It is intended that this designation be applied only to lands owned by public agencies or which are already programmed for acquisition.

The locations of existing and programmed neighborhood and community parks are in most cases specifically defined on the Land Use Map. In the case of a park whose acquisition has been programmed, the ultimate configuration of the park may be different from that which is shown on the General Plan land use map. In addition to public parks and open spaces, this category designates certain privately owned lands used for recreation and low-intensity, open space activities. Appropriate private sector uses in this category include cemeteries and land that is restricted to agricultural use. This designation also includes a higher intensity of uses that are of open space character. The range of allowable uses includes, but is not limited to, country clubs (excluding golf

course-oriented residential uses), golf courses, tennis clubs, driving ranges, equestrian centers, marinas, and other privately owned areas reserved for active recreational use.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* No FAR standard required.

4.4.2 Residential Land Uses

4.4.2.1 Residential Land Use Objective.

Provide a wide range of residential opportunities and dwelling unit types to meet the present and future needs of all socioeconomic groups.

4.4.2.2 Residential Land Use Policies. The following policies apply to land designated for residential uses on the General Plan land use map and by Focus Area policies.

- a. Within lands designated for residential use, permit the following non-residential uses:
 - Public elementary schools;
 - Parks, botanical gardens, and passive open space areas; and
 - Playgrounds and playing fields and active open space areas.
- b. Along the periphery of neighborhoods where traffic through the neighborhood can be minimized and adequate buffer areas along the common boundary with residential uses is provided, subject to development permits the following additional non-residential uses would be appropriate:
 - Churches and places of religious assembly;
 - Private elementary schools;
 - Public and private middle and high schools;
 - Day care centers.

Thus, these uses would be permitted along arterial and collector streets that are not intended to have single family residences fronting on them.

- c. Encourage larger neighborhood units to provide choices for residents as to the size and type of dwelling unit and lot, neighborhood design, density of development, community amenities, and form of ownership.
- d. Design new residential development with identifiable neighborhood units, with neighborhood shopping facilities, parks and recreational facilities, and schools provided as an integral component of neighborhood design.
 - *Streets.* Street design should route through traffic around, rather than through new neighborhoods. Neighborhood streets should be quiet, safe, and amenable to bicycle and pedestrian use. Within new subdivisions, single-family residences should be fronted on short local streets, which should, in turn, feed onto local collectors, and then onto master planned roadways.
 - *Schools, Parks, and Recreation Areas.* Elementary schools, as well as parks and recreational areas should be contained as near the center of the neighborhood they are as is feasible.
 - *Neighborhood Commercial Areas.* Neighborhood commercial centers should be located at the periphery of residential neighborhoods, and be designed such that residents can gain vehicular, bicycle, and pedestrian access to the centers directly from the neighborhood.
 - *Connections.* Individual neighborhoods should be provided with pathways and open spaces connecting residences to school and recreational facilities, thereby facilitating pedestrian and bicycle access.
- *Neighborhood Character.* Residential neighborhoods should be designed to maintain a distinct character through the use of neighborhood signage, streetscapes, architectural styles and variations, natural topographic variations, and landscape buffers.
- e. Provide recognizable variations in front and side yard setbacks within single-family residential neighborhoods.
- f. To reduce architectural massing, orient the shortest and lowest side of a corner residential dwelling unit toward the side street.
- g. Within multi-family and small lot single-family developments, cluster residential buildings around open space and/or recreational features.
- h. In higher density project with tuck-under parking and/or opposing garages, avoid the monotony of long parking corridors by turning individual units and/or staggering and landscaping parking areas.
- i. Provide each unit of a multi-family development project with some unique elements to create a sense of place and identity.
 - Individual units within a project should be distinguishable from each other, and should have separate entrances and entry paths, where feasible.
 - The common space of each cluster of dwelling units should be designed to provide differences in size, dimensions, grading, and site furniture.
 - Every dwelling unit shall be provided with a usable private garden area, yard, patio, or balcony.

4.4.3 Commercial Land Uses

4.4.3.1 Commercial Land Use Objective.

Provide conveniently located, efficient, and attractive commercial areas to serve regional, community, and neighborhood functions and meet the retail and commercial needs of Antioch residents and businesses.

4.4.3.2 Commercial Land Use Policies.

The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

- a. Design commercial and office developments in such a manner as to complement and not conflict with adjacent residential uses, and provide these developments with safe and easy vehicular, pedestrian, and bicycle access.
- b. Orient commercial development toward pedestrian use.
 - Commercial buildings should provide a central place of main focus.
 - Buildings should be designed and sited so as to present a human-scale environment, including identifiable pedestrian spaces, seating areas and courtyards.
 - Uses within pedestrian spaces should contribute to a varied and lively streetscape.
 - Buildings facing pedestrian ways and plazas should incorporate design features that provide visual interest at the street level.
- c. Building setbacks along major streets should be varied to create plaza-like areas, which attract pedestrians whenever possible.
- d. Provide for reciprocal access, where feasible, between commercial and office parcels along commercial corridors to minimize the number of drive entries, reduce traffic along commercial boulevards, and provide an orderly streetscape.
- e. Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.
- e.f. The City should consider high density residential projects within commercial land use areas in order to address housing needs and support local businesses. Any such residential projects are subject to the

standards for High Density Residential, the City's Design Guidelines, and may not generate traffic or air quality impacts that exceed a comparable commercial development on the property.

4.4.4 Employment - Generating Land Uses**4.4.4.1 Employment-Generating Land Use**

Objective. Provide a mix of employment-generating uses supporting a sound and diversified economic base and ample employment opportunities for the citizens of Antioch through a well-defined pattern of manufacturing, warehousing and distribution, professional services, and office-based uses.

4.4.4.2 Employment-Generating Land Use

Policies. The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

- a. Focus the use of employment-generating lands on high value and high employment-generating uses (e.g., office environments, manufacturing and assembly).
- b. Provide for an appropriate mix of uses within employment-generating lands, including commercial and commercial service uses.
- c. Take advantage of existing rail facilities within the community by permitting the development of rail-served industrial uses.
- d. Ensure appropriate separation and buffering of manufacturing and industrial uses from residential land uses.
- e. All manufacturing and industrial uses shall be adequately screened to reduce glare, noise, dust, and vibrations.
- f. Office uses shall comply with the design policies set forth for commercial uses landscape (see Community Image and Design Element).
- g. Business park and office environments should blend well-designed and functional buildings with landscape (see Community Design Image and Element).

4.4.5 Community and Public Land Uses

4.4.5.1 Community and Public Land Use Objective. Maintain an adequate inventory of lands for the conduct of public, quasi-public, and institutional activities, including protection of areas needed for future public, quasi-public, and institutional facilities.

4.4.5.2 Community and Public Land Use Policies. The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

The development and design of public office developments should comply with the General Plan provisions for commercial and office development.

- a. Maintain appropriate locations for the conduct of public business and the operation of institutional uses within the community (See also policies 4.4.2.2 a and b).
- b. Within areas designated Open Space, permit only such uses as are consistent with the provision of public and private recreation (active and passive), protection of public safety, managed production of resources, and preservation of significant environmental resources.
- c. Incorporate significant existing natural resources into the design of new projects, rather than removing them.
- d. When public or private natural or recreational open space is provided as part of a development project, amend the General Plan land use map to reflect the permanent provision of this open space. Alternatively, permanent open space protections in the form of easements, deed restrictions, or acquisition of development rights may be provided.

4.4.6 Focused Planning Areas

Ten areas within the Antioch General Plan study area have been identified for focused policy analysis and direction. The purpose of

these “Focus Areas” is to provide policy direction specific to each area, including appropriate land use types and development intensity, based upon analysis of the particular opportunities and constraints affecting each area.

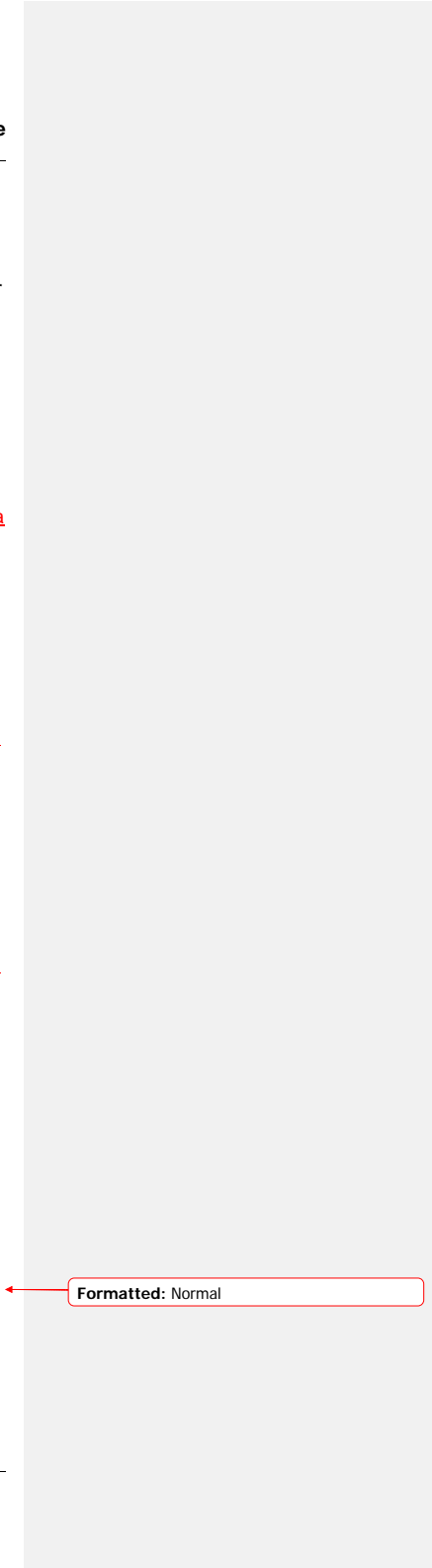
4.4.6.1 Rivertown/Urban Waterfront/Downtown Specific Plan Focus Area.

The Rivertown/Urban Waterfront Focus Area has been repealed and replaced with the Downtown Specific Plan. Please refer to this adopted Plan for all policies related to the area shown on Figure 4-2.

~~The Rivertown/Urban Waterfront Focus Area is located in the northwestern portion of the General Plan study area, encompassing 963 acres. Antioch’s downtown area—known as “Rivertown”—is located at the center of this Focus Area. South of Rivertown are older residential areas, with a mix of small commercial uses. These residential areas are concentrated immediately adjacent to Rivertown and along 10th Street. A mix of attached residential dwelling units is located between Rivertown and 10th Street. To the west of Rivertown are older heavy industrial uses, a business park, and a large open land area between the San Joaquin River and the Pittsburg-Antioch Highway, encompassing the Dow Wetlands and other vacant lands. Along the eastern edge of this Focus area and to the east are heavy industrial uses along the river.~~

~~**a. Purpose and Primary Issues.** Rivertown and the Antioch waterfront contain a wide variety of features, conditions, and issues encompassing both new facilities, such as the City’s central police facility and deteriorating sites such as the Rodgers Point boat launch; areas with an array of conflicts, problems, as well as areas with substantial potential opportunities. These conflicts, problems, and opportunities are described below.~~

~~• While Rivertown does not suffer the degree of decay found in some suburban downtown areas, neither does it enjoy the vitality its location along the river within a growing community would seem to be able to command. Antioch has made significant~~



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investments in Rivertown, including streetscape improvements, special lighting, and street sign monuments. Investments have also been made in the municipal marina and adjacent park site, river lookouts, and the extension of "A" Street into the downtown area.

- The waterfront between "I" Street and "F" Street is adjacent to the heart of historic downtown, including most of the remaining commercial buildings, which orient primarily to Second Street and G Street. A key need in this area is to recreate Rivertown's physical and economic link that once existed with the waterfront, which is still its major asset. Whereas the former heavy industrial uses along the riverfront were Antioch's major employment base, re-integrating the waterfront with Antioch's economic vitality will require a new land use focus. To accomplish this requires there be sufficient amenities on the waterfront, and enough "critical mass" in terms of restaurants, specialty retail, services, recreation, and other attractions to bring local resident and visitor trade to the waterfront and downtown area. The visual relationship of waterfront improvements to downtown would be improved by concentrating waterfront development and focusing on some of Rivertown's key physical features.

- To emphasize historical Rivertown, a traditional town square with a large gazebo could be developed within the area. The town square, which ideally, would be along the river or have a view of the river, could be the site for summer concerts. Development of recreational facilities, such as bocce ball or lawn bowling courts, could also assist in enhancing downtown activities.

- Past market evaluations for marina developments have concluded that Antioch has a market for waterfront amenities from local and regional residents.

- The San Joaquin River, along with views of the river and the potential for a riverfront trail, provide Antioch with its greatest opportunity for revitalizing Rivertown, and creating a citywide activity center. Antioch's downtown area sits on a bluff higher than the railroad embankment and the San Joaquin River normal high water mark. This elevation difference provides for dramatic views of the river and the opposite shore. However, there

is a need to replace some buildings close to the river and refurbish the rear of others that tend to face south toward First or Second Street, turning their backs to the riverfront. In the future, it will be important to reorient buildings[‡] and provide views toward the river.

- The scale of Rivertown buildings in the vicinity of the waterfront provides the opportunity for mixed-use development. Such development could take the form of multi-story, attached housing or mixed-use buildings with commercial uses on the ground floor and residential uses on upper floors.

- Antioch's location along the San Joaquin River, along with the existing of deep water access to the shoreline, provides an opportunity for establishing waterborne transit service.

- The General Plan objective of having continuous shoreline access is hampered in places where there is virtually no land outside the railroad right-of-way for such access. To provide a shoreline trail in these areas with appropriate resting and viewing locations and sufficient clearance for service and emergency vehicle access, it would be necessary to fill or bridge over the water. Such construction is expensive, potentially reduces wetland habitat values, and may require mitigation by restoration or wetland areas in other areas.

- The waterfront area east of "E" Street has been identified as a prime wildlife habitat. Federal law limits the development potential of such areas, and permits the loss of wetland habitat only occur if it is replaced elsewhere, often at a 2:1 or 3:1 ratio. There is, unfortunately, a limited opportunity to provide such mitigation.

- In some areas, the shoreline extends south of the railroad, requiring crossings. Currently, access from downtown to Rodgers Point is via McElheny Road, a substandard road running along the bottom of the East Antioch Creek. The development potential of areas to the east, including Rodgers Point, the Fulton Shipyard site, and the former City sewage treatment plant site depend on

[‡] Where existing buildings cannot be re-oriented to provide views of the river, the riverfront side of the building should be refurbished to enhance views of the building from the riverfront, or the building should be replaced.

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establishing a suitable direct connection across the railroad tracks. This will require either an overcrossing or an undercrossing to replace the existing undercrossing, as new at-grade crossings are generally against the policies of the railroad and the Public Utilities Commission. It is a key General Plan objective for Rivertown to close or improve the existing McElheny Road crossing, and create all-weather access between the downtown and Rodgers Point.

- Rodgers Point is located entirely on the river side of the railroad, and is the only significant land area adjacent to the downtown area with this advantage. It is a natural promontory of land owned by the City. It has dramatic views of the river and of downtown, and is prominent from downtown. Although quite small, Rodgers Point has the potential to be a major focal point of community recreation and special events.

- The area between the "A" Street/6th Street intersection and the Fulton Shipyard has the potential for mixed-use development, including hotel uses, as well as higher density residential uses with views of the river. The setting of this area could facilitate a market for higher end multi-family development within Antioch.

- East of Rodgers Point is the City-owned boat launch, with a single concrete launch ramp, a pier which also supports a water uptake line for the municipal water supply, some tie-up berths for day cruisers, automobile and auto/trailer parking, and a boarded-up two-story structure. The current boat launch facility has a number of deficiencies, making it difficult for both launching and landing. While a municipal boat launch facility is needed, it is not necessary that the facility be maintained at its current location. Rodgers Point and the boat launch area have the potential for development of visitor serving uses (e.g., hotel, and restaurants) and office development if improved access is provided.

- The isolated location of the boat launch area has attracted loiterers who may discourage other users. Thus, improved access and revitalization of adjacent uses is needed if the boat launch is to be improved and maintained in its present location.

- The former Fulton Shipyard, with its deep water access, has the potential to serve as a marina or repair facility for larger recreational boats, or to provide a location for waterborne transit. Other areas that may be appropriate for waterborne transit include the Rivertown area, and heavy industrial areas located east of the Fulton Shipyard.

- Past parking studies have concluded that more infill development, including construction of some surface parking and parking structures, is needed to enhance the downtown area as a complete and functional shopping district. Past studies also concluded the proximity of the existing parking lots and addition of future parking structures would provide the opportunity to serve a modest reconstructed commercial waterfront. Thus, the General Plan proposes to modify parking standards within the downtown area to permit the use of offsite parking facilities to meet off-street parking requirements. This will also facilitate expanding the use of downtown buildings that have near 100 percent lot coverage, and cannot provide onsite parking.

- In providing downtown parking structures, it will be important to blend the design of these structures with the design of surrounding buildings. Provision of efficient and safe pedestrian and bicycle paths from the parking structures to uses within the downtown will also be needed.

- The residential area located south of downtown generally contains older homes and many senior citizens. Residents in this area typically have a lower income than in the newer portions of Antioch, and many dwellings are in some state of disrepair. A concentrated effort is needed to improve housing in this area. North of the fairgrounds, southwest of the downtown area⁴, development was planned on fill over marshlands. Soils in this area generally have a low load-bearing capacity, and development is limited to low density dwellings, which can be supported by area soils, or very high densities, where costs for constructing special foundations can be supported.

⁴ This area, known as "Proserville," is bounded by 6th Street, 10th Street, "O" Street, and "L" Street.

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• Currently, Rivertown is somewhat isolated from the balance of Antioch. The primary approaches to Rivertown from the SR-4 freeway consist of Somersville Road, "L" Street, "G" Street, and "A" Street. Only Somersville Road and "A" Street have full freeway interchanges. Current freeway improvement plans include closing the "G" Street interchange and providing "L" Street with a full interchange. Once a full interchange is provided, "L" Street will become a primary access route, via a four-lane roadway, improving the connection of Rivertown to the rest of Antioch.

• Access roads connecting Rivertown to the freeway run through older residential, commercial, and/or industrial areas, and do not present a high quality visual entry into the downtown. Somersville Road runs through older commercial and industrial areas, some of which are in need of revitalization (see discussion of the Somersville Road Corridor Focus Area). At the Somersville Road transition to Fourth Street, older heavy industrial uses, which are also in need of revitalization, are predominant.

• The extension of "A" Street from Sixth Street into the downtown area has improved access, and will have a positive effect on Rivertown's commercial potential. However, the residential and commercial uses along "A" Street north of the freeway are in need of revitalization. Focus Area policies set forth for the "A" Street and Somersville Road corridors will assist by enhancing entries into Rivertown.

• The Antioch Rivertown Business Association has embarked upon a major effort to inject new vitality into the downtown/waterfront business district. Recognizing that Rivertown must create and provide something special for visitors to the area, the Business Association and the City have developed a plan called "Rivertown Renaissance," which includes a number of projects focusing on arts, entertainment, and specialty businesses. The Renaissance Plan provides several initiatives to attract arts- and entertainment-related businesses, including co-op art studios, artist live-work studios, and special events, such as the annual Jamboree. Specialty businesses identified in the plan include galleries, boutiques, antique shops,

crafts-related businesses, restaurants and cafés, and professional offices.

• The development potential of waterfront areas is affected by the fragility of natural biological habitats (wetlands) along the river. To the west of Rivertown and the municipal marina, north of the BNSF rail line is a large area set aside to protect wetland habitat. Special care must be taken in developing projects adjacent to this area and along the waterfront to minimize or avoid impacts on wetland areas.

b. Policy Direction. The Rivertown area is intended to be a community-gathering place focused on the waterfront, providing specialty retail, restaurant, and office uses, as well as recreational activities along the riverfront. Emphasis within Rivertown will be on daytime and nighttime activities. Thus, in addition to retail uses, the City will work to attract restaurant, entertainment, and arts-related uses to Rivertown. Other activity areas, such as bocce ball courts and other active recreational uses are also desirable as a means of generating high levels of activity.

The General Plan intends the waterfront to be re-established as a major attraction for the downtown and the entire community by providing a range of activities for families and all age groups to enjoy public access and water-oriented recreation, waterfront commercial uses, RV camping, and environmental experiences. The downtown waterfront should serve as an extension of Rivertown commercial areas, and reflect its themes. To facilitate revitalization of the waterfront, improved boat launch facilities envisioned, along with establishment of dry boat storage and one or more recreational vehicle parks. Suitable locations for recreational vehicle parks include Fulton Shipyard Road, the City's former water treatment facility, and the existing industrial facility site on Fourth Street adjacent to the Municipal Marina. This older industrial facility could be redeveloped into a modern business park, with provision made for recreational vehicles adjacent to the marina.

The density of new development within the developed portions of the Rivertown/Urban Waterfront Focus Area may be increased as

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compared to existing development as a means of increasing use of the Rivertown area. These densities will be achieved by permitting three-story structures in limited areas, and providing public parking lots and/or structures as a means of reducing on-site parking requirements, and encouraging uses, such as residential, on the upper floor of commercial buildings.

Figure 4.2 identifies specific land use designations within the Rivertown/Urban Waterfront Focus Area. The following policies shall apply to development within this Focus Area:

a. The area designated "Dow Wetlands Preserve" on Figure 4.2 is intended to protect existing wetland resources, and is to remain in open space use.

b. Areas designated "Business Park" in Figure 4.2 shall comply with the provisions of the Business Park land use category (see Table 4.A).

c. The area designated "Marina" in Figure 4.2 shall comply with the provisions of the Marina/Support Services land use designation (see Table 4.A).

d. The area designated "Commercial" in Figure 4.2 represents the Rivertown core. Uses designated "Commercial" in Figure 4.2 shall comply with the provisions of the Neighborhood/Community Commercial land use designation (see Table 4.A).

Maximum development intensity: FAR of 1.50 for non-residential uses along the riverfront north of Second Street. Within the balance of the Focus Area, the maximum allowable FAR is 0.50 for non-residential uses and 1.0 for mixed-use buildings that provide residential use within the upper floors. Residential development shall provide public and private amenities, such as:

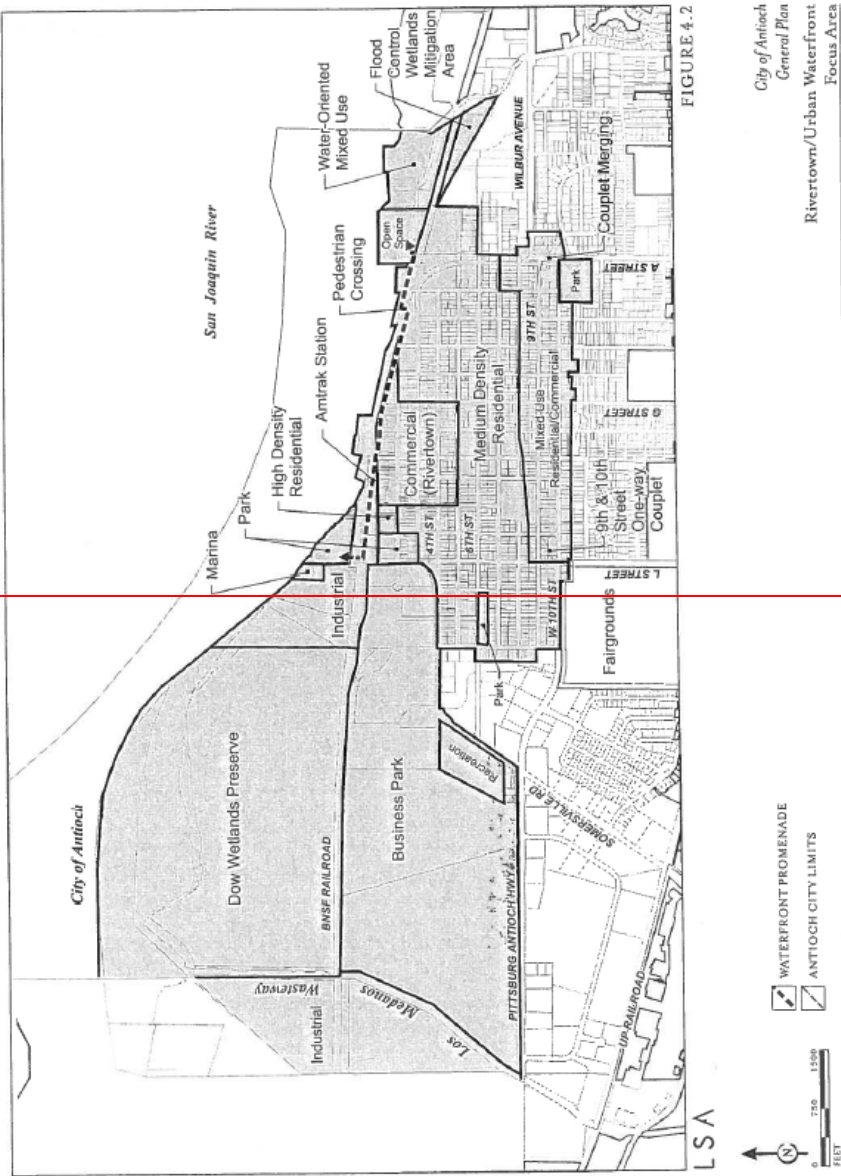
— building amenities, including retail arcades, public art, sculptured rooftops, atriums, day care, water features;

- pedestrian amenities, including sidewalk canopies and other overhead weather protection devices, streetscape enhancements;

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- landscaping, multiple building entrances, public restrooms;
 - *pedestrian movement*, such as sidewalk widening, through block connections, promenade extensions;
 - *housing and human services*, such as employment creation, job training, income-restricted housing for very low and low-income households;
 - *transportation improvements*, such as transit station access and private transportation services;
 - *cultural amenities*, such as performing arts facilities, art galleries, artist studios;
 - *preservation*, such as adaptive reuse of historic buildings; and
 - *planning objectives*, such as provision of uninterrupted retail frontage or creation of local resident population.
- e. Areas designated "Medium Density Residential" on Figure 4.2 shall comply with the provisions of the Medium Density Residential land use category (Section 4.4.1.1).
 - f. Areas designated "High Density Residential" on Figure 4.2 shall comply with the provisions of the Medium Density Residential land use category (see Section 4.4.1.1).
 - g. Areas designated "Mixed Use Residential/Commercial" as shown on Figure 4.2 may consist of a mix of the uses identified as appropriate for the High Density Residential designation (see Section 4.4.1.1) and the Convenience Commercial designation (see Section 4.4.1.2).
 - h. Areas designated "Open Space" on Figure 4.2 shall comply with the provisions of the Open Space designation (see Section 4.4.1.4).
 - i. The "Industrial" area identified in Figure 4.2 shall comply with the provisions of the General Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
 - j. The "Water-Oriented Mixed Use" area identified in Figure 4.2 is intended to facilitate the revitalization of Rodgers Point. Development within this land use category may comply with the provisions of the Business Park land use category described in Section 4.4.1.3 of the Land Use Element or the provisions of the Marina/Support Services or Community Commercial land use categories described in Section 4.4.1.2.
 - k. The "Flood/Control/Wetlands Mitigation Area," "Park," and "Recreation" designations identified in Figure 4.2 are intended to identify existing open space uses that are not anticipated to change. Uses within these areas shall comply with the provisions of the Open Space land use category described in Section 4.4.1.4 of the Land Use Element.
 - l. The central core of Rivertown is to be primarily retail in character, transitioning to office, commercial services, and neighborhood-serving retail at the periphery of Rivertown adjacent to the existing residential neighborhood. Within the core of Rivertown, buildings are to feature retail, restaurants, commercial services, and entertainment uses on the ground floor, with these uses, as well as residential and office uses permitted above the ground floor. The City will develop specific economic incentives for infill uses along First Street and at other locations close to, and visible from, the water as a means of re-establishing the downtown area's relationship to the river. In order to enhance the commercial vitality of the downtown area, municipal parking structures will be developed at key locations.
 - m. Adjacent to the downtown area along the waterfront, uses should be complemented by public access boardwalks, piers or promenades with fully developed landscaping, lighting, and site furniture. Appropriate uses include:

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- a limited number of marina berths
 - public access facilities and uses such as guest slips and moorings
 - Delta cruise/waterborne transit center
 - boat rentals
 - fishing excursion boat charter center
 - sporting goods shops specializing selling and/or renting water-oriented recreational equipment such as fishing tackle windsurfers, jet skis or kayaks
 - chandlery.
- n. All improvements within this Focus Area should be oriented to and accessible from downtown as much as possible, and be designed to support the historical architectural theme of downtown.
- o. Land uses surrounding the existing Amtrak stop should be designed to take advantage of the rail line's transportation and visitor-serving potential. Within the area adjacent to the existing Amtrak platform, higher density, transit-oriented development, including a mix of office, commercial, and residential uses is permitted.
- p. A continuous waterfront park will be developed. This park will incorporate a continuous system of multi-use public trails along the entire waterfront from the westerly City limits to the Rodgers Point/Fulton Shipyard area, as permitted by environmental and physical constraints.
- In order to protect existing wetland areas, including the Dow Wetlands Preserve, alignment of the public access will generally be along the south of the rail line.
-
- Where compatible with environmental conditions, rest stops, a "par course" and play structures should be provided.
- The desired minimum width of the linear park is 25 feet to accommodate an 8-foot wide path and landscape buffers. To increase the apparent width of this linear park, a boardwalk can be extended over the embankment along many stretches of the shoreline.
- q. Public access is to be provided along the entire length of the riverfront. Views of the river are an important resource, and need to be preserved.
- r. Adequate pedestrian and vehicular access from the first public street inland of the waterfront must be provided, along with a riverfront multi-use trail. The riverfront is an active area; public access and use along the riverfront is to be provided, wherever possible.
- s. The deteriorated and blighted condition of the City's existing waterfront environment should be rehabilitated to form an amenity of regional significance. Existing wetland areas north of the railroad are to be left unaltered, except for clean up of beached debris and potential removal of invasive plant species and reintroduction of native plant species.⁴
- t. The shore adjacent to the downtown area should be improved with an access road/path, bank top boardwalks, and landscaped areas (see above illustration).
- u. "Anchor" uses should be provided along the waterfront between "I" Street and "F" Street. Examples of such uses include:
- marina berths
 - restaurants
 - specialty shops (e.g., those specializing in retail sales and/or rental of water-oriented recreational equipment, such as windsurfers, jet skis, kayaks)
 - guest berths for boats

⁴ The restored wetland is anticipated to help provide needed wetland mitigation credit to offset the construction of other facilities along the waterfront.

- sport fishing and boat charter facilities
- cultural facilities

— These uses should be clustered to provide economic “critical mass,” and, along with the general ambience provided by the river and downtown, to attract visitors to the waterfront.

— v. — Public access boardwalks, piers or promenades, landscaping, decorative lighting, and site furniture should complement anchor uses. All the improvements should be oriented to and directly accessible from downtown as much as possible, and designed to support the historical architectural theme of downtown.

— w. — Near the extension of “C” Street, adjacent to the railroad trestle abutment, an overlook platform should be provided. At the overlook, a gazebo, tower or other special identity structure should be provided, both to act as a symbolic milestone destination for this length of shoreline trail and also to act as a focal point from downtown. Steps and a ramp should be provided to lead down from this overlook structure to connect to a pedestrian undercrossing.

— x. — To maintain the strong economic and functional connection desired for the waterfront, provide improved direct access from downtown to Rodgers Point in a manner and at a location to be determined after the completion of engineering studies.⁴

— y. — Rodgers Point and the adjacent boat launch area should be developed as a multi-functional community gathering place to anchor the eastern terminus of the continuous waterfront park system. The objective is to create a waterfront area for family-oriented use, including both

private development and public open spaces:

z. — The revitalization and redevelopment of Rodgers Point should include improved boat launch facilities, unless provision is made to provide a municipal boat launch at a different location in the community. Along with improved boat launch facilities, opportunities should be provided for the establishment of privately operated stackable dry boat storage.

aa. — Prior to or concurrent with approvals of any development applications at Rodgers Point, a Master Plan for the area shall be prepared and approved by the City. The Master Plan shall provide detailed guidance for environmental review, project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements.

bb. — “Anchor” commercial facilities such as restaurants or lodging/visitor services should be developed at Rodgers Point as part of the area’s revitalization.

cc. — The distinctive streetscape existing within the downtown area should be expanded to encompass the all of the commercial and residential portions of the Rivertown/Urban Waterfront Focus Area. Entry monumentation, including signage, special landscaping, and, potentially, an overhead structure spanning the street, should be placed at the following locations:

- Fourth Street at “L” Street
- “L” Street at 10th Street
- “A” Street at 6th Street
- 10th Street at “L” Street.

4.4.6.2 Somersville Road Corridor/Western Antioch Commercial Focus Area. This Focus Area encompasses the commercial areas along Somersville RoadAuto Center Drive from SR-4 north to Fourth Street, as well

⁴— This access would, at a minimum, provide a low flow crossing. Providing an all-weather undercrossing would be an expensive project.

as the commercial areas south of the freeway along Somersville Road, up to and including the Chevron property Somersville Towne Center. The General Plan intends that existing auto dealerships be retained and revitalized along Somersville Road Auto Center Drive. If the existing dealers ultimately decide to relocate from Somersville Road Auto Center Drive, the City should work with the dealers to secure alternative locations within the City of Antioch. Potential alternative locations include the Regional Commercial area within the East Lone Tree Specific Plan Focus Area, and between SR 4 and the railroad in the Hillcrest Station Area.

a. Purpose and Issues. The Autor Center Drive/Somersville Road corridor is one of Antioch's primary sales tax generators, encompassing automobile dealerships, the Somersville Towne Center mall, and other retail businesses. Uses along this corridor are aging, and in need of improvement. In addition, the Somersville Road interchange is heavily congested. Interchange capacity will be increased as part of improvements for SR-4. Interchange improvements could impact adjacent existing hotel uses.

- Automobile dealerships exist along Somersville Road Auto Center Drive. The City has worked in the past to improve the design of Somersville Road Auto Center Drive, and to assist existing dealerships to modernize their facilities. Relocating the dealerships to another location within Antioch could reduce the amount of land available for industrial use, and may or may not be desirable for the dealerships. The dealerships have generated a customer base in their present location, though they do not have freeway visibility.
- South of the freeway is Somersville Towne Center, formerly known as County East Mall. The center was an open air complex, and was enclosed in the 1970s. The mall has not provided the level of retailers, mix of uses (e.g., restaurants), or design interest that could be supported by the community. In addition, vehicular access to the mall from Somersville Road is difficult due to limited parking. Pedestrian entry along the easterly side of the mall is awkward due to the presence of commercial uses with access directly from the parking lot.

ward due to the presence of commercial uses with access directly from the parking lot.

There have been discussions in the past regarding adding another anchor tenant. However, the present design of the mall, with a series of tenants having their entries open to the parking lot along Somersville Road, limits simple design solutions. As a result, there have been suggestions that the mall be revitalized as a mixed-use specialty retail, entertainment, office, and residential project.

- The Focus Area's commercial uses are auto-oriented, and its general character is that of a typical older suburban community. Improvements to signage, street-scapes, and building façades are needed throughout the developed portion of this Focus Area, along with improved pedestrian linkages in the mall area.
- At the southern end of this Focus Area is the Chevron property, which is a 193-acre relatively flat, vacant parcel south of Buchanan Road. It is expected to be annexed by the City of Pittsburg and developed into a residential community. These new residents will contribute to the future financial stability of this commercial Focus Area. It is an unincorporated island surrounded by the cities of Antioch and Pittsburg, and is within Antioch's sphere of influence. The site has been extensively disturbed as the result of its previous use as an oil storage facility. With the extension of James Donlon Road, the Chevron property will become an important gateway into west Antioch.

b. Policy Direction. Efforts should be continued to keep existing automobile dealerships in their present locations, and to upgrade their facilities. Somersville Towne Center should be improved and expanded into a cohesive mixed-use retail, retail, entertainment, and/or residential center. Pedestrian and other urban design improvements need to be provided to increase linkages between the mall and adjacent uses. Special effort should be undertaken to improve access to the mall site

from Somersville Road, and to improve the distribution of parking around the mall.

The following policies apply to the ~~Somersville Road Corridor~~ Western Antioch Commercial Focus Area.

- a. Areas designated "*Commercial*" on Figure 4.3 shall comply with the provisions of the ~~Somersville Road~~ Western Antioch Commercial land use category (see Table 4.A).
- b. Areas designated "*Regional Commercial*" on Figure 4.3 shall comply with the provisions of the Regional Commercial land use category (see Table 4.A).
- c. Areas designated "*High Density Residential*" in Figure 4.3 shall comply with the provisions of the High Density Residential land use category (see Table 4.A).

Expansion of Somersville Towne Center is encouraged, including new and expanded retail, particularly addition of new anchor tenants (department stores), higher end specialty retail, and sit-down restaurants. As shown in Figure 4.3, the General Plan permits expansion of the mall to the west. Expansion of the mall could also occur vertically by adding a second story of

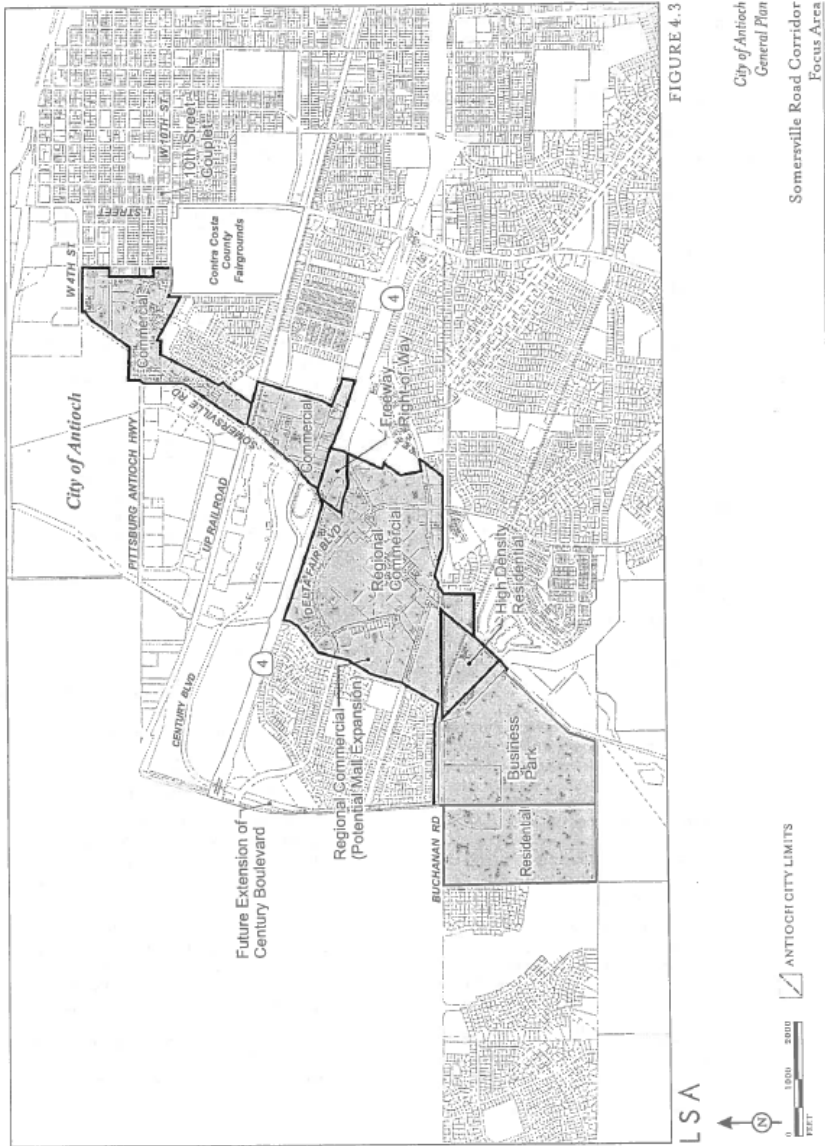


FIGURE 4-3

City of Antioch
General Plan
Somersville Road Corridor
Focus Area

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shops. Also permitted is the conversion of the existing mall into a mixed-use commercial, office, and residential complex. Revitalization of the mall into a mixed use concept could occur alongside expansion of the existing mall itself through development of multi-story office buildings, either free-standing or attached to the mall.

- d. ~~In cooperation with the City of Pittsburg, work to extend Century Boulevard to Buchanan Road as a two-lane arterial, with a connection to Los Medanos College.~~
- e. ~~The development of the "Chevron property," located on the west side of Somersville Road, south of Buchanan Road, shall comply with the following provisions:~~
- ~~— The primary land use intent for this site is a mix of low-rise business park and medium density residential housing products.~~
- ~~For illustrative purposes, Figure 4.3 shows the property divided into business park and residential portions. The specific development design of the site shall be determined through approval of a planned development for the site. A minimum of 40 percent of the site is to be devoted to business park and related commercial and open space uses.~~
- ~~— Business Park and related commercial uses shall front along the entire length of Somersville. Although it would be desirable to have business park and related commercial uses fronting along Buchanan Road at least as far west as the flood control channel, residential uses may front along Buchanan Road. The Business Park areas shall comply with the provisions of the Business Park land use category.~~
 - ~~— Development of the site should be heavily landscaped. Business park and related commercial uses should be one or two stories, and clustered in a park-like setting.~~

~~— A common design theme for business park and residential uses within the 193-acre site is to be provided, including compatible architectural, landscaping, and signage.~~

~~— Residential uses within the Chevron site may consist of a combination of small lot single family detached and multi-family development, and shall be consistent with the provisions of the Medium Density Residential land use category.~~

~~— Adequate separation shall be maintained between new office and multi-family uses and existing residential neighborhoods. If parking areas are located along the residential edge, sufficient noise mitigation shall be provided.~~

~~— As part of site development, a community gateway monument shall be provided, including distinctive signage and landscaping at the northwest corner of the site, expressing the theme of Antioch as "Gateway to the Delta." Such signage and monumentation must portray a high quality design image for the City.~~

~~— The City should work with the owner of the Chevron property to annex it into Antioch.~~

~~f.d. An urban design plan should be prepared for the entire Somersville Road-Western Antioch Commercial Focus Area Corridor. The design plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.~~

~~g.e. A façade improvement program should also be undertaken for existing commercial uses within this Focus Area, with assistance from the Antioch Redevelopment Agency.~~

4.4.6.3 Eastern Waterfront Employment Area. This Focus Area encompasses the industrial areas in the northeastern portion of the City and its General Plan study area, south

of the San Joaquin River, west of the SR-160 freeway. The Eastern Waterfront Employment Area is approximately 474.976 acres in size, and lies partly primarily within the City of Antioch and partly within unincorporated territory.

a. Purpose and Primary Issues. As a result of shifts in the national and regional economy, several of the heavy industrial uses located along the San Joaquin River have closed, or have significantly scaled back their operations. Thus, it is necessary to plan for revitalization of former heavy industrial lands along the river, including transition to other uses. This may include environmental clean up of brownfields resulting from years of heavy industrial use. To the east of Fulton Shipyard and south of the Antioch Dunes National Wildlife Refuge is the abandoned City Sewage treatment plant site. The development feasibility of this site may depend in part upon the clean up and improvement of nearby areas.

A large portion of this Focus Area, primarily north of Wilbur Avenue and the BNSF rail line, ~~is within was recently annexed into the City of Antioch, unincorporated territory, and would need to be annexed if Antioch is to have any control over future land use.~~ Portions of this area are rail-served, which provides opportunities for the development of new industrial uses with modern plants.

South of Wilbur Avenue, industrial areas border along existing residential neighborhoods. As a result, it will be necessary to provide appropriate transitions between existing residential neighborhoods and future industrial development.

The environmental sensitivity and fragility of the Antioch Dunes National Wildlife Refuge within the northwestern portion of this Focus area establishes the need to provide appropriate buffer areas for urban uses located adjacent to the Refuge.

The proximity of the western portion of this Focus Area to Rodgers Point provides an opportunity for development of a recreational vehicle campground. Such a use would be possible at the site of the City's former water treatment plant. This Focus Area's location along the riverfront also provides the

opportunity to extend the trail proposed for the [Rivertown-Downtown Specific Plan Focus Area](#) to the existing marina adjacent to the SR 160 freeway.

[The Northern Waterfront Economic Development Initiative is a multi-agency collaboration led by the County of Contra Costa to revitalize the areas adjacent to the San Joaquin River within Contra Costa County. The Initiative identifies Antioch's extensive industrial waterfront potential and provides guidance for regional efforts.](#)

b. Policy Direction. The primary function of this Focus Area is to provide employment opportunities, and to assist Antioch in achieving its goal of a balance between local housing and employment. [In addition, the Focus Area is intended to support and implement the outcomes of the Northern Waterfront Economic Development Initiative.](#) The majority of employment opportunities created within this area will continue to be industrial in character, will reflect lighter industrial uses than are now present. Generally, this Focus Area will feature a transition between larger industrial uses between Wilbur Avenue and the river to ~~rail-served industrial uses along the south side of Wilbur Avenue~~ to light industrial and business park uses to the south. The area within this Focus Area between East 18th Street on the south and the BNSF rail line on the north, Viera Avenue on the west and Drive-In Avenue on the east is also subject to the provisions of the East Eighteenth Street Specific Plan.

~~As previously noted, transit improvements are envisioned to include extension of BART to Antioch in the long-term with interim use of existing rail lines (eBART) to provide a transit connection to BART, along with commuter rail connections to the Tracy and Stockton areas. One of the primary locations being considered for establishment of a rail transit stop is along the BNSF rail line west of the Route 160 freeway. Should a rail transit stop be established at that location, there will be a significant opportunity for of a mixed-use, transit-oriented development, consisting of a high-density cluster of retail, office, and residential uses.~~

The following policies apply to the Eastern Waterfront Employment Focus Area.

-
- a. Areas designated "*Eastern Employment Business Park*" in Figure 4.4 are intended for employment-generating uses compatible with a location adjacent to residential neighborhoods as a transition from other industrial uses. Appropriate land use types are set forth in Table 4.A.
The maximum allowable intensity shall be an FAR of 0.55.
 - b. The "*Commercial*" area identified in Figure 4.4 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).

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- c. Areas designated “*Multi-Family Residential*” in Figure 4.4 shall comply with the provisions of the High Density Residential land use category (see Section 4.4.2.2 of the Land Use Element).
- d. The “General Industrial” area identified in Figure 4.4 shall comply with the provisions of the General Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- ~~e. The “*Rail-Served Industrial*” area identified in Figure 4.4 shall comply with the provisions of the Rail-Served Industrial land use category described in Section 4.4.1.3 of the Land Use Element.~~
- f. The “*Light Industrial*” area identified in Figure 4.4 shall comply with the provisions of the Light Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- g. The “*Regional Commercial*” area identified in Figure 4.4 shall comply with the provisions of the Regional Commercial land use category described in Section 4.4.1.2 of the Land Use Element.
- h. The “*Marina/Supporting Uses*” area identified in Figure 4.4 shall comply with the provisions of the Marina/Supporting Uses land use category described in Section 4.4.1.2 of the Land Use Element.
- i. The “*Open Space*” area identified in Figure 4.4 shall comply with the provisions of the Open Space land use category described in Section 4.4.1.4 of the Land Use Element.
- j. Work with property owners and the California Department of Toxic Substances Control to facilitate clean up of existing brownfields within the industrial properties between Wilbur Avenue and the San Joaquin River.
- k. If a rail transit stop can be established along the BNSF line west of the Route 160 freeway, development of a high-density cluster of retail, office, and residential uses adjacent to the proposed site would be appropriate. Such development could occur as an integrated, mixed-use project at densities as high as an FAR of 1.0 for non-residential uses and up to 35 units per acre for the residential portion of such mixed use development.
- As part of the development of sites adjacent to the freeway interchanges at Wilbur Avenue and East 18th Street, establish community gateway monumentation is to be provided, including distinctive signage and landscaping, expressing the theme of Antioch as “Gateway to the Delta.” Such signage and monumentation must portray a high quality design image for the City.
- l. As a condition of new development or redevelopment of properties along the San Joaquin River between Rodgers Point and the existing marina at the SR 160 freeway, ~~explore~~ requiring dedication and improvement of a riverfront trail and linear park.

4.4.6.4 Hillcrest Station Area Focus Area.
The SR-4/SR-160 Industrial Frontage Focus Area has been repealed and replaced with the Hillcrest Station Area Specific Plan. Please refer to this adopted Plan for all policies related to the area shown on Figure 4.5.

4.4.6.5 “A” Street Interchange. The “A” Street Interchange Focus Area encompasses ~~160.26~~119 acres of land along “A” Street from Worrel Road on the south to 10th Street and the Rivertown/Urban Waterfront Focus Area on the north. This Focus Area includes lands actually fronting on “A” Street, as well as additional adjacent properties.

a. Purpose and Primary Issues. “A” Street is located at the center of Antioch, and is an important gateway ~~to to the~~ Rivertown Area. The existing interchange has the opportunity to become the primary gateway into the Rivertown area, as well as into southeastern Antioch. Thus, revitalization of uses at the interchanges, as well as uses along the route into Rivertown is needed. Currently, “A” Street is a suburban commercial strip with some single-family residential fronting on the roadway north of SR-4 freeway. Many uses along “A” Street are deteriorating or have a typical suburban commercial strip design. Most commercial parcels are too shallow to allow for modern design, and existing residential uses fronting on “A” Street are in need of upgrade. Relatively high traffic volumes make it undesirable for single family residential uses to front along and take access from “A” Street. To facilitate revitalization of this corridor, it would be desirable to consolidate commercial parcels fronting on “A” Street, and increase their depth. By accomplishing this, new commercial centers with high quality architectural and site design could be developed, accommodating many of the same uses that are now present, but in a manner more befitting of the area’s central location within the City. It would also be desirable to relocate residents fronting along “A” Street to more suitable living environments.

Remaking the uses at the “A” Street Interchange will be costly, and relocation of residents can be traumatic and difficult. However, the potential benefits are substantial. At a minimum, urban design improvements, including undergrounding of utilities, building façade, and sign improvements are needed in the short-term. In the mid- to long-term (8 to 15 years), deepening of existing commercial

parcels and removal of existing residences fronting on “A” Street at the interchange appear to be appropriate.

b. Policy Direction. The General Plan envisions a cluster of commercial and office uses with high design quality, transforming the “A” Street corridor from a strip commercial area into a pedestrian-oriented village with well-designed retail and office uses. The A Street interchange along the SR 4 freeway needs to feature a major community gateway statement. “Signature” buildings (those having greater height and design detail than adjacent buildings) will be encouraged at key locations, including at all four quadrants of the freeway interchange, as well as the intersections of A Street with Texas Avenue, East Eighteenth Street, Tenth Street and Wilbur Avenue.

To accomplish this requires relocation of deteriorating residential uses from the “A” Street frontage, and increasing the depth of commercial/office uses to provide a more sensible development pattern.

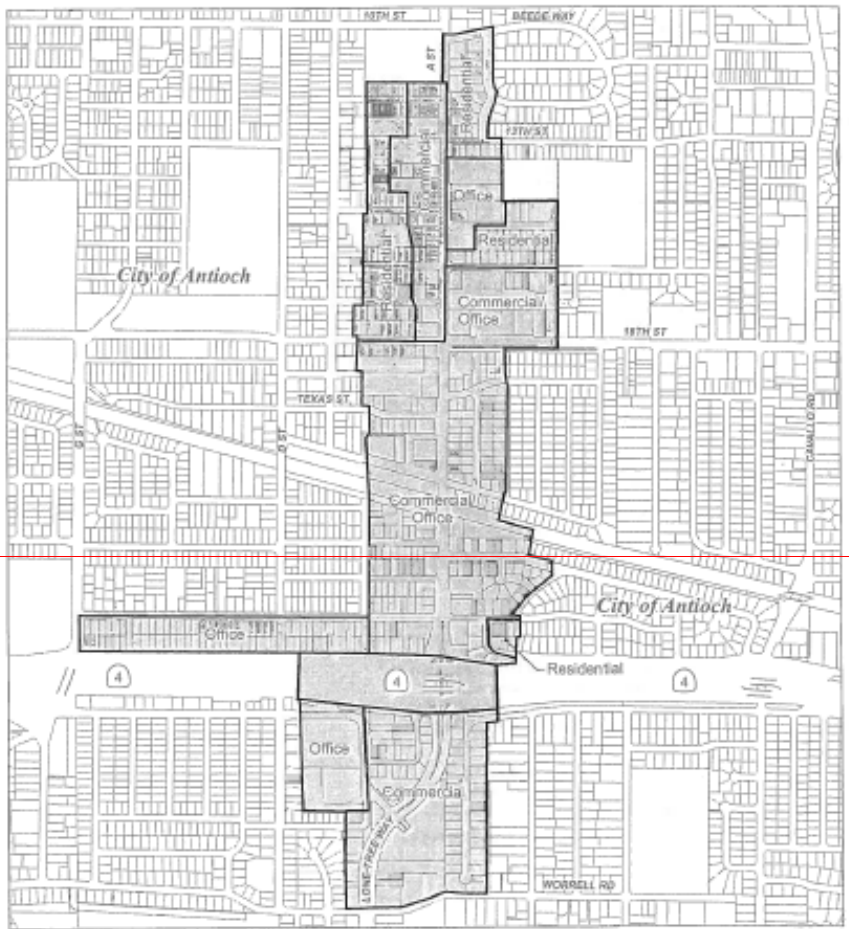
Transformation of the “A” Street corridor is intended to occur over a period of several years. Residents to be relocated as part of the revitalization effort will be afforded all of the protections and relocation benefits provided under State law.

The following policies apply to the “A” Street Interchange Focus Area.

- a. Areas designated “*Commercial*” in Figure 4.6 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).
- b. Areas designated “*Commercial/Office*” in Figure 4.6 shall comply with the provisions of the Neighborhood/Community Commercial Land Use designation (see Section 4.4.1.2). The land uses that are considered to be appropriate for areas designated “*Commercial/Office*” in Figure 4.6 are those identified for “A” Street Commercial/Office in Table 4.A.
- c. Areas designated “*Office*” in Figure 4.6 shall comply with the provisions of the Office Land Use designation (see Section

- 4.4.1.3). In addition to the uses identified as being appropriate within the Office designation, Religious Assembly uses would also be appropriate.
- d. Areas designated "*Residential*" in Figure 4.6 shall comply with the provisions of the Low Medium Density Residential Office Land Use designation (see Section 4.4.1.1).
 - e. An urban design plan should be prepared for this Focus Area. The plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.
 - f. A signage and façade improvement program should also be undertaken for commercial uses within this Focus Area.
 - g. To provide visual emphasis to specific locations, commercial and office buildings should be limited to two stories in height, except at the intersection of 18th Street, where three story structures with distinctive architecture ("signature buildings) are encouraged.
 - h. The City should, if feasible, expand Antioch Development Agency Project Area 1 or establish a new redevelopment project area for the "A" Street Interchange Focus Area. The primary purpose of such a redevelopment project would be to:
 - assist in the conversion of existing residential dwellings to commercial and office uses;
 - assist residents with relocation costs;

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LSA FIGURE 4.6

City of Antioch
General Plan
A Street Interchange Focus Area

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- i. assist area businesses in financing façade and sign improvements;
- j. assist in funding improvements within the public right-of-way (e.g., streetscape improvements, special paving at intersections, street furniture)
- k. facilitate the consolidation of parcels along "A" Street as a means of encouraging new, high quality, pedestrian-oriented commercial and office development.

4.4.6.6 Western Gateway. The Western Gateway Focus Area consists of approximately 43 acres, located at the western edge of the City, adjacent to the City of Pittsburg (Figure 4.7). The triangular Focus Area is bounded by the SR-4 freeway to the north, the Pittsburg city limits to the west, and an existing single-family residential neighborhood to the southeast. Delta Fair Boulevard runs through the center of Focus Area.

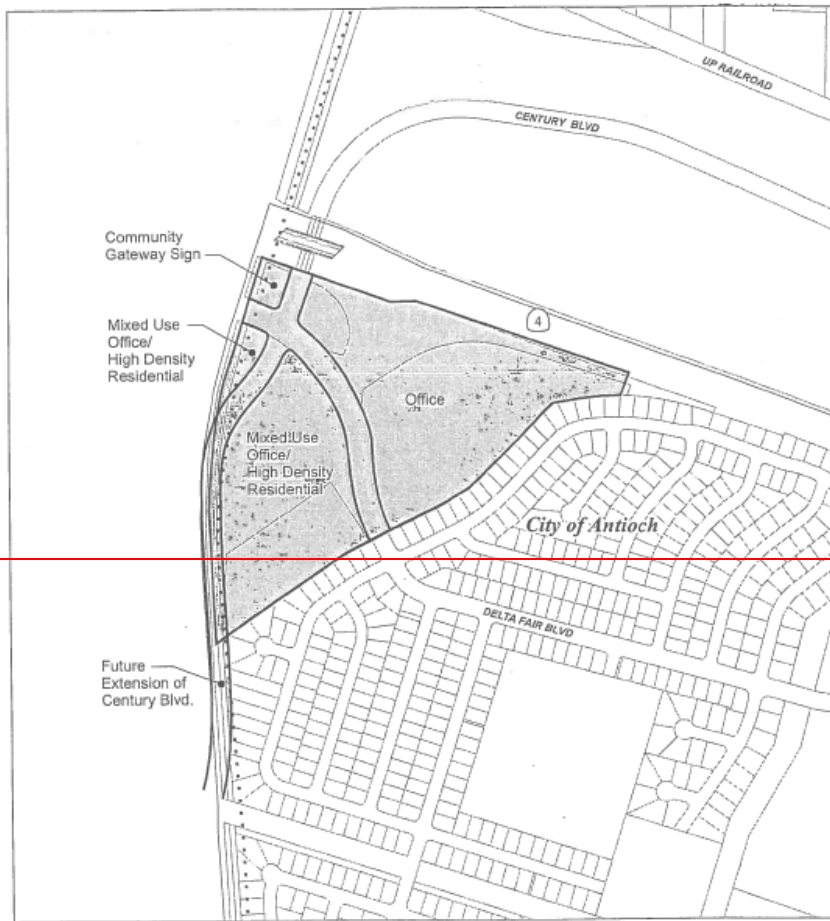
a. Purpose and Issues. The Western Gateway Focus Area is located at a key community entry. It is the first property in Antioch seen by eastbound travelers along the SR-4 freeway, and as such, will define Antioch's visual character for new visitors to the community. The Focus Area is partially developed. The County Social Services Department maintains offices along the south side of Delta Fair Boulevard. An existing transitional housing development is located adjacent to the County offices. Los Medanos College is located adjacent to the west side of the Focus Area, in Pittsburg. The Western Gateway Focus Area is connected to the Somersville Towne Center mall and regional commercial uses along Somersville Road by Delta Fair Boulevard, which traverses the residential neighborhoods between the two areas. Thus, even though there is a roadway connecting between the Western Gateway Focus Area and regional commercial uses along Somersville Road, the two areas do not have a functional linkage. ~~The recent E~~extension of Century Boulevard from the north ~~is proposed, providing~~ provided a roadway connection between this Focus Area

and commercial areas to the north of the SR-4 freeway in the City of Pittsburg.

Along the southeasterly side of this Focus Area are single-family dwellings. Thus, while the location of this Focus Area at a key entry to the community calls for dramatic architecture, perhaps with mid-rise buildings, there is also a need to maintain compatibility with the adjacent residential neighborhood.

b. Policy Direction. A community gateway monument and landscaping should be developed along the west side of the intersection of Delta Fair Boulevard and Century Boulevard. This monument should include modern community signage and appropriate landscaping. Development along the north side of Delta Fair Boulevard should consist of mid-rise office uses at the intersection of Delta Fair and Century boulevards, and potentially attached residential dwelling units adjacent to the existing neighborhood. ~~The area north of Delta Fair Boulevard may also be developed solely as an office park.~~
The following policies shall guide development of the Western Gateway Focus Area.

- a. The Western Gateway Focus Area is intended for office uses northwest of Delta Fair Boulevard, along with existing multi-family residential and public uses on the opposite side of the roadway.
- ~~b. Areas designated "Mixed Use Residential/Commercial" in Figure 4.7 may consist of a mix of the uses identified as appropriate for the High-Density Residential designation (see Section 4.4.1.1 for maximum allowable development intensity and appropriate land use types) and the Convenience Commercial designation (see Section 4.4.1.2 for maximum allowable development intensity and appropriate land use types).~~
- ~~e.~~b. Areas designated "Office" on Figure 4.7 shall comply with the provisions of the Office land use designation (see Section 4.4.1.3).



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City of Antioch
General Plan
Western Gateway Focus Area

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~~Future multifamily residential, if provided, is to be developed as part of a mixed-use office/residential development.~~

- ~~c. Areas designated "High Density Residential" on Figure 4.7 shall comply with the provision of the High Density Residential land use designation (See Section 4.4.1.3).~~
- ~~d. Because of the highly visible nature of the Focus Area, office development at the intersection of Delta Fair and Century boulevards should be mid-rise (three to five stories), and display high quality architecture.~~
- e-d. Adequate separation shall be maintained between new ~~office and~~ multi-family uses and existing residential neighborhoods. If parking areas are located along the residential edge, sufficient noise mitigation shall be provided.
- f.e. As part of the development of this Focus Area, community gateway monumentation is to be established at the northwest corner of Delta Fair and Century Boulevards, including distinctive signage and landscaping and expressing the theme of Antioch as "Gateway to the Delta." Such signage and monumentation must portray a high quality design image for the City.¹

4.4.6.7 Sand Creek. The Sand Creek Focus Area encompasses approximately 2,712 acres in the southern portion of the City of Antioch (Figure 4.8).

This Focus Area is bounded by existing residential neighborhoods to the north, Black Diamond Mines Regional Preserve to the west, the city limits to the south, and the City of Brentwood to the east. Empire Mine Road and Deer Valley Road run in a general north-south direction through the Focus Area, dividing it roughly into thirds.

a. Purpose and Primary Issues. The Sand Creek Focus Area combines two existing policy and planning areas identified in the previous General Plan: the southern portion of

"Focused Policy Area 18" and the entirety of Future Urban Area 1." Previous General Plan policy tied the timing of development within this Focus Area to progressive build out of the land immediately to the north (the area generally known as Southeast Antioch), and to agreement on an alignment for the SR-4 bypass.

Through the 1990s, build out of Southeast Antioch was largely completed, an alignment for the SR-4 bypass was selected, and financing for construction of the bypass was developed. As a result, the City stepped up its planning efforts for the Sand Creek Focus Area with area landowners. Because of the multiple ownerships within the Sand Creek Focus Area, detailed coordination of access and infrastructure, along with the establishment of workable financing mechanisms was necessary in addition to land use planning.

Sand Creek, as well as natural hillsides and canyons within the Sand Creek Focus Area, contain habitats for sensitive plant and animal species, as well as habitat linkages and movement corridors. Overall, the western portion of the Focus Area is more environmentally sensitive than the eastern portion in terms of steep topography, biological habitats and linkages, the existence of abandoned coal mines, and proximity to public open space at Black Diamond Mines Regional Preserve. The west end of the Sand Creek Focus Area serves as a linkage between two regionally significant blocks of grassland. Decades of urban and agricultural use have greatly reduced the width of this linkage, substantially increasing the ecological importance of the remaining linkage within the Sand Creek Focus Area. Land has been preserved in regional parks and permanent open space, primarily in extensive grassland to the immediate west and northwest, as well as south of the Sand Creek Focus Area. These preserves represent a significant investment of public resources, and are a valued public asset.

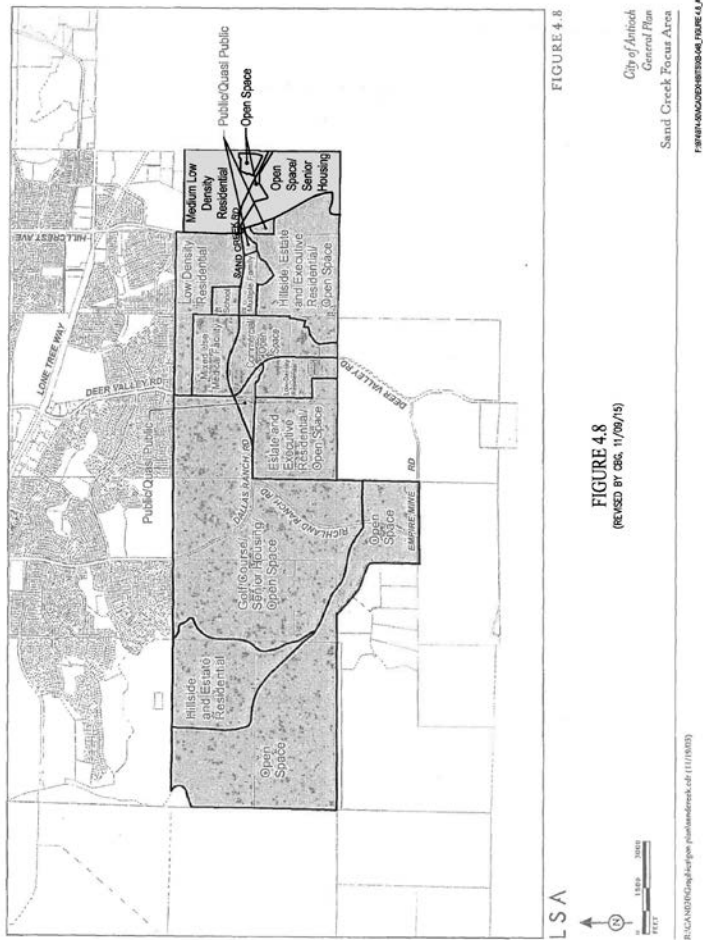
Stream and riparian communities occupy a small portion of the Focus Area, but are widely distributed. Because of their high biotic value, stream and riparian communities within the Focus Area are considered to be a sensitive

¹. See the Community Image and Design Element.

resource. The Focus Area also includes an oak woodland and savanna community, which,

because of its high wildlife value, is considered to be a sensitive resource.

Figure 4.8: Sand Creek



b. Policy Direction. The environmental sensitivity of portions of the Sand Creek Focus Area was recognized in the City's previous General Plan; however, policy direction was very general. As an example, the previous General Plan did not provide any indication of the maximum allowable development intensity for Future Urban Area 1. The previous General Plan also stated that while the area between Contra Loma Boulevard and Empire Mine Road was designated Estate Residential, "the actual density should be based on a development plan that ensures that the special characteristics of the area, including steep slopes, riparian habitat, and other environmental constraints, are accommodated."

The following policy discussion and policies for the Sand Creek Focus Area are intended to provide clear direction for the future development and environmental management of the area.

The Sand Creek Focus Area is intended to function as a large-scale planned community, providing needed housing and employment opportunities. This Focus Area is also intended to provide substantial employment opportunities. Up to approximately 280 acres are to be devoted to retail and employment-generating uses, which will result in the creation of up to 6,500 jobs at build out. Residential development within the Sand Creek Focus Area will provide for a range of housing types, including upper income estate housing, golf course-oriented age-restricted housing for seniors, suburban single-family detached housing for families or for seniors, and multifamily development.

The following policies apply to development within the Sand Creek Focus Area.

- a. Prior to or concurrent with approvals of any development applications other than major employment-generating uses (including, but not limited to a medical facility on the Kaiser property), a specific plan or alternative planning process as determined by the City Council, shall be prepared and approved for the Sand Creek Focus Area. Such specific plan or alternative planning process shall identify and provide for project for project-related land uses, financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements within the area proposed for development.
- b. Sand Creek Focus Area development shall make a substantial commitment to employment-generating uses. Up to 280 180 acres are to be devoted to employment-generating uses within the areas shown for Business Park and Commercial/Open Space, in addition to the area shown as Mixed Use Medical Facility. Appropriate primary land uses within employment-generating areas include:
 - Administrative and Professional Offices
 - Research and Development
 - Light Manufacturing and Assembly
 - Hospital and related medical uses
- c. Secondary, support and ancillary uses within employment-generating areas include:
 - Banks and Financial Services
 - Business Support Services
 - Eating and Drinking Establishments
 - Health Clubs and Spas
 - Lodging and Visitor Services
 - Storage and Distribution – Light
 - Civic Administration
 - Cultural Facilities
 - Day Care Centers
- d. The maximum development intensity for employment-generating lands shall be an overall FAR of 0.5.
- e. A maximum of 95 acres of retail commercial uses designed to service the local community may be developed within the areas shown for Commercial/Open Space,

- with a maximum overall development intensity of a 0.3 FAR.
- f. Up to 1.24 million square feet of retail commercial uses may be constructed. Within areas designated for retail use (areas shown for Commercial/Open Space), office development may be developed at a maximum FAR of 0.5.
 - g. Appropriate uses within the retail portions of this Focus Area include:
 - Administrative and Professional Offices
 - Automotive Uses
 - Banks and Financial Services
 - Business Support Services
 - Eating and Drinking Establishments
 - Food and Beverage Sales
 - General Merchandise
 - Health Clubs and Spas
 - Personal Services
 - Personal Instruction
 - Theaters
 - Civic Administration
 - Cultural Facilities
 - Day Care Centers
 - Residential development as part of a mixed-use medical facility
 - h. Commercial areas shall be designed as cohesive centers, and not in narrow corridors or commercial strips.
 - i. Each commercial center shall establish an identifiable architectural theme, including buildings, signage and landscaping.
 - j. Commercial and employment-generating developments shall be designed to accommodate public transit and non-motorized forms of transportation.
 - k. A maximum of 4,000 dwelling units may be constructed within the Sand Creek Focus Area. Appropriate density bonuses may be granted for development of age-restricted housing for seniors; however, such density bonuses may not exceed the total maximum of 4,000 dwelling units for the Sand Creek Focus Area.
 - l. It is recognized that although the ultimate development yield for the Focus Area may be no higher than the 4,000 dwelling unit maximum, the actual development yield is not guaranteed by the General Plan, and could be substantially lower. The actual residential development yield of the Sand Creek Focus Area will depend on the nature and severity of biological, geologic, and other environmental constraints present within the Focus Area, including, but not limited to constraints posed by slopes and abandoned mines present within portions of the Focus Area; on appropriate design responses to such constraints, and on General Plan policies. Such policies include, and but are not limited to, identification of appropriate residential development types, public services and facilities performance standards, environmental policies aimed at protection of natural topography and environmental resources, policies intended to protect public health and safety, and implementation of the Resource Management Plan called for in Policy "4.11," below.
 - m. As a means of expanding the range of housing choices available within Antioch, three types of "upscale" housing are to be provided, including Hillside Estate Housing, Executive Estate Housing, and Golf Course-Oriented Housing.

Hillside Estate Housing consists of residential development within the hilly portions of the Focus Area that are designated for residential development. Appropriate land use types include Large Lot Residential. Within these areas, typical flat land roadway standards may be modified (e.g., narrower street sections, slower design speeds) to minimize required grad-

ing. Mass grading would not be permitted within this residential type. Rough grading would be limited to streets and building pad areas. Residential densities within Hillside Estate Areas are to be limited to one dwelling unit per gross developable acre (1 du/ac), with typical lot sizes ranging upward from 20,000 square feet. The anticipated population density for this land use type is up to four persons per developed acre. Included in this category is custom home development, wherein semi-improved lots are sold to individuals for construction of custom homes. Approximately 20 percent of Hillside Estate Housing should be devoted to custom home sites.

Executive Estate Housing consists of large lot suburban subdivisions within the flatter portions of the Focus Area. Appropriate land use types include Large Lot Residential. Densities of Executive Housing areas would typically be 2 du/ac, with lot sizes ranging upward from 12,000 square feet. The anticipated population density for this land use type is up to eight persons per developed acre.

Golf Course-Oriented Housing consists of residential dwelling units fronting on a golf course to be constructed within the portion of the Focus Area identified as Golf Course/Senior Housing/Open Space in Figure 4.8. Appropriate land use types include Single Family Detached and Small Lot Single Family detached for lots fronting on the golf course. Maximum densities for golf course-oriented housing would typically be 4 du/ac, with lot sizes as small as 5,000 square feet for lots actually fronting on the golf course. Given the significant environmental topographic constraints in the portion of the focus area west of Empire Mine Road, the minimum lot size for executive estate housing within this area shall be a minimum of 10,000 square feet. This would allow additional development flexibility in situations where executive estate housing needs to be clustered in order to preserve existing natural features. In no case shall the 10,000 square foot minimum lot size constitute more than 20 percent of the

total number of executive estate housing units in the area west of Empire Mine Road. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses. Should the City determine as part of the development review process that development of a golf course within the area having this designation would be infeasible, provision of an alternative open space program may be permitted, provided, however, that the overall density of lands designated Golf Course/Senior Housing/Open Space not be greater than would have occurred with development of a golf course.

- n. Single-Family Detached housing within suburban-style subdivisions with lot sizes ranging from 7,000 square feet to 10,000 square feet may also be developed within the Sand Creek Focus Area within areas shown as Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses.
- o. Small Lot Single Family Detached housing at the Aviano planned development and at the Vineyards at Sand Creek planned development with lots smaller than 7,000 square feet may be developed in the Sand Creek Focus Area within areas shown as Medium Low Density Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is fourteen to eighteen persons per acre developed with residential uses.
- p. A total of 25 to 35 acres is to be reserved for multi-family housing to a maximum density of 20 du/ac. Areas devoted to multi-family housing should be located adjacent to the main transportation routes within the Focus Area, and in close proximity to retail commercial areas. The anticipated population density for this land use type is up to forty persons per acre developed with residential uses.

- q. Age-restricted senior housing should be developed within the Focus Area as a means of expanding the range of housing choice within Antioch, while reducing the Focus Area's overall traffic and school impacts. Such senior housing may consist of Single Family Detached, Small Lot Single Family Detached, of Multi-Family Attached Housing, and may be developed in any of the residential areas of the Sand Creek Focus Area. Within areas identified in Figure 4.8 specifically for senior housing, limited areas of non-senior housing may be permitted where environmental or topographic constraints would limit development densities to a range more compatible with estate housing than with senior housing.
- r. Areas identified as Public/Quasi Public and School in Figure 4.8 are intended to identify locations for new public and institutional uses to serve the future development of the Sand Creek Focus Area. Development within these areas is to be consistent with the provisions of the Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
- s. Sand Creek, ridgelines, hilltops, stands of oak trees, and significant landforms shall be preserved in their natural condition. Overall, a minimum of 25 percent of the Sand Creek Focus Area shall be preserved in open space, exclusive of lands developed for golf course use.
- t. Adequate buffer areas adjacent to the top of banks along Sand Creek to protect sensitive plant and amphibian habitats and water quality shall be provided. Adequate buffer areas shall also be provided along the edge of existing areas of permanently preserved open space adjacent to the Sand Creek Focus Area, including but not limited to the Black Diamond Mines Regional Park. Buffers established adjacent to existing open space areas shall be of an adequate width to minimize light/glare, noise, fire safety, public safety, habitat, public access impacts within the existing open space areas, consistent with the provisions of Section 10.5, Open Space Transitions and Buffers Policies of the General Plan.
- u. Because of the sensitivity of the habitat areas within the Sand Creek Focus Area, and to provide for mitigation of biological resources impacts on lands in natural open space, as well as for the long-term management of natural open space, a project-specific Resource Management Plan based on the Framework Resource Management Plan attached as Appendix A to this General Plan shall be prepared and approved prior to development of the Sand Creek Focus Area properties.
- v. A viable, continuous grassland corridor between Black Diamond Mines Regional Preserve and Cowell Ranch State Park shall be retained using linkages in the southwestern portion of the Lone Tree Valley (within the Sand Creek drainage area), Horse Valley, and the intervening ridge. The primary goal of preserving such a corridor is to allow for wildlife movement between Black Diamond Mines Regional Preserve and Cowell Ranch State Park. Completion of such a corridor is contingent upon the cooperation with the City of Brentwood and Contra Costa County, each of whom may have land use jurisdiction over portions of this corridor.
- To preserve this corridor and in view of other significant development constraints, certain lands in the southwestern portion of the Focus Area shall be designated as "Open Space," as depicted in Figure 4.8. Limited future adjustments to the boundaries of this "Open Space" area may occur as part of the Specific Plan and/or project level environmental

review processes, provided that such adjustments: (a) are consistent with the goals and policies outlined in the Framework for Resource Management set forth in Appendix A; (b) are based upon subsequently developed information and data relating to environmental conditions or public health and safety that is available at the Specific Plan stage, the project-level development plan stage, or during the permitting processes with federal, state or regional regulatory agencies; and (c) would not cause the "Open Space" area west of Empire Mine Road to be less than 65 percent of the total lands west of Empire Mine Road. Any open space and otherwise undeveloped areas west of Empire Mine Road that are within the area designated as "Hillside and Estate Residential" shall not count towards meeting this 65 percent minimum "Open Space" requirement.

- All areas designated as "Open Space" within the Focus Area may be utilized for mitigation for loss of grassland and other project-level impacts by projects within the Focus Area.
- Due to the varied and complex topography west of Empire Mine Road the exact boundary between the "Hillside Estate" residential area and "Estate" residential area shall be determined as part of the project-level entitlement process.
- It is anticipated that there will be only minor adjustments to the boundary between the open space area and the hillside and estate residential area shown in Figure 4.8. Minor adjustments may be made to this boundary provided that such adjustments shall not create islands of residential development within the area designated open space in Figure 4.8.
- In order to ensure adequate buffering of the Black Diamond Mines Regional Park from development in the Sand Creek Focus Area, no residential

development shall be allowed north of the Sand Creek channel between the area designated "Hillside and Estate Residential" in Figure 4.8 west of Empire Mine Road and the existing Black Diamond Mines Regional Park boundary.

- w. The construction of facilities necessary to ensure adequate public access across Sand Creek west of Empire Mine Road, including the bridging of Sand Creek, an appropriately sized parking lot and staging area, and any trails needed to ensure public access to Black Diamond Mines Regional Park shall be implemented as an infrastructure component of development in the Focus Area.
- x. To mitigate the impacts of habitat that will be lost to future development within the Focus Area, an appropriate amount of habitat shall be preserved on- or off-site per the compensatory provisions of the Framework Resource Management Plan prepared for the Sand Creek Focus Area (attached as Appendix A of the General Plan).
- y. Ponds, wetlands, and alkali grassland associated with upper Horse Creek shall be retained in natural open space, along with an appropriate buffer area to protect sensitive plant and amphibian habitats and water quality. If impacts on the Horse Creek stream and riparian downstream are unavoidable to accommodate infrastructure, appropriate compensatory mitigation shall be required off-site per the provisions of the Resource Management Plan attached as Appendix A to this General Plan.
- z. Chaparral, scrub, and rock outcrop community within the western portion of the Focus Area (west of Empire Mine Road), as well as adjacent grassland community that is suitable habitat for the Alameda whipsnake (*masticophis lateralis*)

- euryxanthus*) shall be retained in natural open space. Within other portions of the Focus Area, the chaparral, scrub, and rock outcrop shall be retained in natural open space contiguous to the required grassland linkage to function as a buffer and protect the grassland linkage south of the chaparral, scrub, and outcrop community.
- aa. Within the western portion of the Focus Area (west of Empire Mine Road), the oak woodland and savanna community shall be preserved in natural open space. Within other portions of the Focus Area, the oak woodland and savanna community shall be preserved in natural open space where it overlaps the rock outcrop community.
- bb. As appropriate and necessary to protect public health and safety, abandoned mines shall be included within required natural open space areas, along with appropriate buffer areas and measures to prevent unauthorized entry.
- cc. Mass grading within the steeper portions or the Focus Area (generally exceeding 25 percent slopes) is to be avoided.
- dd. Impacts of residential development on the Antioch Unified School District and Brentwood school districts will be mitigated pursuant to a developer agreement with the District.
- ee. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the Sand Creek Focus Area as an identifiable "community" distinct from Southeast Antioch.
- ff. The Sand Creek Focus Area is intended to be "transit-friendly," including appropriate provisions for public transit and non-motorized forms of transportation.
- gg. subject to its financial feasibility (see Policy "m"), a golf course shall be provided within the Focus Area, designed in such a way as to maximize frontage for residential dwellings. The golf course may also be designed to serve as a buffer between development and open space areas set aside to mitigate the impacts of development.
- The golf course shall be designed to retain the existing trail within Sand Creek.
- The golf course and Sand Creek corridor shall function as a visual amenity from the primary access road within the Focus Area (Dallas Ranch Road/Sand Creek Road). As part of the golf course clubhouse, banquet and conference facilities shall be provided.
- hh. A park program, providing active and passive recreational opportunities is to be provided. In addition to a golf course and preservation of natural open space within Sand Creek and the steeper portions of the Focus Area, the development shall meet the City's established park standards. A sports complex is to be developed.
- A sports complex is to be developed. The sports complex is intended to be located within the Flood Control District's detention basin.
- Neighborhood park facilities may be privately maintained for the exclusive use of project residents. The sports complex within the Sand Creek Detention Basin will be maintained by the City.
- ii. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the residential neighborhoods, as well as non-residential and recreational components of the community. Sand Creek Focus Area development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and moun-

tain biking. Trails along Sand Creek and Horse Valley Creek shall be designed so as to avoid impacting sensitive plant and

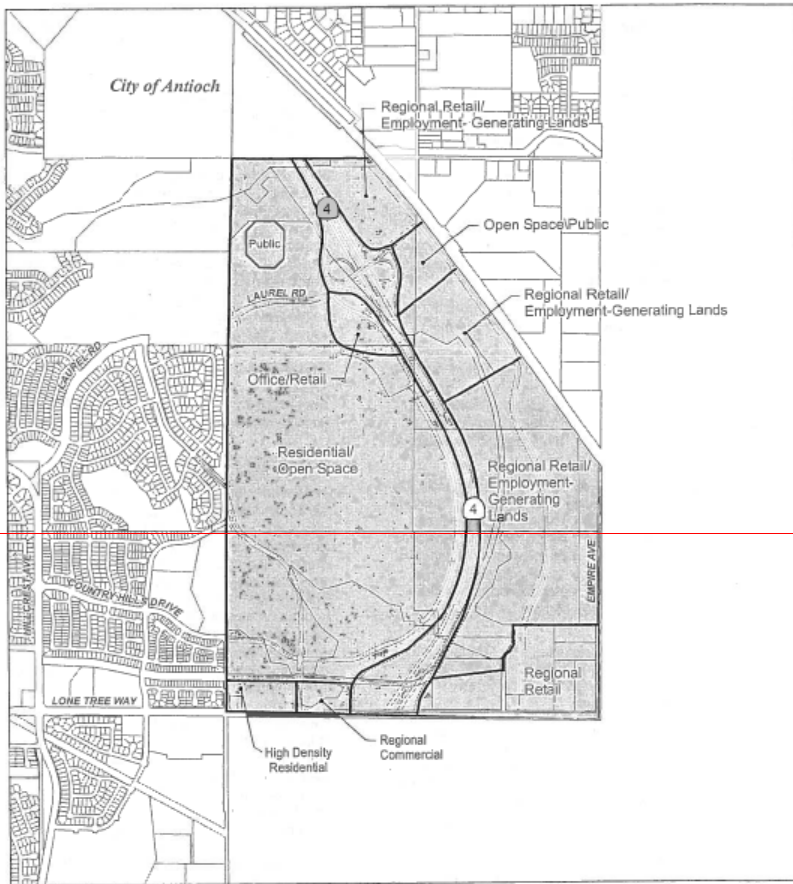
amphibian habitats, as well as water quality.

4.4.6.8 East Lone Tree Specific Plan Area.

The East Lone Tree Specific Plan Focus Area encompasses approximately ~~796~~-720 acres in the eastern portion of the City of Antioch. It is bounded by Lone Tree Way on the south, Empire Avenue and the Southern Pacific rail line on the east, the Contra Costa Canal on the north, and existing residential subdivisions on the west (Figure 4.9). The City's previous General Plan identified the East Lone Tree Specific Plan Area as "Future Urban Area 2." The alignment of the SR-4 bypass runs through the center of the Focus Area, with interchanges proposed at Lone Tree Way and at the extension of Laurel Road.

a. Purpose and Primary Issues. City General Plan policy has long held that the lands within the East Lone Tree Focus Area should be developed for employment-generating uses, with the majority of the area developed with suburban-type business parks, incorporating major office complexes and light industrial uses, all developed in accordance with high development standards. The SR-4 By-pass runs through the middle of the Focus area, along the base of rolling hills. The eastern portion of the area is relatively flat, while the western portion of the area consists of rolling hills.

The East Lone Tree Specific Plan was adopted by the City in May 1996. The Specific Plan supports long-standing General Plan goal of a new employment center by devoting the flat eastern portion of the Focus Area to employment-generating uses. At the heart of the employment center is a proposed retail nucleus of restaurants, shops, and service providers. The Specific Plan identifies the purpose of this retail nucleus as providing a "sense of vitality and urbanity to what is otherwise a low, spread-out campus of largely internalized workplaces." The Specific Plan also encourages a commuter rail station along the existing Southern Pacific rail line to link the proposed employment center with the proposed commuter rail system. The



LSA

FIGURE 4.9



City of Antioch
General Plan
East Lone Tree Focus Area

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commuter rail station proposed in the Specific Plan will actually be located to the east of the Specific Plan (see Figure 7.1).

The Specific Plan identifies three sites as being appropriate for regional retail development. A 30-acre site at the Lone Tree Way interchange along the SR-4 Bypass is reserved in the Specific Plan exclusively for regional retail use, while two other sites, encompassing 48 acres are identified for regional retail use, but may be used for employment-generating uses. These two sites are located at the Laurel Road interchange along the Bypass, and at the intersection of Lone Tree Way and Empire Road. The East Lone Tree Specific Plan dedicates the western portion of the area primarily to detached single-family development at a density of 4 to 6 units per acre. A system of open space, trails, and parks is planned throughout the residential portion of the area.

The East Lone Tree Specific Plan, with its frontage along the SR-4 Bypass, provides Antioch with substantial opportunities for expansion of the employment and retail bases. The 98 acres devoted to employment-generating uses in the Specific Plan could provide employment for up to 2,850 workers. An additional 2,275 jobs could be created within the 78 acres reserved by the Specific Plan for "Regional Focus Area Retail/Employment" uses, if that area were to be devoted to employment-generating use. Retail and service employment could be as high as 2,025.

b. Policy Direction. The East Lone Tree Specific Plan implements General Plan policies aimed at establishing Antioch as a balanced community, providing a broad range of employment and shopping opportunities for its residents. The eastern portion of the Focus Area, east of the SR-4 Bypass, is to be devoted to employment-generating and commercial land uses, while the area west of the Bypass will be devoted to residential and open space uses, with supporting neighborhood commercial development and public uses. The eastern portion of the Focus

Area was included by ABAG in its "Shaping Our Future" program¹.

Along with the provisions of the Specific Plan, the following land use policies shall apply.

- a. The maximum development intensity for the East Lone Tree Specific Plan area shall be as follows:
 - Single-Family Residential: 1,100 dwelling units, developed within the areas shown as "Residential/Open Space in Figure 4.9, subject to the provisions of the Low and/or Medium Low Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
 - Multi-Family Residential: 250 dwelling units, developed within the areas shown as "Residential/Open Space in Figure 4.9, subject to the provisions of the High Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
 - Commercial/Office: 1,135,000 square feet, developed within the areas shown as "Office/Retail," "Regional Retail," or "Regional Retail/ Employment Generating Lands in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Regional Retail land use category described in Section 4.4.1.2 or the Office land use category described in Section 4.4.1.3 of the Land Use Element.

¹ "Shaping Our Future" is sponsored by 45 organizations in the Bay Area in an attempt to achieve consensus on comprehensive approaches to growth and change in Contra Costa County. The program aims to define a "smarter way to grow," including "efficient" design of development along the edges of the metropolitan area. Planning principles being followed in Shaping Our Future include reducing single occupant vehicle trips through mixed use development at "efficient" densities, developing new transit centers and focusing new development around those centers, and preserving open space and agricultural lands.

- Business Park/Industrial: 2,152,300 square feet, developed within the areas shown as "Regional Retail/Employment Generating Lands" in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Business Park or Light Industrial land use categories described in Section 4.4.1.3 of the Land Use Element.
 - b. Land uses within the area shown as Open Space/Public in Figure 4.9 may include a mix of uses that comply with the provisions of the Open Space or Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
 - c. If a regional mall can be attracted to the East Lone Tree Specific Plan area, the land area devoted to regional retail may be expanded as necessary to accommodate this use.
 - d. Should the Antioch Unified School District not purchase land within the East Lone Tree Focus Area for a new high school as provided in State law, the area may be developed consistent with the East Lone Tree Focus Area Residential/Open Space designation.
 - e. The physical extent of the office/retail area along in the southwest quadrant of the Laurel Road interchange may be expanded, should the market support additional office/commercial development.
 - f. With implementation smart growth principles and the introduction of a rail transit stop in the vicinity of the Focus Area, the Commercial/Employment area located adjacent to the transit stop, may be developed as a mixed-use area, incorporating high intensity, residential, commercial, and office uses. Such development could occur at densities as high as an FAR of 1.0 for non-residential uses and mixed-use buildings, up to 20 units per acre for residential areas. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the Focus Area. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
 - g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the each residential neighborhood, as well as non-residential and recreational components of the community. Development of the East Lone Tree Specific Plan area should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
 - h. Public services and facilities, including needed on-site and off-site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
 - i. Project development shall provide full mitigation of impacts on school facilities to the Antioch Unified School District, Brentwood Union School District, and Liberty Union High School District to offset demands for new school facilities created by future development within each district
 - j. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the East Lone Tree Specific Plan area as an identifiable "community."
- 4.4.6.9 Roddy Ranch.** Roddy Ranch is located in the southerly portion of the General Plan study area, within unincorporated territory. A portion of Roddy Ranch is inside the Voter-Approved Citywide Urban Limit Line (Figure 4.12). This Focus Area encompasses over 2,100 acres of rolling land used for grazing and ranching. Other existing land uses include a golf course, clubhouse, and open space. As a condition of approval for the golf course, development rights on 875 acres of land were dedicated to the County in 1998. These lands will be retained in permanent Open Space.

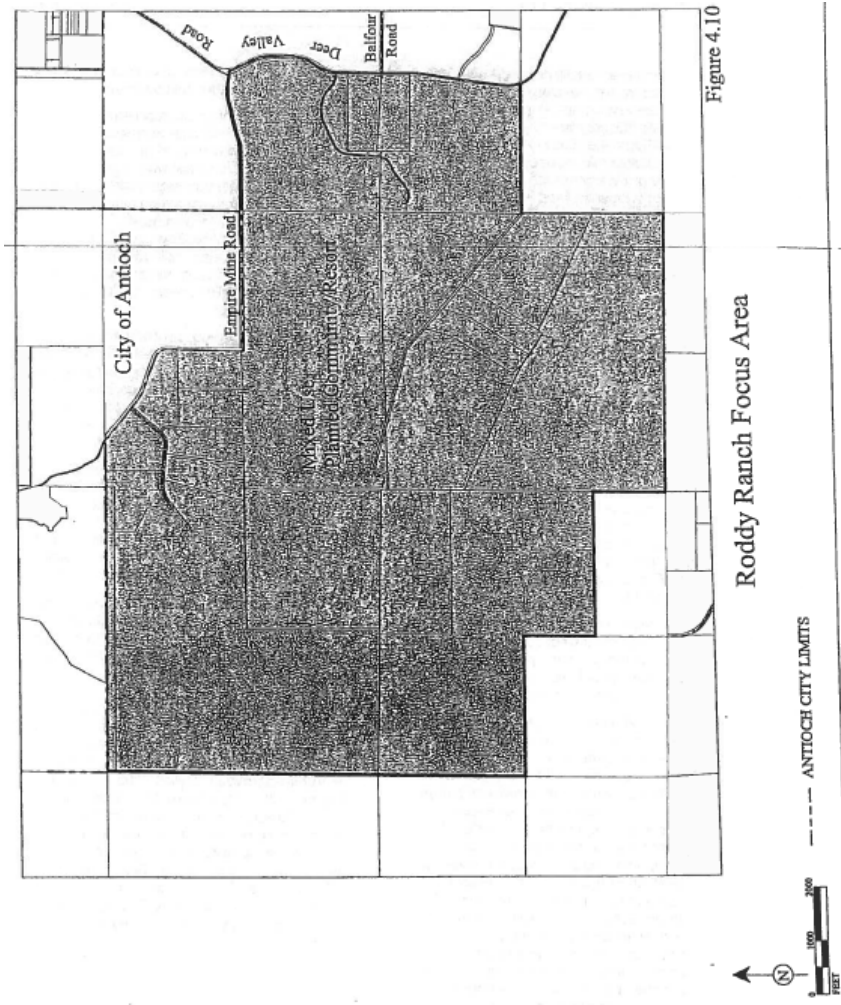


Figure 4.10

Roddy Ranch Focus Area

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a. Purpose and Primary Issues. The striking natural beauty of the Roddy Ranch area, along with its large size and single ownership, represent both a significant opportunity and a substantial challenge. Roddy Ranch provides Antioch with the opportunity to establish a unique high-end, recreation-oriented planned community. Because of the site's natural setting and relative isolation, it should be possible to create an "exclusive" community identity for Roddy Ranch, which is the intent of the General Plan. Consistent with Policy 4.3.2f, through 2020, development within Roddy Ranch that is outside of the Voter-Approved Urban Limit Line as it was approved by the voters of the City may be limited to uses consistent with the General Plan.

Key issues in the development of Roddy Ranch will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Roddy Ranch is currently devoid of the services needed to support urban and suburban development of the type envisioned in the long-term for this Focus Area. Water, sewer, drainage, and other utility systems will need to be developed essentially "from scratch." Roddy Ranch most likely will not generate sufficient students to support its own elementary, middle or high schools.

Currently, two-lane rural roads serve Roddy Ranch. Development of this Focus Area will require not only the development of an extensive on-site roadway system, but also widening of off-site roadways within existing developed and undeveloped areas.

b. Policy Direction. As noted in Land Use Element Policy 4.3.2, the General Plan recognizes the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form.

It is the intent of the Antioch General Plan that Roddy Ranch be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of Roddy Ranch should be defined

principally by suburban density residential development clustered within natural and recreational open spaces, along with the preservation of the steeper natural hillsides and the canyon bottoms containing riparian resources within the site. The existing golf course, as a major recreational amenity, should be the central focus of the planned community.

The following policies shall guide development of the Roddy Ranch Focus Area, pursuant to the Voter-Approved Urban Limit Line provisions of Policy 4.3.2f.

- a. Prior to approvals of any development applications, a Final Development Plan for the Roddy Ranch Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements. Development within the Roddy Ranch shall be predicated upon extension of infrastructure from the north through the Sand Creek Focus Area.
- b. Residential development within Roddy Ranch shall not exceed a maximum of 700 dwelling units within the portion of Roddy Ranch located generally on lands not committed to open space and having steep slopes or significant environmental constraints, which lands shall not exceed 500 acres within the Voter-Approved Urban Limit Line (6-9 persons per developable acre on average) consistent with Policy 4.3.2f. Of these 700 units, all or substantially all shall be Estate Residential and the balance shall be Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style setting.
- c. Residential neighborhoods within Roddy Ranch should be designed to provide high quality housing attractive to a broad spectrum of buyers, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be

- limited to a central “town center” location within the site, adjacent to commercial uses and along the golf course.
- d. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
 - e. Commercial uses within Roddy Ranch are intended to serve local neighborhood needs (e.g., supermarket, drug store, and personal services), and are to be limited to that which can be supported by residential and recreational uses within Roddy Ranch (10 to 20 acres, approximately 100,000 to 225,000 square feet of gross leasable area).
 - f. Visitor-serving commercial uses (e.g., hotel and restaurants) may also be developed within Roddy Ranch. Such visitor-serving uses would be oriented toward the golf course. The hotel may include a maximum of 250 rooms with ancillary retail, conference, restaurant, and recreational uses. Visitor-serving commercial uses may occupy a total of 20 acres at a maximum building intensity of 0.50.
 - g. Primary access to Roddy Ranch is to be from both Deer Valley Road and Empire Mine Road, with secondary connections to Balfour Road and Sand Creek Road.
 - h. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Roddy Ranch development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
 - i. Development of the Roddy Ranch shall provide such on- and off-site road improvements on City of Antioch streets as to ensure that applicable performance standards set forth in the Growth Management Element are met.
 - j. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
 - k. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.
 - l. Project development shall provide full mitigation of impacts on school facilities to affected school districts.
 - m. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site starting with the time the first increment of development is occupied.
 - n. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of Roddy Ranch as an identifiable “community.”
 - o. Development of an attractive, but natural-appearing landscape is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.
 - p. A central open space area, which may include the golf course, is to be provided to serve as the dominant visual feature of the Roddy Ranch, as well as to provide recreational opportunities.
 - q. Because of the sensitivity of the habitat areas within the Roddy Ranch Focus Area, preparation and approval of a Resource Management Plan to provide for mitigation of biological resources impacts, as well as for the long-term management of natural open space, shall be required prior to development of the Roddy Ranch

Focus Area. The Resource Management Plan shall provide for appropriate habitat linkages consistent with General Plan policies and Resource Management Plan provisions for the Sand Creek Focus Area.

4.4.6.10 Ginochio Property. The Ginochio Property is located in the southerly portion of the General Plan study area, within unincorporated territory (Figure 4.11). This Focus Area encompasses nearly 1,070 acres of rolling lands and canyon areas. The site is currently vacant. A portion of Ginochio Property is located within the Voter-Adopted Urban Limit Line (Figure 4.12).

a. Purpose and Primary Issues. The Ginochio Property presents Antioch with similar opportunities and challenges, as does Roddy Ranch. Within the Ginochio Property is the opportunity to establish a high-end planned community, which is the intent of the General Plan.

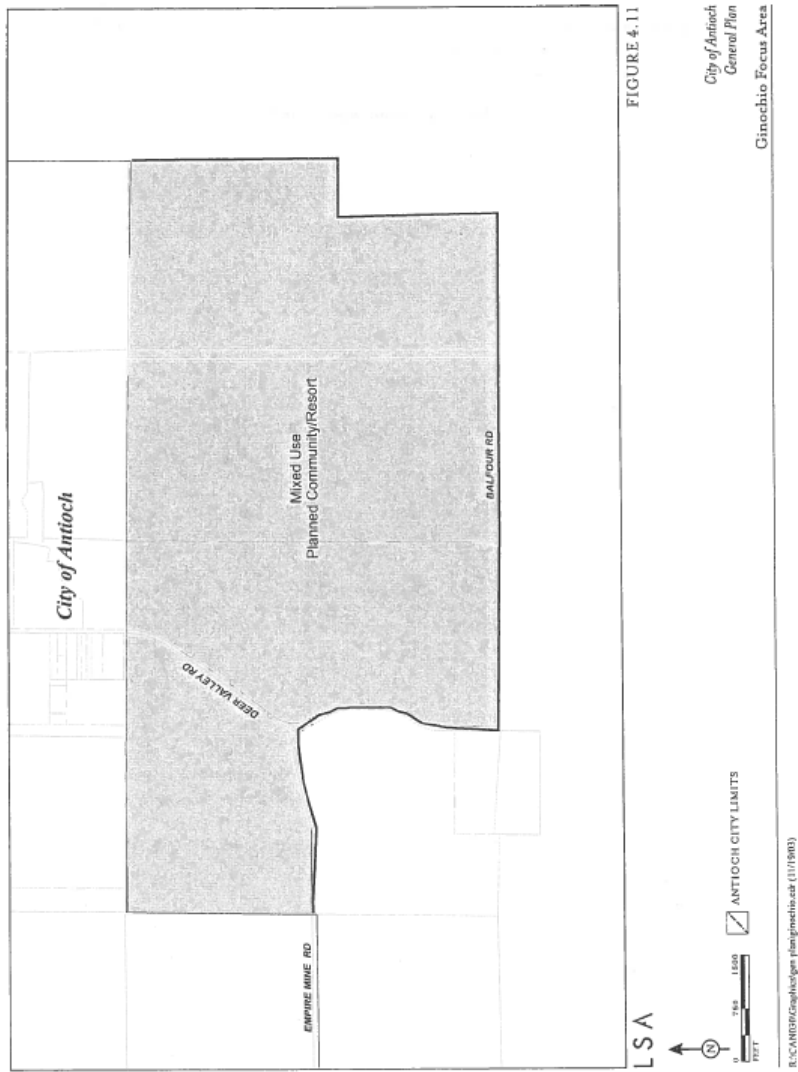
Key issues in the development of the Ginochio Property will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Water, sewer, drainage, and other utility systems will need to be developed essentially "from scratch" to support long-term suburban development of the Ginochio Property. If family-oriented housing is development, new school facilities will be needed; however, development of the Ginochio Property might not support develop-

ment of its own new schools, necessitating students to travel to distant locations for school. As was the case for Roddy Ranch, the Ginochio Property is served by winding two-lane rural roads, which will require substantial widening along with development of an extensive on-site roadway system.

b. Policy Direction. Urban development within the Ginochio Property is limited to property within the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form. Thus, the policy direction that follows is predicated on compliance with the provisions of Policy 4.3.2f.

It is the intent of the Antioch General Plan that the Ginochio Property be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of the Ginochio Property should be defined principally by suburban density residential development within the northerly portion of the Focus Area, and preservation of large, unbroken blocks of open space in the southern portion of the site. A major recreational amenity should be developed as the central focus of the planned community.

The following policies shall guide development of the Ginochio Property, pursuant to the Urban Limit Line provisions of Policy 4.3.2.



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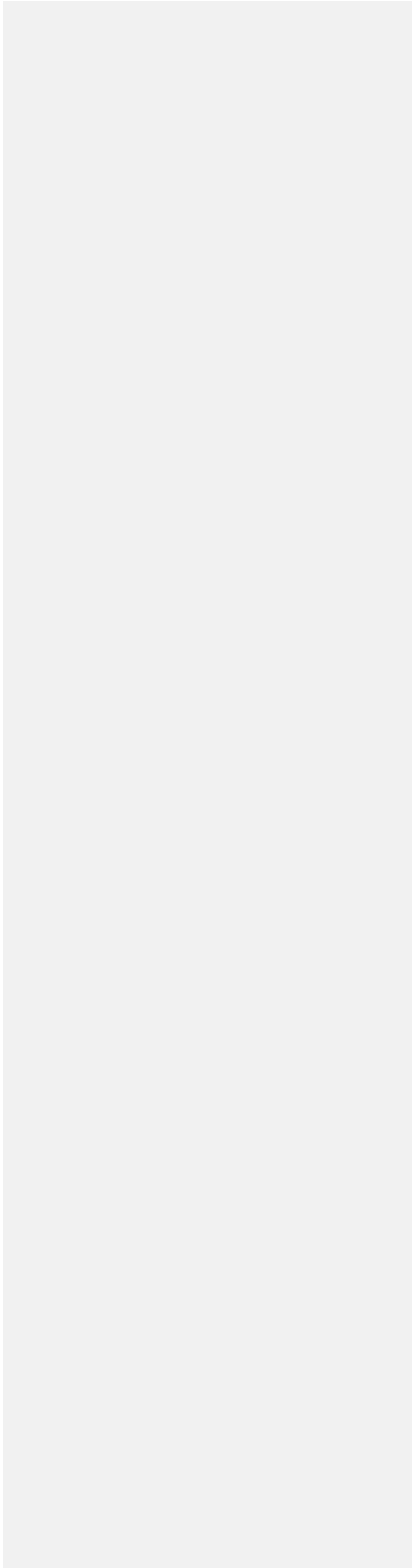
-
- a. Prior to approvals of any development applications, a Final Development Plan for the Ginochio Property Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements.
- b. While it is in force, development shall be consistent with the City's boundary agreement with the City of Brentwood.
- c. Residential development within the Ginochio Property shall not exceed a maximum of 2.0 dwelling units per developable acre (6 persons per developable acre) with the permitted development area set forth in Policy 4.3.2f, and shall include a range of Single-Family Detached and Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style development within the northern portion of the site. Large Lot Residential development consisting of custom home sites on five and ten acre parcels is appropriate, provided that the maximum density is not exceeded. Senior, age-restricted residential development is anticipated to be an important component of the Ginochio Property's residential development. For purposes of determining density within the Ginochio Property focus area, a "developable acre" shall be defined as lands not committed to open space and having steep slopes or other significant environmental constraints. These lands will be mapped in the Final Development Plan. Development may occur on lands with steep slopes at a maximum density of one dwelling unit per 10 acres (1 du/10ac). The mapping of such lands will occur as part of the Final Development Plan.
- d. Residential neighborhoods within the Ginochio Property should be designed to provide high quality housing attractive to a broad spectrum of families and retirees, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be limited to a central "town center" location within the site, adjacent to commercial uses.
- e. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
- f. Primary access to the Ginochio Property is to be from an extension of Hillcrest Avenue, with secondary connections to Balfour Road and Sand Creek Road.
- g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Development of the Ginochio Property should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
- h. Along with the development of on-site roadways required to meet the applicable Growth management Element performance standards, new development shall provide the off-site road improvements to City Antioch needed to meet applicable performance standards for each increment of project development.
- i. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
- j. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.

- k. Project development shall provide full mitigation of impacts on school facilities to the Brentwood Elementary School District and the Liberty Union High School District.
- l. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site starting with the time the first increment of development is occupied.
- m. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the Ginochio Property as an identifiable "community."
- n. Development of a natural-appearing style of landscaping is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.
- o. A central open space area, which may include a golf course, is to be provided to serve as the dominant visual feature of the Ginochio Property, as well as to provide active or recreational opportunities.
- p. Because of the sensitivity of the habitat areas within the Ginochio Property Focus Area, preparation and approval of a Resource Management Plan to provide for mitigation of biological resources impacts, as well as for the long-term management of natural open space, shall be required prior to development of the Ginochio Property Focus Area. The Resource Management Plan shall provide for appropriate habitat linkages consistent with General Plan policies and Resource Management Plan provisions for the Sand Creek Focus Area.

General Plan to establish the urban limit line as shown on Figure 4.12. This Voter-Approved Urban Limit Line establishes a line through the Roddy Ranch and Ginochio Property Focus Areas beyond which the General Plan land use designations cannot be amended to allow uses other than open space uses. Until December 31, 2020, the location of the Voter-Approved Urban Limit Line may be amended only by the voters of the City. The City shall oppose any annexation to the City of any land outside of the Voter-Approved Urban Limit Line

4.4.7. Voter-Approved Urban Limit Line.

Pursuant to the City of Antioch Growth Control, Traffic Relief, Voter-Approved Urban Limit Line, and Roddy Ranch Development Reduction Initiative, the voters amended the



ATTACHMENT "F"

PLANNING COMMISSION RESOLUTION NO. 2017-**

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THAT THE CITY COUNCIL ADOPT THE ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE 2003 GENERAL PLAN FOR THE CITYWIDE UPDATE TO THE LAND USE ELEMENT

WHEREAS, the City initiated an update to the 2003 General Plan Land Use Element; and,

WHEREAS, the City prepared an Addendum to the Environmental Impact Report for the 2003 General Plan to evaluate the potential environmental impacts of the Project in conformance with Section 15063 of Title 14 of the California Code of Regulations (the "CEQA Guidelines"); and,

WHEREAS, the Addendum to the Environmental Impact Report for the 2003 General Plan is appropriate because, although the proposed project could have a significant effect on the environment, all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. Further, the proposed project does not include new information of impacts beyond what has been previously analyzed and,

WHEREAS, as demonstrated in the Addendum, all potential environmental impacts that could occur as a result of project implementation would be less than or similar to impacts previously identified in the 2003 General Plan EIR. Thus, build out of the City of Antioch with urban uses was considered in the cumulative analysis of City build out of the General Plan. When viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, the project's cumulative impact would be **less than or similar to** impacts previously identified in the 2003 General Plan EIR; and,

WHEREAS, the Addendum was made available to the public on the City of Antioch website and at the Community Development Department for a period of 10 days prior to the public hearing, from October 26, 2017 to November 1, 2017; and,

WHEREAS, the Planning Commission has reviewed the Addendum to the Environmental Impact Report for the 2003 General Plan for this Project and the comments received during the comment period; and,

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

WHEREAS, on November 1, 2017, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and

documentary and recommended adoption to the City Council of the Addendum to the Environmental Impact Report for the 2003 General Plan; and,

WHEREAS, the custodian of the Addendum to the Environmental Impact Report is the Community Development Department and the Addendum to the Environmental Impact Report is available for public review on the second floor of City Hall in the Community Development Department, Monday - Friday 8:00 am - 11:30 am and it is attached as Exhibit A to this Resolution.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED, as follows:

1. The foregoing recitals are true and correct.
2. The Planning Commission of the City of Antioch hereby FINDS, on the basis of the whole record before it (including the Initial Study and all comments received) that:
 - a. The City of Antioch exercised overall control and direction over the CEQA review for the Project, including the preparation of the Addendum to the Environmental Impact Report, and independently reviewed the Addendum to the Environmental Impact Report; and,
 - b. There is no substantial evidence that the Project will have a significant effect on the environment once mitigation measures have been followed; and,
 - c. The Addendum to the Environmental Impact Report reflects the City's independent judgment and analysis.
3. The Planning Commission hereby RECOMMENDS that the City Council of the City of Antioch APPROVE AND ADOPT the Addendum to the Environmental Impact Report for the Project.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 1st day of November, 2017, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

FORREST EBBS
Secretary to the Planning Commission

EXHIBIT A

Addendum to 2003 General Plan EIR

DRAFT

**CITY OF ANTIOCH PLANNING COMMISSION
RESOLUTION NO. 2017-****

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH
RECOMMENDING APPROVAL OF A CITYWIDE AMENDMENT TO THE LAND USE
ELEMENT OF THE GENERAL PLAN**

WHEREAS, the City initiated an update to the Land Use Element of the General Plan; and,

WHEREAS, an Addendum to the 2003 General Plan Environmental Impact Report was prepared and found that the proposed amendments would have impacts that are similar to or less than the current Land Use Element; and,

WHEREAS, the Planning Commission recommended adoption of the Addendum to the 2003 General Plan Environmental Impact Report; and,

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

WHEREAS, on November 1, 2017, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission makes the following findings required for approval of the proposed General Plan Amendment:

1. The proposed project conforms to the provisions and standards of the General Plan in that the proposed amendment is internally consistent with all other provisions of the General Plan and does not conflict with any of the previously adopted Goals, Policies and Programs of the General Plan; and,
2. The proposed Amendment is necessary to implement the goals and objectives of the General Plan in that it will provide a clear and accurate depiction of current conditions and is inclusive of past actions of the City and other agencies; and,
3. The proposed Amendment will not be detrimental to the public interest, convenience, and general welfare of the City in that the Amendment will result in continued orderly development and arrangement of land uses consistent with the overall intent of the General Plan; and,
4. The proposed project will not cause environmental damage as described in the Addendum to the 2003 General Plan Environmental Impact Report; and,
5. The Proposed General Plan Amendment will not require changes to or modifications of any other plans that the City Council adopted before the date of this resolution.

BE IT FURTHER RESOLVED that the Planning Commission does hereby recommend to the City Council APPROVAL of the Citywide Amendment to the Land Use Element of the General Plan.

* * * * *

I HEREBY CERTIFY that the foregoing recommendation was passed and adopted by the Planning Commission of the City of Antioch, at a regular meeting thereof, held on the 1st day of November, 2017 by following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

FORREST EBBS
Secretary to the Planning Commission

DRAFT



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017
TO: Honorable Mayor and Members of the City Council
SUBMITTED BY: Forrest Ebbs, Community Development Director *fe*
SUBJECT: Adoption of the Downtown Specific Plan

RECOMMENDED ACTION

It is recommended that the City Council:

1. Adopt the Resolution approving the Addendum to the 2003 General Plan EIR;
and
2. Introduce the Ordinance adopting the Downtown Specific Plan

STRATEGIC PURPOSE

The project would further Strategy H-2: "Update long range planning documents" and Strategy H-3, Short Term Objective to "Support implementation of the Rivertown Priority Development Area".

FISCAL IMPACT

The development of the Downtown Specific Plan was funded, in large part, by a grant from the California Strategic Growth Council. Adoption of the Downtown Specific Plan will not incur a cost to the City of Antioch; however implementation of the Plan will require allocation of resources. Requests for such allocations will become part of the ordinary budget process.

DISCUSSION

The Downtown Specific Plan is funded by a grant from the Strategic Growth Council. The Downtown area is a Metropolitan Transportation Commission (MTC) identified potential Priority Development Area (PDA).

On June 2, 2015, a Special Joint Study Session Meeting of the City Council, Planning Commission and Economic Development Commission was held on the Downtown Specific Plan (DSP) Update Program to review background information, provide input on three initial land use alternatives, and a preferred alternative for the DSP area.

The work products presented for review and comment at the joint Council and Commissions Study Session included: (a) Community Outreach; (b) Market Analysis; (c) Opportunities & Constraints (O&C) Report detailing existing conditions; (d) An initial

set of three Alternative Land Use Concept Plans and supporting documentation for the DSP area; and (e) A staff report that presented three draft land use alternatives.

Based on considerable input received at the June 2, 2015 meeting from the Council, Commissions, and public, a refined set of two alternatives was sent forward to the City Council for review.

On June 23, 2015, the City Council reviewed the alternatives, viewed visual examples of different housing densities, heard public input, and directed staff to proceed with Alternative 1B, including a general maximum residential density of up to 37 units per acre, and with mixed use allowed on site 5, with housing limited to a maximum of 18 units per acres.

In October 2015, the Community Development Director elected to end the contract with the City's consultant and to pursue completion of the Downtown Specific Plan utilizing City staff. A preliminary draft was presented to the Planning Commission on April 20, 2016 with direction given for further refinement, which is reflected in the current document.

On August 23, 2016, staff presented an Administrative Draft to the City Council and received final comments and direction to proceed into the CEQA process. On March 15, 2017, the Planning Commission reviewed the final Draft Downtown Specific Plan and recommended approval to the City Council. Since this action, staff has made minor modifications to the document, including the addition of standard definitions for the land uses referenced in the document. Staff does not believe that these minor edits warrant reconsideration by the Planning Commission, though the City Council may refer the document to the Commission if it desires.

Based on advice from the City Attorney, adoption by the City Council was delayed until the Citywide General Plan Land Use Element update was ready for consideration. The current Land Use Element does not anticipate the Downtown Specific Plan and, as a result, the two would have been inconsistent. Per State law and best practices, all Specific Plans must be consistent with the General Plan. The proposed update provides for the Downtown Specific Plan.

Environmental Review (CEQA)

The 2003 General Plan approval was supported by an Environmental Impact Report (EIR) that described the potential environmental impacts of implementation of the Plan. This EIR addressed the potential impacts of development of downtown Antioch, referred to as Rivertown in the General Plan. The analyzed impacts correlated to downtown Antioch resulted from the increased residential density envisioned by the General Plan and the associated traffic, air quality, and similar development-related impacts. The proposed Downtown Specific Plan increases density over the existing condition, but at a much reduced rate than the General Plan. As a result, the Downtown Specific Plan represents a reduction in anticipated environmental impacts when compared to the General Plan.

Because of this condition, the California Environmental Quality Act (CEQA) allows for an Addendum to the EIR that was certified with adoption of the General Plan – a new plan-specific EIR is not warranted. A new EIR would have been required only if the Downtown Specific Plan was reasonably expected to generate new or increased impacts that exceed those analyzed by the General Plan EIR.

The 2003 General Plan EIR and the project Addendum are available at <http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/Environmental-docs.htm>

Downtown Specific Plan - Purpose

The Downtown Specific Plan is intended to serve as a comprehensive land use document for the downtown area. Presently, the area is regulated through a series of planning documents, municipal code sections, and similar efforts that can be cumbersome and even conflicting. The purpose of this Downtown Specific Plan is to combine the best elements of these past documents, current information, and future trends, to create a single source for development policy and programs for Downtown Antioch. This document is designed to be streamlined, accessible, and simple to encourage development and reinvestment in Downtown Antioch.

The contents of a Specific Plan, unlike an area or neighborhood plan, are regulated by California Government Code (Section 65451), and must include:

- 1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- 2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- 3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- 4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
- 5) A statement of the relationship of the specific plan to the general plan.

Downtown Specific Plan - Contents

The Downtown Specific Plan contains seven chapters, which address all of the above requirements. The contents of the Plan are described as follows:

1.0 Vision, Guiding Policies, and Context

This chapter describes the overall purpose and motivation behind the Downtown Specific Plan and establishes the goals that the document intends to achieve.

2.0 Land Use

The Land Use chapter contains a land use map, land use and development standards, as well as the policies, programs and other regulations to govern the development and

use of land in Downtown Antioch. The City Council endorsed a preferred alternative on June 23, 2015 and the proposed Land Use Map (Figure 2-1), reflects the direction provided in the original preferred alternative, but has been modified to correct certain errors and refine the land use policy. This chapter, more than all others, provides the core content and policy direction for the Specific Plan. The Goals, Objectives, Policies, and Programs contained in the Land Use chapter will have the most profound effect on the development and revitalization of Downtown Antioch.

3.0 Streetscape and Design Guidelines

The City of Antioch adopted Citywide Design Guidelines in 2009, which include detailed architectural guidance for the Rivertown (Downtown) Area. As these guidelines are current and remain wholly relevant to Downtown Antioch, they are incorporated, by reference, into the Specific Plan.

4.0 Circulation and Access

As a traditional grid system with greater opportunities for non-vehicular movement, Downtown Antioch has the potential to become a unique community with special qualities. This chapter addresses the existing ways that people circulate through Downtown Antioch, including by car, bus, bicycle, and as pedestrians, and offers policies and programs to ensure that these modes are all supported without compromising the quality of life available to residents.

5.0 Environmental Quality

The revitalization of any area requires an analysis of the constraints and opportunities posed by the surrounding environment. This chapter addresses noise, hazardous materials, flooding, air quality, biological resources, seismic hazards, and cultural resources that may affect future development.

6.0 Public Facilities, Services, and Infrastructure

As required by State law, the Specific Plan includes this chapter, which addresses the existing infrastructure of the Downtown Area. Fortunately, Downtown Antioch is not heavily constrained by infrastructure.

7.0 Implementation

This final chapter summarizes the next steps required to pursue implementation of the Specific Plan. It is rarely adequate to simply provide policies and goals without taking the next step to plan and even budget for their actualization. In this case, the General Plan and Zoning Ordinance will each need to be amended to defer to the Specific Plan. Additional programs proposed in the Specific Plan are described and a schedule of responsibility and timing is included.

8.0 Definitions

As described above, staff has added definitions for the land uses described in the Land Use Table. This will minimize conflicts regarding particular land uses and will provide greater certainty for staff and the public.

9.0 Appendices

The Downtown Specific Plan includes the Citywide Design Guidelines and the Existing Conditions: Opportunities and Constraints Report by reference.

ATTACHMENTS

- A: Resolution Approving Addendum to 2003 General Plan EIR
- B: Ordinance Adopting Downtown Specific Plan
- C: Downtown Specific Plan

ATTACHMENT "A"

RESOLUTION NO. 2017/

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING AN ADDENDUM TO THE 2003 GENERAL PLAN EIR

WHEREAS, in September 2014, with a \$426,857 grant from the Strategic Growth Council under the Sustainable Communities Planning Grant and Incentives Program to fund the project, the City Council authorized the process to develop a Specific Plan for the Downtown area; and

WHEREAS, the City Council, pursuant to the California Environmental Quality Act, the City of Antioch had previously certified the 2003 General Plan Environmental Impact Report; and,

WHEREAS, pursuant to the California Environmental Quality Act and City implementing procedures, an Addendum to the 2003 General Plan Environmental Impact Report has been prepared for the Downtown Specific Plan; and,

WHEREAS, measures specified in the Final Environmental Impact Report and Addendum will be implemented to mitigate any adverse environmental impacts from the project; and,

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

WHEREAS, on March 15, 2017, the Planning Commission held a public hearing on the matter, and received and considered evidence, both oral and documentary and recommended the City Council adopt the Addendum to the 2003 General Plan Environmental Impact Report; and,

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

WHEREAS, on November 28, 2017, the City Council held a public hearing on the matter, and received and considered evidence, both oral and documentary; and,

NOW THEREFORE BE IT RESOLVED that the City Council does hereby make the following findings for adoption of the Addendum to the 2003 General Plan Environmental Impact Report:

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

EVIDENCE: The Downtown Specific Plan project is consistent with all elements of the adopted 2003 General Plan, and would therefore not result in new or expanded impacts beyond those identified in the previously certified General Plan EIR or Addenda.

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

RESOLUTION NO. 2017/**

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EVIDENCE: No substantial changes have occurred within the planning area, community or region which would lead to new or expanded significant project impacts. As documented throughout the Addendum, cumulative development within the planning area is no greater than anticipated under the General Plan EIR. The Addendum provides an updated description of current conditions and anticipated development over the next several years, in order to address the potential near-term impacts.

FINDING: Based on the entire record before it, the City finds no new information of substantial importance, which was not known and could not have known with the exercise of reasonable diligence at the time the 2003 General Plan Environmental Impact Report was certified, that shows any of the following:

- a) The project will have one or more significant effects not discussed in the previous EIR.
- b) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

EVIDENCE:

- a) The Downtown Specific Plan project does not present any new potentially significant effects not evaluated in the previous EIR.
- b) The analysis provided in the Addendum shows that the previously identified significant effects of the General Plan would not be accentuated through implementation of the proposed Downtown Specific Plan project.
- c) No changes in the feasibility of General Plan mitigation measures have been identified.

FINDING: Based on the entire record before it, the City finds that the implementation of the Downtown Specific Plan project will result in none of the conditions described in CEQA Guidelines Section 15162 therefore there is substantial evidence to support the City's determination that an Addendum to the 2003 General Plan Environmental Impact Report is required in this case.

EVIDENCE: As noted above, there is substantial evidence to support the City's findings that: a) no substantial changes are proposed in the Downtown Specific Plan project that will require major revisions of the 2003 General Plan Environmental Impact Report; b) there have been no substantial changes in circumstances relating to the project that require the preparation of a subsequent or supplemental EIR; and c) there is no new information available, which was not known and could not have been known with the exercise of

RESOLUTION NO. 2017/**

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reasonable diligence at the time the 2003 General Plan Environmental Impact Report was certified as complete, that requires the preparation of a subsequent or supplemental EIR. Accordingly, there is substantial evidence to support the City's determination that an Addendum to the 2003 General Plan Environmental Impact Report is required in this case, pursuant to CEQA Guidelines Section 15164.

NOW THEREFORE BE IT FURTHER RESOLVED that the City Council hereby adopts the Addendum to the 2003 General Plan Environmental Impact Report for the Downtown Specific Plan.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 28th day of November, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH

ATTACHMENT "B"

ORDINANCE NO. 2017/

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING THE DOWNTOWN SPECIFIC PLAN

SECTION 1. Findings. The Antioch City Council hereby finds, determines and declares as follows:

A. The City of Antioch holds the right to make and enforce all laws and regulations not in conflict with general laws, and the City holds all rights and powers established by state law.

B. The Planning Commission conducted a duly noticed public hearing on March 15, 2017 at which time a resolution was approved to initiate and recommend to the City Council that this ordinance be adopted. The City Council held a duly noticed public hearing on November 28, 2017 at which time all interested persons were allowed to address the Council regarding adoption of this ordinance.

C. The City of Antioch received a grant from the Strategic Growth Council for the purposes of drafting a Downtown Specific Plan.

D. The Association of Bay Area Governments has identified downtown Antioch as a Priority Development, a designation intended for areas where investment, new homes and job growth are encouraged.

E. California Government Code Title 7, Division 1, Chapter 3, Article 8. Specific Plans [Sections 65450-65457] enables the development, adoption, and implementation of Specific Plans in the State of California.

F. Antioch Municipal Code Title 9, Chapter 5, Article 33: Specific Plans further describes the process for development, adoption, and implementation of Specific Plans in the City of Antioch.

G. The City Council finds that the Downtown Specific Plan is consistent with the Antioch General Plan.

SECTION 2. The Downtown Specific Plan is hereby adopted.

SECTION 3. CEQA.

The 2003 General Plan approval was supported by an Environmental Impact Report (EIR) that described the potential environmental impacts of implementation of the Plan. This EIR addressed the potential impacts of development of downtown Antioch, referred to as Rivertown in the General Plan. The analyzed impacts correlated to downtown Antioch resulted from the increased residential density envisioned by the General Plan and the associated traffic, air quality, and similar development-related impacts. The proposed Downtown Specific Plan increases density over the existing condition, but at a much reduced rate than the General Plan. As a result, the Downtown Specific Plan represents a reduction in anticipated environmental impacts when compared to the General Plan.

Because of this condition, the California Environmental Quality Act (CEQA) allows for an Addendum to the EIR that was certified with adoption of the General Plan – a new plan-specific

EIR is not warranted. A new EIR would have been required only if the Downtown Specific Plan was reasonably expected to generate new or increased impacts that exceed those analyzed by the General Plan EIR.

SECTION 4. Publication; Effective Date.

This Ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption by the City Council at a second reading and shall be posted and published in accordance with the California Government Code.

SECTION 5. Severability.

Should any provision of this Ordinance, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination shall have no effect on any other provision of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

* * * * *

I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch held on the 28th day of November, and passed and introduced at a regular meeting thereof, held on the ___th day of _____, by the following vote:

AYES:

NOES:

ABSENT:

Sean Wright, Mayor of the City of Antioch

ATTEST:

Arne Simonsen, CMC, City Clerk of the City of Antioch

ATTACHMENT "C"

DOWNTOWN SPECIFIC PLAN



Adopted xxx xx, 2017 by City Council Resolution xx-xx

ACKNOWLEDGEMENTS

City of Antioch Councilmembers

Sean Wright, Mayor
Lamar Thorpe, Mayor Pro Tem
Lori Ogorchock, Councilmember
Monica E. Wilson, Councilmember
Tony G. Tiscareno, Councilmember

Planning Commission Members

Kerry Motts, Chair
Janet Zacharatos, Vice Chair
James Conley
Martha Parsons
Sedar Husary
Al Mason
Ken Turnage

Economic Development Commission

Keith Archuleta, Chair
Joseph O. Adebayo
Rick Fuller
Robert W. Kilbourne Sr.
Joshua Young
Ty Robinson

Staff

Ron Bernal, City Manager
Forrest Ebbs, Community Dev. Director
Alexis Morris, Planner Manager
Lynne Filson, Assistant City Engineer
Lizeht Zepeda, Economic Development
Program Manager
Mitch Oshinsky, Project Manager

The work upon which this publication is based was funded in part through a grant awarded by the California Strategic Growth Council.

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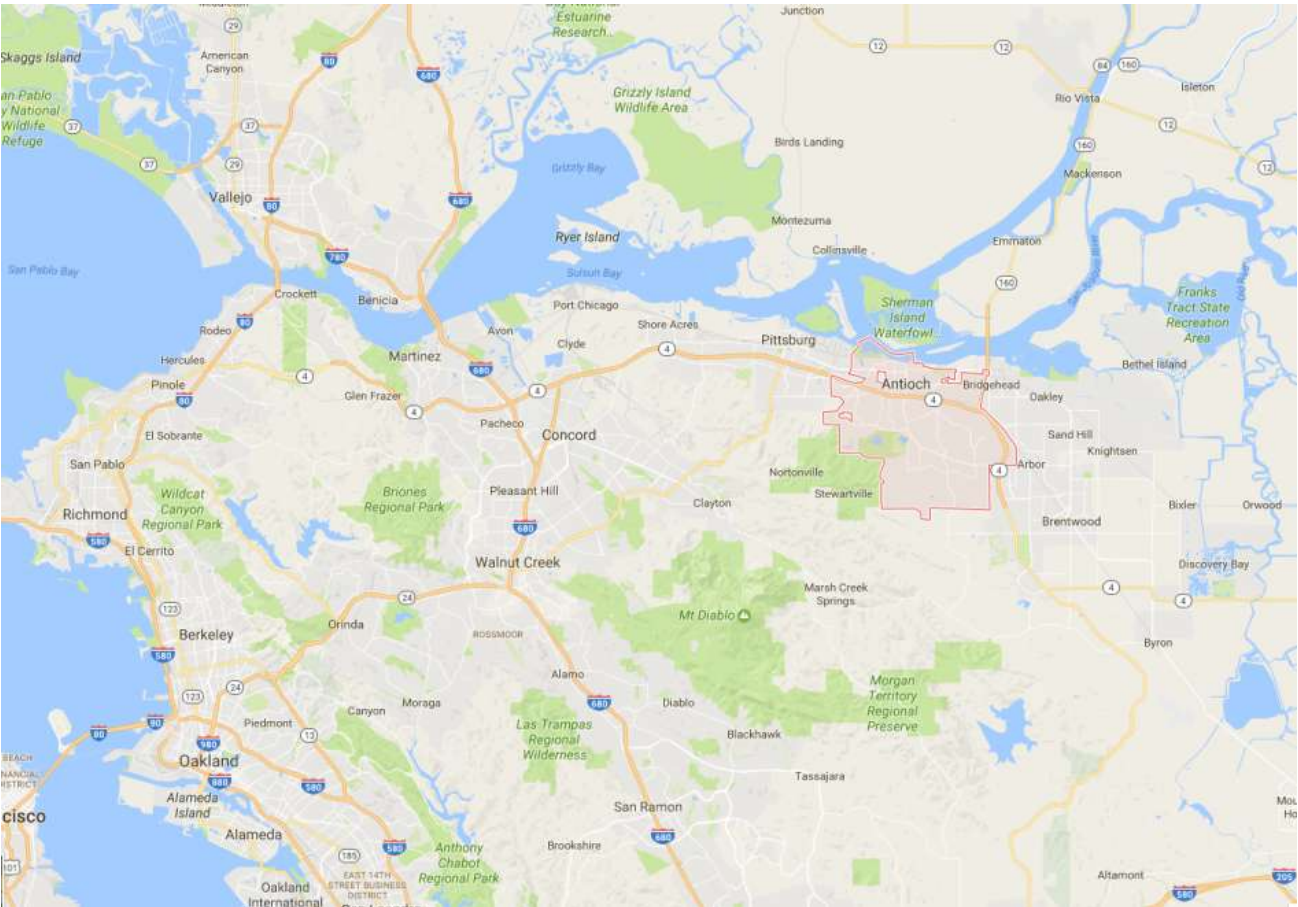
1.0 Vision, Guiding Principles, and Context

1.1 Planning Area

City of Antioch

The City of Antioch is located in eastern Contra Costa County and occupies 29.1 square miles. The City is adjacent to the City of Oakley to the east, the City of Brentwood to the south and east, unincorporated Contra Costa County to the south, the City of Pittsburg to the west, and the southern shore of the San Joaquin River to the north.

Figure 1.1 Regional Map

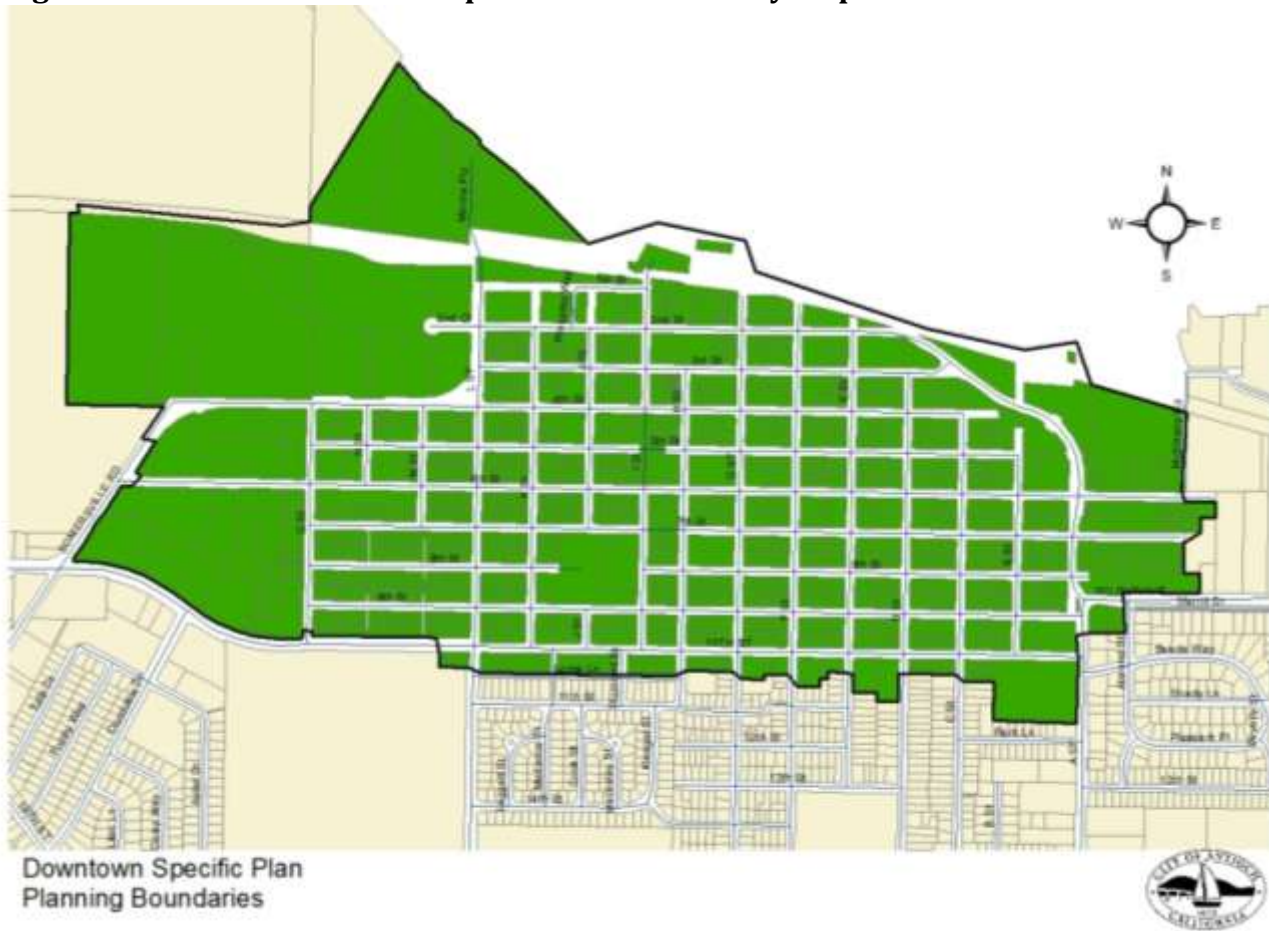


The City is bisected by State Route 4, which runs east and west parallel to the San Joaquin River. This freeway runs from Interstate 80 in the San Francisco Bay Area to State Route 89 in the Sierra Nevada. It provides access to the East Bay and Oakland, San Francisco, Stockton, the San Joaquin Valley, State Route 242, Interstate 680 and San Jose, Interstate 5, and State Route 99. In addition, State Route 160 forms the eastern boundary of the City and provides access to the California Delta, Sacramento River and, ultimately, the City of Sacramento.

Downtown Antioch

The Planning Area boundaries of Downtown Antioch, for the purposes of this Specific Plan, are generally the San Joaquin River to the north, Fulton Shipyard Road to the east, 10th Street to the south, and Auto Center Drive to the west. This area is approximately 1.5 miles wide and 0.5 mile deep, with a total area of 0.75 square miles. The Planning Area boundaries generally reflect the traditional grid that was developed during the 19th and early 20th centuries.

Figure 1.2 Downtown Antioch Specific Plan Boundary Map



History

Originally settled in 1848, Antioch is one of the oldest cities in California. Then known as Marsh’s Landing, the area was a notable shipping point for the regional cattle industry. In 1850, Smith’s Landing was established to the west of Marsh’s Landing, and the town’s name was eventually changed to Antioch, after the biblical city.

Following the discovery of coal in 1859, the City of Antioch grew as an important mining and shipping community. This industrial identity continued into the twentieth century with the establishment of steel mills, canneries, and a power plant, all located along the important railroad and river connections. Following World War II, Downtown Antioch’s traditional grid rapidly stretched southward to provide housing in support of the growing industrial sector. With the eventual loss of these industries and the construction of State Route 4 as a freeway, the City of Antioch ultimately transitioned into a bedroom community serving the larger cities

of the East Bay. The City of Antioch is now committed to reclaiming its role as a complete full-service community with a lively downtown as its centerpiece.

1.2 Vision, Guiding Principles, Goals and Policies

Vision

Downtown Antioch will be a wonderful place in which to live, work, shop, dine and play. The community will take pride in Downtown as the historic heart of Antioch. Downtown's unique waterfront setting, its historic and culturally rich character, buildings, streetscapes and open spaces will make it a successful, lively, fun and walkable special place that attracts residents and visitors of all ages.

This chapter discusses elements that help make up a successful Downtown. It begins with the above Vision Statement that forms the basis for the Guiding Principles, Goals, Objectives, Policies and implementation measures included in the Specific Plan and Design Guidelines, that have evolved through the Plan process as a result of public input at study sessions and public meetings, hearings, stakeholder interviews, analysis and findings contained in the Existing Conditions: Opportunities and Constraints report, the Market Analysis, good ideas from other Cities, input from the Planning Commission and Economic Development Commission at study sessions, public input, and direction from the City Council. The sum of this input, establishes an overall direction for the Downtown that is reflected throughout this Specific Plan.

Figure 1.3 Downtown Aerial



Guiding Principles for a Successful Downtown

While the downtown of every city is different, there are basic building blocks that can make it attractive, welcoming and successful. People are first and foremost. Without people willing to spend time there, a downtown lacks life and ambience. The presence of people enlivens a

downtown, promote safety, and contribute to the activity level that can make it an inviting, clean place with a unique Community Character.

Unique Identity

The heart of a community is its downtown, which is a public place that has good accessibility. Its sense of place is defined by the special, memorable qualities there. A downtown's physical setting and characteristics generally define its identity. The buildings, streets, civic and open spaces reflect its history, the pride it creates, and the care it receives. Attractive streets and sidewalks, and the presence of well preserved historic buildings along with new development establish downtown character. Activities and events also contribute to downtown character. Downtown should be a pleasant, interesting, active place with a variety of fun destinations for visitors of all ages.

Variety of Uses

A healthy downtown has a diversity of uses that attract people to spend time there. Downtown success hinges on it being a place to live, work, shop and play. Housing is a vital factor in a downtown being safe and active 24/7. Residents and visitors can attract a variety of retail, dining and entertainment uses to a downtown.

Walkability, Accessibility and Parking

A walkable and accessible downtown allows people to take their time to window shop, go in and out of stores, socialize and exercise. Narrow tree lined streets with adequate sidewalk widths, good lighting and signage, and interesting building facades and shop windows, make for an enjoyable opportunity to stroll. A parking supply that is adequate to serve a downtown, but does not overwhelm it with lots of pavement, will support accessibility to a downtown. Mixed use development can help ensure adequate, but not excessive parking. This is important because most visitors will drive downtown and need to park there in the foreseeable future. An attractive walking environment will get people out of their cars, and keep them moving around downtown on foot for longer periods of time.

Attractive, Well Designed Environment

The pattern of an attractive, walkable streetscape with a mix of vibrant shops, restaurants, and housing in well maintained historic buildings and high quality new development and open spaces, has made for memorable, successful downtowns in a number of cities. People are drawn to unique, pleasant, attractive downtowns that promote safety and stability in a well maintained environment.

Goals and Policies

The Downtown Specific Plan is a twenty year plan, and a "living document." It can change over time as needed to adapt to changes in the economy, market factors, technology, the needs and desires of the community. Over the next ten to twenty years, this Plan seeks to achieve the following Goals, Objectives and Policies:

Goal I: Preserve Downtown Antioch's Unique Character

Objective 1.1: Preserve Downtown Antioch's special character by insisting on high quality design, landscaping, and protection of health and the environment. New development will complement the eclectic architecture and historic richness of our Downtown, and provide a

pleasing and safe experience.

Policy 1.1.1. To promote the long-term sustainability of Antioch, this plan recognizes the value of Downtown as a unique place with a rich character. Downtown's riverfront, historic and architectural resources and streetscape contribute to an eclectic mix that attracts residents, business and visitors. By preserving and enhancing that character through a commitment to high quality design, this plan lays the groundwork for the long term vitality of Downtown as the historic heart of Antioch.

Policy 1.1.2. Fostering a unique sense of place will help establish the identity of Downtown Antioch in the region, by developing a mixed-use, pedestrian-oriented district, linked to the assets of the San Joaquin Riverfront and Waldie Plaza.

Policy 1.1.3. Noise and vibration from train traffic in Downtown can be significant, especially in areas abutting the tracks. This Plan provides that noise and vibration be evaluated as part of the environmental review of any new development abutting the railroad tracks. Proper site planning, the location of buildings and/or sound barriers, and use of building techniques and elements that control noise and vibration intrusion will help lead to successful high quality development along the Downtown rail corridor.

Goal II: Preserve and Enhance Public Spaces

Objective 1.2: Maintain and enhance Downtown public features such as parks, streetscapes and open spaces. Provide access to and re-connect Downtown to the San Joaquin River. Enhance Waldie Plaza as a venue for public events and enjoyment of the River. Encourage development and events that activate public spaces.

Policy 1.2.1. The City is responsible for improvements to public spaces that attract private investment. Public spaces in the Downtown includes streets, alleyways, sidewalks, lighting, landscaping and street furniture such as benches, bike racks, newsracks and fountains, as well as the River, promenade Waldie Plaza, City Hall, Community and Senior Centers. The Downtown streetscape provides an existing asset consisting of a well designed and coordinated grid pattern including decorative sidewalks, crosswalks, street lights, landscape planters, street trees, street furniture and street name signs. By preserving and enhancing the streetscape and public places, and providing greater opportunities for community gathering and outdoor dining, the City can help foster the unique quality of Downtown.

Policy 1.2.2. The improvement of Waldie Plaza as a public gathering and event space, with attractive shops and seating in which people can view the River, shop, dine, and attend events, will add ambiance and enliven Downtown to attract visitors, and build on the beauty of our Riverfront.

Policy 1.2.3. Maintaining and expanding the number and variety of events at the Downtown Nick Rodriguez Community Center, Senior Citizens Center, and Waldie Plaza can help attract greater numbers of visitors and residents to Downtown.

Goal III: Preserve Economic Vitality

Objective 1.3: Establish Downtown as a preferred place to live, work and visit. Ensure the future economic stability of Downtown by providing an active daytime workforce in shops, restaurants, offices and studios, and by promoting tourism and the provision of high quality businesses and jobs.

Policy 1.3.1. According to downtown revitalization expert Christopher Leinberger: “Critical mass is created when there is enough activity to occupy a visitor for four to six hours” (The Shape of Downtown, Urban Land magazine (ULI), December, 2004). To attract, retain and enhance the restaurants, shops and entertainment assets of Downtown in the face of existing challenges, successful dining and retail must be attracted to rebuild Antioch’s historic Downtown core as a preferred destination.

Policy 1.3.2. A sense of place has emerged as an important factor in shopping environments across the nation. Downtown Antioch must capitalize on this desire for attractive environments in which people will spend their time and money while enjoying themselves.

Policy 1.3.3. Position Downtown to succeed by utilizing assets such as City land holdings to help leverage and facilitate new residential, commercial and mixed use development.

Policy 1.3.4. Foster building designs that meet current retail operational design requirements, and focus on high wage, high quality jobs as an important factor in economic viability for Downtown. Bringing back first class dining, shopping and housing uses that appeal to entrepreneurial endeavors is crucial to helping Downtown’s economic base become sustainable in the long term. By identifying priority retail markets and attracting establishments that meet special Downtown niches, as well as everyday community shopping needs, the City can promote and strengthen retail diversification.

Policy 1.3.5. The Land Uses allowed by this Plan can help bolster the balance of housing, retail, office, and institutional uses in the Downtown. Such a balance can increase the daytime population so that it supports Downtown businesses by expanding opportunities for visitor serving and office uses to locate Downtown.

Policy 1.3.6. Providing development clarity to encourage investment, incorporating flexible development standards that respond to changing market conditions, Downtown land use and parcel patterns, and streamlining permitting in the Downtown, including more administrative permits, can promote a “business friendly” environment, and reduce the burden on business owners, developers and City staff.

Policy 1.3.7. Tourism-related establishments can help support Downtown’s continued development by distinguishing Antioch as an active and friendly to all ages destination in the heart of the Delta. Highlighting Downtown as the historic center of

activity in Antioch, and establishing new businesses and activities can create a regional draw in Downtown. The enhancement of linkages to regional assets such as the San Joaquin River, Prewitt Water Park, Lone Tree Golf Course, County Fairgrounds, Hillcrest eBART Station and future ferry terminal, can bring Downtown into greater focus as a unique shopping, dining and entertainment center.

Policy 1.3.8. Continue to promote more activities and attractions in Downtown, including more restaurants, entertainment venues, art, cultural, and special events.

Policy 1.3.9. This Plan facilitates opportunities to support entrepreneurial efforts for artisans and crafts persons to produce and/or sell their products in ground floor or above spaces in the Downtown. Their wares could be showcased in conjunction with events in Waldie Plaza, at the El Campanile Theater, and/or other Downtown festivals.

Policy 1.3.10. Although ground floor retail uses make the most sense for long term economic development and pedestrian ambiance in the Downtown core, in the near-term, this Plan allows office uses that can increase occupancies, pedestrian traffic, and patrons for Downtown businesses.

Goal IV: Support a Housing Renaissance

Objective 1.4: Facilitate the provision of high quality, market rate and affordable housing to support the creation of a Downtown Core that is active throughout the day and evening, and to support Downtown businesses. Encourage efficient use of Downtown's land resources by promoting infill development.

Policy 1.4.1. The City has an important role in promoting Downtown housing by establishing policy, helping facilitate projects and, in some cases, by leveraging development.

Policy 1.4.2. Providing high quality market rate and affordable housing in Downtown is a crucial step toward revitalization that can result in a lively Downtown that can sustain around-the-clock activity. The policies and actions in this Plan are intended to stimulate the production of mixed use and residential development to create housing opportunities for new and existing Antioch residents and workers, while being harmonious and compatible with good examples of the existing urban fabric, building strong neighborhoods and strengthening the local economy.

Policy 1.4.3. Achieving residential development in Downtown can be complex and expensive due to multiple factors, including small parcel sizes, multiple ownerships, the difficulty of land assembly, high land costs, physical and environmental constraints and infrastructure costs. The administrative permitting process, development and design standards provided within this Plan are intended to reduce or eliminate regulatory obstacles to development.

Policy 1.4.4. The Plan provides flexibility in design to encourage the construction of housing, while raising the bar on quality and creativity for materials and architecture that are

harmonious and compatible with good examples of the existing Downtown built environment.

Goal V: Support Mobility

Objective 1.5: Create an integrated multi-modal transportation system that effectively serves the Downtown area. Improve all modes of access to and within Downtown, and provide opportunities for residents, workers, and visitors to walk, bike, drive or access transit (including Amtrak, buses, future ferry service, and links to the Hillcrest eBART station), Downtown.

Policy 1.5.1. A wide range of circulation modes serve Downtown, including cars and trucks, several bus routes, Amtrak, the nearby Hillcrest EBART Station, bike and multi-use trails, and pedestrian sidewalks. Downtown ferry service is planned for the future. While most people will continue to arrive Downtown by car, this Plan encourages people to use alternative modes of transportation, rather than cars, to get to and around Downtown.

Policy 1.5.2. Downtown sidewalks and plazas will continue to be accessible to disabled persons, and accessibility will be improved where appropriate.

Policy 1.5.3. This Plan calls for the City to explore and implement feasible vehicular access and aesthetic improvements to the three main roadways into Downtown (A Street, L Street, and Auto Center Drive), and to work with schools, parents and bicycle clubs on the best ways to improve bike access into and around Downtown and schools between State Route 4 and Downtown.

Policy 1.5.4. With the expected opening of the Hillcrest eBART Station in 2018, commuters and visitors may begin to travel between the Station and Downtown. If that travel pattern materializes, there is the opportunity for the City to study it, and provide feasible means to improve it, if appropriate.

Policy 1.5.5. Downtown traffic is one indicator of economic health. As traffic increases due to the revitalization of Downtown, congestion issues may arise. Increasing roadway capacity to Downtown would be expensive, disruptive, and could harm existing good examples of community character, landscaping and architecture. Rather than widen streets, this Plan encourages the City to consider relaxing traffic level of service (LOS) thresholds into and in Downtown, if needed, to preserve the street environment, and prioritize pedestrian, bike and transit access.

Policy 1.5.6. The existing network of bicycle lanes and multi-use trails in and around Downtown is fragmented. This Plan encourages the City to explore the means to improve such access.

Goal VI: “Park Once” Management Strategy

Objective 1.6: Manage the existing ample supply of Downtown parking available in public and private lots, and on streets, in balance with parking demand to accommodate visitor, resident and employee parking needs.

Policy 1.6.1. Providing access to and around Downtown through various transportation options can help avoid traffic congestion, and enhance pedestrian ambience Downtown. However, most people visiting Downtown now and in the foreseeable future, will continue to arrive by car to visit, work, shop, dine or enjoy the Riverfront and Waldie Plaza. While this Plan encourages alternatives to the car, planning for, and provision of adequate parking is important for the success of Downtown.

Policy 1.6.2. While the “Existing Conditions: Opportunities and Constraints” report (February 2015) found that in Downtown, parking may not be a problem currently, that could change depending on future circumstances. Overall, there is currently more than sufficient parking capacity between public and private parking lots and on-street parking to accommodate typical demand, with numerous available spaces during weekday and weekend peak times. Parking is an important component that the City will need to monitor in the future to ensure an adequate, safe supply, as Downtown attracts more visitors, residents and businesses.

Policy 1.6.3. Where possible, reducing parking requirements in areas that have no opportunity to provide parking can encourage new business, transit use and reduce reliance on the private automobile

Goal VII: Sustainable Infrastructure

Objective 1.7: Safeguard public health, safety and prosperity by providing and maintaining standards and facilities that enable the community to live and work in balance with the natural environment. Continue to ensure that public services facilitate new development in Downtown.

Policy 1.7.1. The California Government Code requires a specific plan to include text and diagrams that specify: “The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.”

Policy 1.7.2. The availability of adequate sanitary sewer, electrical, water, natural gas and cellular services within the Downtown are a critical factor in the accommodation of new residential and non-residential development, and in attracting new uses within existing buildings. The “Existing Conditions: Opportunities and Constraints” report (February 2015) reviewed the major utility systems in the Downtown. Those findings for existing infrastructure and any future needs are reported in this Plan.

Policy 1.7.3. Promote green leadership in Antioch by expanding Downtown as a green and healthy community with sustainable building and landscape design, sustainable water use and irrigation practices, and reduced energy use. Encourage outdoor and active living with more opportunities for healthy choices including walking and biking, readily available access to transit, housing in close proximity to shopping, dining and workplaces, and access to parks, play spaces and open space for children and families to enjoy.

1.3 Planning Context

The Downtown area includes a mix of diverse land uses, with a traditional retail core predominantly along a portion of the riverfront, and along much of 2nd Street, that also includes some cross streets, such as G Street. Heading south from the River, the land uses contain a mix of retail, office and residential, with single family homes and some multi-family housing being the dominant land use between 5th and 9th Streets. The east and west ends of Downtown contain a mix of residential, mixed use, businesses and vacant land.

According to the allowable densities and land use designations in the 2003 General Plan, up to 3,980 residential units, housing an estimated 12,736 residents (based on approximately 3.2 persons per household per the 2010 Census) would be possible in the Downtown. The average allowed residential density under the 2003 General Plan is 12.9 dwelling units per acre.

1.4 Relationship to Existing Plans

This Downtown Specific Plan supersedes the 2003 General Plan provisions for Downtown/ Rivertown, replaces the Downtown Zoning Ordinance regulations, and incorporates by reference the City Design Guidelines.

The last comprehensive update of the Antioch General Plan occurred in November 2003. The General Plan contains a long range, comprehensive vision statement, and sets of goals, policies and objectives to guide the future

Consistency with General Plan vision, themes, goals, policies and objectives

- That Downtown be a community gathering place, providing retail, restaurant, entertainment and passive recreation uses along the Riverfront.
- Downtown will be a vibrant, active area, with both daytime and nighttime activities.
- A transit-oriented land use pattern will be established adjacent to the Hillcrest Avenue freeway interchange.
- The River will become the visual centerpiece of the Downtown, featuring a Riverwalk and area for community concerts.
- The Riverwalk will be a part of a pedestrian/Bicycle way running along the River.
- Creating an urban core within Downtown with diverse economic, housing, cultural, and entertainment opportunities.

development of the City over a 20 year horizon. The Downtown Specific Plan is consistent with the General Plan in that its purpose is to achieve many of the provisions of the vision statement, themes, goals, policies and objectives outlined in the General Plan.

1.5 Planning Process and Public Participation

Downtown Antioch is designated by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) as a Priority Development Area (PDA). This program encourages smart growth linking density appropriate land uses with multi-modal transit resources. In September 2014, with a \$426,857 grant from the Strategic Growth Council under the Sustainable Communities Planning Grant and Incentives Program to fund the project, the City of Antioch initiated the process to develop a Specific Plan for the Downtown Antioch area. The Specific Plan seeks to advance MTC's Transit Oriented Development (TOD) policies and the Sustainable Communities goals to reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits.

The Downtown Specific Plan public participation and planning process evolved from a comprehensive community outreach effort including:

- 25 stakeholder interviews between October 2014 and March 2015 with employers, real estate professionals, service providers, resident group representatives, developers and land owners that helped to shape the Specific Plan Alternatives;
- A project website page launched in Fall 2014;
- Notices and flyers for two community workshops in Fall 2014, and a study session in June 2015 were broadly circulated, including postings, direct mailing, inserts in every water bill in May 2015, and website postings;
- Community Workshop #1 on November 12, 2014 with considerable input from approximately 75 residents and business owners who attended;
- Community Workshop #2, a joint session of the Planning Commission and Economic Development Commission on November 19, 2014 with substantial comments from about 70 people in attendance;
- A Market Analysis and Opportunity & Constraints Report;
- A Downtown placemaking draft conceptual plan and refined concept plan for Waldie Plaza;
- Joint public study session of the City Council, Planning Commission and Economic Development Commission to consider three draft land use alternatives, and public input on June 2, 2015;
- Public meeting of the City Council on June 23, 2015 to review three additional alternatives based on the June 2, 2015 input received from the Council, Commissions and public for a total of six alternatives, plus a visual preference survey of residential density examples, resulting in Council selection of a preferred alternative land use plan and a range of appropriate housing and mixed use densities;

- Planning Commission meeting on April 20, 2016 to review, comment on and receive public comment on a preliminary draft of the Downtown Specific Plan, including the Vision, Guiding Principles, Goals and Policies;
- City Council meeting on August 23, 2016 to review, comment on and garner public input on an administrative draft of the Specific Plan including the final draft Preferred Land Use Map; and
- Planning Commission meeting on September 15, 2016 to review, comment on and gain public input on the administrative draft of the Specific Plan.

The Downtown Specific Plan process was set up to allow the planning team and decision-makers to hear from and learn from City residents, business and property owners, stakeholders, and other community members about their thoughts, desires, needs and values, and to allow the public to provide input throughout the Plan development process.

1.6 Related Documents

Environmental Review

An Addendum to the Environmental Impact Report (EIR) for the City’s existing 2003 General Plan that was certified in 2003 is being prepared for this project, pursuant to the California Environmental Quality Act (CEQA). An EIR Addendum is being prepared because the Downtown Specific Plan will not generate any new environmental impacts or substantial changes not analyzed in the General Plan EIR, and will only result in minor technical changes, per CEQA. The Specific Plan will potentially reduce environmental impacts due to a reduction in the ultimate amount of development allowed in the Downtown under the DSP. Policies in the Plan, such as an emphasis on pedestrian orientation, transit use, and “park once,” and the increasing use of cleaner burning, more fuel efficient vehicles, such as electric, hybrid and partial zero emissions, provide additional existing and potential benefits for environmental conditions. This Plan does not propose any future development or land disturbance, nor does it require that any land uses be constructed, and the Plan area is only on land that was previously analyzed in the General Plan EIR. In this way, the Plan is “self-mitigating.” As with development in general, all future projects proposed as a result of implementation of the Downtown Specific Plan would be required to undergo site-specific environmental review on an individual basis, unless such projects are not considered projects under CEQA, or are exempt from CEQA.

Background Technical Work

In addition to the community outreach activities for this Plan, analyses of site and market conditions were done. Documents helping form the foundation for the Specific Plan include:

- Market Analysis, October 2014
- Stakeholder Interviews, October 2014 to March 2015
- City of Antioch Project Pipeline, October 2014
- Existing Condition: Opportunities & Constraints, February 2015
- City of Antioch General Plan, Rivertown/Urban Waterfront Planning Focus Area Policies, 2003

2.0 Land Use

2.1 Districts, Land Use, and Development Standards

The Downtown Area contains a variety of Land Use Districts with unique histories, building forms, land use compositions and influences. These Districts are identified so that specific approaches to their use/re-use and revitalization can be employed. In the following sections of this Chapter, the characteristics and purpose of each District is discussed, along with its relevant Goals, Objectives, Policies and Programs. At the end of this Chapter, Table 2.1 provides a user friendly matrix showing Allowed Land Uses and Permit Requirements in each District. Table 2.2 shows Development Standards for each District, also in a user friendly matrix format.

Mixed Use District (MU)

Introduction

This district contains the early twentieth century buildings that constitute the oldest surviving development in the City of Antioch and its most significant historic resources. The basic form of the MU District is a traditional, grid-form, commercial downtown with a mix of historic one and two-story buildings, contemporary infill buildings, linear parks, and surface parking lots. The functional center of the District is 2nd Street, between A Street and L Street, which serves as a linear commercial spine running from east to west. Prominent land uses on 2nd Street include Antioch City Hall, El Campanil Theatre, the Nick Rodriguez Community Center, and a number of small restaurants and businesses. The intersection of 2nd Street and G Street is the traditional center of the Rivertown Historic District and greater Downtown Antioch. Residential uses are currently infrequent over commercial uses, but are closely present in nearby neighborhoods. The commercial prominence continues on G Street to 5th Street, where it transitions into a mixed residential neighborhood.

Maximum Floor Area Ratio: 2.0

Maximum Residential Density: 28 units per acre / 18 units per acre at 2nd St/A St.

Major Issues

- Historic Buildings
- Parking Facilities
- Commercial Mix
- Vacant Lots

The purpose of the Mixed Use District is to encourage an ultimate mix of residential, retail, restaurant, public and entertainment uses that serves as a local and regional attraction. The physical form of the Mixed Use District lends itself to a comfortable and enjoyable pedestrian experience.

Goals, Objectives, Policies, and Programs

Goal A: An attractive, walkable environment that preserves and celebrates the history and architecture of the community and the district, serves as a cultural and celebratory centerpiece for the City, encourages new investment in both existing buildings and new construction, and offers a high-quality unique experience to residence and visitors alike.

Objective 2.1: A reduction in storefront vacancies and an increase in visitor-serving uses.

Policy 2.1.1: Though the City ultimately envisions predominantly retail, restaurant, and unique visitor-serving land uses, the interim use of ground-floor space for office or other similar uses should be accommodated to reduce the vacancy rate and improve the overall appearance of the District.

Policy 2.1.2: The City does not support the ongoing holding of chronically-vacant and under-maintained buildings.

Policy 2.1.3: The City encourages programs to allow the use of vacant storefronts for temporary displays by business, community, or historical organizations.

Program 2.1.3a: The City will continue to monitor and update the land use and development standards table to ensure that positive contributing land uses are not excluded.

Program 2.1.3b: The City will explore a program to offer short-term incentives for new business to locate in the Mixed Use District. These programs may include a business license fee deferral program where new businesses in the District are allowed to defer City business license fees for the first six months of operation with repayment over the following year.

Program 2.1.3c: The City will strictly enforce building and public nuisance codes for chronically-vacant and under-maintained buildings.

Program 2.1.3d: The City will pursue modification of the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties.

Objective 2.2: Improved visual and physical access to the San Joaquin River from public and private locations.

Policy 2.2.1: The City supports the continued use and conversion of riverfront property, including City-owned parking lots, to public-accessible walkways and observation areas.

Policy 2.2.2: The City encourages the expansion and clarification of public access at the Riverview Lodge Restaurant property at the terminus of I Street.

Policy 2.2.3: The City supports new private development projects that provide strong physical or visual connection to the San Joaquin River through balconies, roof-decks, walkways, etc.

Policy 2.2.4: The City discourages the expansion of heavy rail service except for commuter or passenger lines.

Program 2.2.4a: The City will pursue gap closure of a continuous walkway along historic 1st Street from E Street to L Street.

Objective 2.3: An increase in annual festivals and large community events occurring in the Mixed Use District.

Policy 2.3.1: The City supports the use of public streets, parking lots, and parks for annual festivals and large community events and will provide logistical support, as feasible.

Policy 2.3.2: The City recognizes that its financial contribution to these events occurs entirely through its support of the Antioch Community Foundation. As such, event applicants are expected to pay ordinary application and processing fees.

Program 2.3.2a: The City will create a streamlined application process administered by a single City Department, advertised on the City website, and supported by City staff.

Objective 2.4: A continuous high-quality pedestrian experience connecting parking facilities, the inner commercial blocks, and the riverfront.

Policy 2.4.1: The City supports the use of pedestrian-oriented signage, including A-frame signs and displays, when located on private property. As an alternative, the City may support a comprehensive program to allow limited use of public property or right-of-way for signs or displays if such a program did not detract from the overall aesthetic of the District.

Policy 2.4.2: The City supports the use of public property, where feasible, for outdoor dining areas.

Policy 2.4.3: New development and remodels should maximize pedestrian access through visible storefronts and other features that engage pedestrians. Solid, unadorned walls are prohibited.

Program 2.4.3a: The City will work with local business, community, or historical organizations to develop a cohesive pedestrian, bicycle and motorist directional signage program.

Program 2.4.3b: The City will prioritize street tree plantings and replacements, sidewalk improvements, and pedestrian infrastructure maintenance on the areas of highest pedestrian use. The planting of new and replacement street trees should use native, drought tolerant plants with non-invasive roots wherever possible to better ensure viability.

Program 2.4.3c: In the absence of flowing water in the Waldie Plaza water feature, the City will explore alternative decorative uses or treatment of the feature.

Program 2.4.3d: The City will study current trash and recycling service methods to identify and deter unsightly and messy trash collection on public sidewalks. Specifically, the City will explore construction of recycling receptacles for pedestrians and centralized consolidated trash enclosures to simplify collection and eliminate sidewalk impacts.

Objective 2.5: The preservation and restoration of historic resources throughout the Rivertown Historic District and Downtown Antioch

Policy 2.5.1: The City encourages the preservation and restoration of all qualifying historic resources.

Policy 2.5.2: Alterations to qualifying historic resources must comply with the United States Secretary of the Interior’s Standards for the Treatment of Historic Properties.

Policy 2.5.3: New buildings shall reflect the historic character and traditional architecture of the Rivertown Historic District.

Program 2.5.3a: The City shall prepare and adopt an ordinance specifically addressing the Citywide treatment of historic properties.

Neighborhood Commercial District (C-N) _____

Introduction

This district includes the commercial areas along 10th Street, 6th Street, A Street, and other isolated commercial sites. These commercial sites are closely tied to the adjacent residential neighborhoods and have the potential to provide neighborhood-serving uses. Currently, the land use composition of these commercial areas includes automotive sales and repair uses, a former movie theater currently used as a church, and few retail and restaurant uses. In addition, there are several remnant single-family residences interspersed within these commercial corridors.

Maximum Floor Area Ratio: 1.0

Major Issues

- Land Use Compatibility
- Physical Appearance of Buildings
- Lack of Neighborhood Serving Uses
- Vacant Lots

The purpose of the Neighborhood Commercial District is to reclaim these commercial districts as neighborhood-serving uses that directly complement and add value to the adjacent residential neighborhoods.

Goals, Objectives, Policies, and Programs

Goal B: An attractive, walkable, neighborhood-serving commercial district that complements and adds value to the adjacent residential neighborhoods.

Objective 2.6: An attractive commercial district that evokes community pride, creates a sense of place, and is enjoyable to its tenants and patrons.

Policy 2.6.1: The City supports streetscape improvements, including private or non-profit sponsorship of banner programs, seasonal decorations, and similar enhancements.

Policy 2.6.2: The City supports the permanent improvement of sidewalks, medians, crosswalks and roadway surfaces to improve circulation and pedestrian safety along 10th Street and other neighborhood commercial corridors.

Policy 2.6.3: The City supports the use of pedestrian-oriented signage, including A-frame signs and displays, when located on private property. As an alternative, the City may support a comprehensive program to allow limited use of public property or right-of-way for signs or displays if such a program did not detract from the overall aesthetic of the District.

Policy 2.6.4: The City supports the use of public property, where feasible, for outdoor dining areas.

Policy 2.6.5: New development and remodels should maximize pedestrian access through visible storefronts and other features that engage pedestrians. Solid, unadorned walls are prohibited.

Policy 2.6.6: The City discourages the installation of parking lots at the front of lots, especially on 10th Street. As an alternative, parking lots should be installed behind buildings and adjacent to alleys.

Policy 2.6.7: The City supports the interconnection, where feasible, of adjoining commercial parking lots to improve vehicle movement, limit driveway cuts, and reduce road traffic.

Objective 2.7: A mix of commercial uses that provide convenience and add value to adjacent residential neighborhoods.

Policy 2.7.1: The City encourages neighborhood-serving uses including restaurants, certain retail uses, entertainment venues, personal services, coffee shops, and local small businesses.

Policy 2.7.2: The City discourages any use or operational conditional that detracts from the quality of life of adjacent residential neighborhoods.

Policy 2.7.3: The City supports the imposition of Conditions of Approval for approved land uses that limit or eliminate their operational impacts on adjacent residential neighborhoods. The City recognizes that some land uses may not necessarily be accommodated at every site, even if the land use is conditionally permitted in the district.

Policy 2.7.4: The City supports the conversion or revitalization of single-family residences into commercial uses only when an aggregate land area of 10,000 square feet can be created. The conversion of existing single-family residences on 5,000 square-foot lots into stand-alone commercial uses is generally discouraged.

Objective 2.8: A dynamic and engaged business district that cooperatively works with business owners to promote and improve the business climate throughout Downtown Antioch.

Policy 2.8.1: The City supports the creation of a Downtown Business Association, or similar organization, which is solely dedicated to the promotion and improvement of Downtown Antioch.

Program 2.8.1a: The City will participate in a supportive role with any such association upon its formation.

Objective 2.9: A gradual phase-out of automotive service and sales uses that are visually incompatible, noisy, potentially hazardous, and do not necessarily provide a neighborhood-serving use.

Policy 2.9.1: The City supports the continuance of automotive uses as legal non-conforming uses, but does not support their expansion.

Program 2.9.1a: The City will strictly enforce Use Permits and similar related ordinances governing current automotive uses.

Policy 2.9.2: The City supports the relocation of automotive uses to more appropriate areas.

Program 2.9.2a: The City will examine opportunities in industrial or heavy commercial areas to provide adequate lands for automotive uses.

Objective 2.10: A reduction in storefront vacancies and increase use of chronically-vacant or abandoned buildings.

Policy 2.10.1: The City does not support the ongoing holding of chronically-vacant and under-maintained buildings.

Policy 2.10.2: The City encourages programs to allow the use of vacant storefronts for temporary displays by business, community, or historical organizations.

Program 2.10.2a: The City will pursue modification of the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties.

Program 2.10.2b: The City will prioritize enforcement using the 'broken window' concept to address minor vandalism, graffiti, and similar quality of life and perception issues.

Downtown Residential Districts (MDR & HDR)

Introduction

This district includes the traditional residential neighborhoods that surround Downtown Antioch and once served as the City's primary residential area. The residential neighborhood is very eclectic and demonstrates complex and modest architectural styles from the late 19th and early 20th century, as well as more contemporary residential buildings. The neighborhood is very walkable and offers direct access to the commercial areas of Downtown Antioch and 10th



Street, as well as the Marina and waterfront. The neighborhood is laid out in a traditional grid arrangement and contains interspersed institutional and cultural buildings, churches, lodges, and Prosserville Park. Though most of the neighborhood consists of single-family dwellings, there are also several areas where apartment buildings and higher density housing is available.

Maximum Residential Density:

MDR – 12 units per acre

HDR – 18 units per acre

Major Issues:

- Preservation of Historic Residential Buildings/Neighborhood Character
- Physical Appearance of Buildings/Property Maintenance
- Areas of Limited Street Lighting
- Cut-Through Traffic
- Lack of Neighborhood Serving Uses
- Compatibility with single-family neighborhoods
- Parking availability
- Bulk and mass of buildings
- Vacant Lots



Example of 18 units per acre residential density



Example of 12 units per acre residential density

The purpose of the Downtown Residential Districts is to promote policies that will enable further investment into these neighborhoods, strengthen property maintenance, enhance market competitiveness of these neighborhoods, create a viable residential adjunct to Downtown Antioch, and to improve the quality of life for its residents. The Downtown Residential District contains both Medium Density (MDR) and High Density (HDR) designations, which are applied based on existing development, adjacency to commercial areas, and potential for reuse or revitalization. Specific land uses and development standards are applied to each of these designations in Table 2-1 and Table 2-2.

Goals, Objectives, Policies, and Programs

Goal C: A traditional, walkable, neighborhood that offers a residential product that is unique to the City and attractive to reinvestment.

Objective 2.11: Maintenance of the traditional single-family visual character of the neighborhood, while encouraging reinvestment.

Policy 2.11.1: New residential buildings and alterations, regardless of density, should reflect a traditional single-family architectural style, including scale, minimized visibility of parking (including garages), traditional porches, etc.

Program 2.11.1a: New residential buildings and alterations will be reviewed by the City to ensure compliance with the Design Guidelines for the Downtown Residential District, in order to address harmony and compatibility with the existing traditional neighborhood and housing styles.

Program 2.11.1b: The City will pursue a formal inventory of street lighting and develop strategies to improve under-lit public areas.

Policy 2.11.2: All modifications to existing buildings within the Downtown Specific Plan boundaries are subject to Design Review. Administrative design review may be used for minor projects, at the discretion of the Community Development Director.

Objective 2.12: An improvement in the value of residential properties to encourage owner-occupancy rates more similar to those elsewhere in the City of Antioch.

Policy 2.12.1: The City supports residential development standards that are unique to the Downtown Residential District and complement its traditional development patterns.

Policy 2.12.2: The City encourages re-investment in existing residential buildings through remodels and additions and recognizes that older homes may lack certain modern conveniences expected by many potential owners and that flexible standards to accommodate these elements may be necessary to allow for improvement of these buildings.

Policy 2.12.3: The City is committed to the preservation of qualifying historic structures and acknowledges that much of the value in the Downtown Residential District is largely derived from the continued presence of these buildings. The City will not permit the demolition or inappropriate modification of eligible historic structures.

Program 2.12.3a: The City will develop a contemporary historic preservation ordinance that reflects best practices, encourages preservation and restoration, and is consistent with applicable State and federal law. Until such ordinance is adopted, the City will apply the Secretary of the Interior’s Standards for the Treatment of Historic Properties for all modifications to any structures constructed prior to 1950.

Objective 2.13: A reduction in the number of under-maintained or substandard residential properties in this district that may serve as a deterrent to investment in the residential neighborhood or patronage of the commercial districts.

Policy 2.13.1: The City supports the re-establishment of the residential rental inspection program for this neighborhood, on a priority basis, even if infeasible for the remainder of the City.

Policy 2.13.2: Community Development Block Grant (CDBG) funding sources should be prioritized for high-visibility, high-impact purposes in this neighborhood, as available.

Policy 2.13.3: The City supports the formation of an independent residential neighborhood association for the purposes of neighborhood watch, crime reduction, promotion, and coordination of activities to benefit the City.

Policy 2.13.4: The City promotes the abandonment, transfer, or sale of existing City-owned vacant right-of-way parcels, wherever feasible. Similarly, the City encourages other entities owning similar undeveloped parcels to make them available for development to further eliminate blight.

Program 2.13.4a: The City shall make an inventory of existing vacant parcels and develop a strategy for their development, which must include the potential for abandonment, transfer, or sale.

Policy 2.13.5: The City allows the construction of residential units within the MDR or HDR districts on individual lots as small as 33’ wide and 100’ deep (3,300 square feet), subject to a Use Permit from the Planning Commission.

Policy 2.13.6: The City supports the enforcement of all housing and building codes to the fullest extent permitted by law.

Commercial - Regional District (C-R)

Introduction

The Commercial-Regional District is limited to the existing commercial properties adjacent to Auto Center Drive, between 10th Street and 4th Street. This area currently contains a large commercial recreation (miniature golf, etc.) facility, automotive service uses, a large hotel, boating service/sales uses, a veterinary hospital, and other retail uses. The area once served as a gateway to Antioch as 10th Street served as a primary throughway. Today, the area largely remains undeveloped, especially, the parcels along 6th Street. Since Auto Center Drive and 10th

Street are both very prominent entries to Downtown Antioch, it important that these areas contain complementary land uses that make a positive impression.

Maximum Floor Area Ratio: 0.40

Major Issues

- Vacant Lots
- Underutilized properties
- Transitional automotive uses
- Antioch Creek corridor
- Mix of land uses

The purpose of the Commercial-Regional District is to create a district that will enable development and/or revitalization or re-occupancy of this area to capture the traffic and visibility from Auto Center Drive and 10th Street and to generate sales tax, occupancy taxes, high employment, or similar community benefit.

Goals, Objectives, Policies, and Programs

Goal D: A thriving regional commercial district that complements the adjacent neighborhoods and presents a positive entry feature to Downtown Antioch.

Objective 2.14: Strong commercial businesses that will contribute to the local economy directly through sales tax, user taxes, or employment.

Policy 2.14.1: New development must demonstrate direct financial benefit to the City and community through sales tax, user taxes, employment, or similar community benefit.

Policy 2.14.2: Uses that do not provide direct financial benefit to the City or Community are strongly discouraged and should not be approved. Examples of unacceptable, underperforming uses include personal storage facilities, warehousing, parking lots, vehicle storage, or other uses that do not provide a broader community benefit.

Policy 2.14.3: New uses should include automotive sales, retail commercial uses, large office users, light industrial parks, commercial recreation, or similar uses.

Policy 2.14.4: Land uses that are not specifically described in the land use table may be considered if they otherwise achieve the policies of the Downtown Specific Plan.

Objective 2.15: New development that is visually attractive and presents a positive image as a gateway to Downtown Antioch.

Policy 2.15.1: New development should provide enhanced landscaping along Auto Center Drive, 10th Street, and W. 6th Street.

Program 2.15.1a: For development of any site over 10,000 square feet along W. 6th Street, a comprehensive street and site design must be submitted to demonstrate a comprehensive design of landscape, building setbacks for all sites along W. 6th Street.

Policy 2.15.2: Parcels should not be subdivided to below 20,000 square feet to avoid awkward sites, flag lots, and similar undesirable elements.

Policy 2.15.3: Direct vehicle access from Auto Center Drive is discouraged and should be minimized. A maximum of one vehicle access may be permitted for each parcel along Auto Center Drive. Should further subdivision occur, the new lots must take access from W. 6th Street or 10th Street.

Policy 2.15.4: New buildings should demonstrate a high-quality, campus-like appearance.

Policy 2.15.5: If parking lots are located along Auto Center Drive, they must be separated from the public right-of-way by a landscaping border of at least 15’.

Waterfront (WF)

Introduction

The Waterfront District contains the Antioch Marina, the adjacent parking lot, the Riverview Lodge property, and the surrounding undeveloped riparian areas. The site includes the City of Antioch’s Marina office as well as supporting commercial uses, including the prominent restaurant site. This District serves as a local and regional attraction and is integral to the future success of Downtown Antioch because it brings residents and other visitors to the heart of Downtown Antioch.



Major Issues

- Commercial businesses
- Parking lot patrol
- Railroad tracks
- Wayfinding and signage
- Underutilized properties

The purpose of the Waterfront District is to create a district that capitalizes on the City of Antioch’s unique waterfront access and promotes the recreational opportunities associated with direct use of the San Joaquin River through the Marina facility.

Goals, Objectives, Policies, and Programs

Goal E: A popular, safe and attractive waterfront recreational facility that serves the community and attracts visitors.

Objective 2.16: A diverse array of commercial uses that complement the waterfront and are attractive to the general population.

Policy 2.16.1: The City supports the continued use of the restaurant building at the Antioch Marina for a high-quality restaurant that will attract visitors beyond the immediate area.

Policy 2.16.2: Other uses of the adjacent building should be relevant to, or dependent on, the waterfront, such as bait and tackle shops, marine supply shops, or similar uses that relate to the waterfront or marine recreation. Other uses that are not reliant on or relevant to the waterfront are discouraged.

Policy 2.16.3: The City encourages additional commercial activities or business opportunities that will attract additional visitors. This may include construction of new buildings.
Program 2.16.3a: The City will investigate the feasibility of additional building pads within the Marina area.

Policy 2.16.4: The Riverview Lodge building should remain as a restaurant use. The City is supportive of renovation or reconstruction of the building to ensure that it remains a viable attraction.

Objective 2.17: Open public access to the waterfront for boating, fishing, observation, or other waterfront-dependent activities.

Policy 2.17.1: The City supports retention of the fishing piers for general public use and for organized derbies or similar activities.

Policy 2.17.2: The City encourages use of the waterfront facilities for visiting historic ships and similar attractions.

Objective 2.18: A safe and clean environment that preserves the natural and scenic resources of the waterfront.

Policy 2.18.1: The City discourages use of the Marina parking lot for purposes other than accessing the waterfront.

Policy 2.18.2: The City promotes exclusive use of the developed path system to ensure that adjacent natural areas are preserved.
Program 2.18.2a: The City will conduct a general site security and access study to examine ways to discourage behavior or trespass that is detrimental to the visitor experience or the natural environment.

Policy 2.18.3: The City encourages extension of the park designation from Waldie Plaza through the park at the southwest corner of the Marina property to ensure consistent maintenance and management.

Opportunity Sites (OP)

Introduction

Within the boundaries of the Downtown Antioch Specific Plan, there are three large parcels whose revitalization would have a major impact on the Downtown Antioch. Because of the unique potential for these properties and the significance of their revitalization, they have been identified as Opportunity Sites. In lieu of traditional prescriptive land use and development standards, they are governed by a series of general policies that guide their future reuse. In addition, each of these sites would be required to submit a comprehensive revitalization plan prior to any new development on the site. The comprehensive plan would provide a big picture of the land uses and development schedule for the site.

As two of these sites currently have active businesses, there are also unique provisions for retention of these uses and even replacement with similar land uses to ensure that the buildings do not become vacant, which may lead to further complications.

Opportunity Site A

This site most recently contains Bond Manufacturing, which operates a light manufacturing facility on the 17-acre site. Due to the quality of its existing industrial buildings and infrastructure on the site, it is envisioned to house additional industrial users before any eventual revitalization. However, if proposed for revitalization, the site would offer a very unique opportunity due to its size. The site is limited by access, with only one modest entry from Auto Center Drive/W. 4th Street, so its development potential is limited. Further, it is isolated from adjacent development by Antioch Creek, the Dow Wetlands property, and the historic Antioch History Museum building. The following policies apply to Opportunity Site A.

OP Site A Policy-1: The property may be continued to be used for industrial purposes indefinitely, consistent with the zoning regulations currently assigned to the M-1 Light Industrial District, as may be amended.

OP Site A Policy-2: Both the development standards and land use regulations of the M-1 Light Industrial District shall apply. Should the M-1 Light Industrial District be eliminated, the site shall be subject to the comparable provisions of a replacement light industrial district.

OP Site A Policy-3: Future revitalization of the site should be comprehensive in nature. To that effect, a comprehensive development plan is required for any land use or revitalization that is not consistent with the M-1 Light Industrial District regulations. Such a comprehensive development plan shall be subject to review and approval through the Planned Development (PD) process through the Planning Commission and City Council.

OP Site A Policy-4: Future revitalization should contribute to the vitality of Downtown Antioch and may include residential uses, such as a large apartment or condominium complex offering river and wetlands views. Ownership units are encouraged.

OP Site A Policy-5: Any future revitalization must be sensitive to the adjacent wetlands and appropriate for the limited roadway access available.

Opportunity Site B

This 37-acre site contains a series of industrial buildings that are currently being used for RV storage and other miscellaneous uses. This is the site of a former major manufacturing facility and the smoke stack still stands. The site is directly adjacent to the Antioch Police Department and maintains frontages on W. 4th Street, L Street, N Street, O Street, and W. 2nd Street. The following policies apply to Opportunity Site B.

OP Site B Policy-1: The property may be continued to be used for industrial purposes indefinitely, consistent with the all zoning regulations currently assigned to the M-1 Light Industrial District. This district is described as follows:

- a. This district allows light industrial uses and excludes those heavy industrial uses with potentially hazardous or negative effects. Uses include the fabrication, assembly, processing, treatment, or packaging of finished parts or products from previously prepared materials typically within an enclosed building.

OP Site B Policy-2: Both the development standards and land uses regulations of the M-1 Light Industrial District shall apply, in general. Should the M-1 Light Industrial District be eliminated, the site shall be subject to the comparable provisions of a replacement light industrial district.

OP Site B Policy-3: Future revitalization of the site should be comprehensive in nature. To that effect, a comprehensive development plan is required for any land use or revitalization that is not consistent with the M-1 Light Industrial District regulations. Such a comprehensive development plan shall be subject to review and approval through the Planned Development (PD) process through the Planning Commission and City Council.

OP Site B Policy-4: Minor improvements and modifications to the site for continued industrial purposes, provided that said actions do not result in the demolition and replacement of more than 10,000 square feet or construction of 10,000 square feet or more of new building area. Any such larger projects are subject to the requirement for a comprehensive development plan.

OP Site B Policy-5: Future revitalization should contribute to the vitality of Downtown Antioch and may include the following:

- a. A mixed use village, containing a variety of residential and commercial/service uses.
- b. A large residential complex offering river views, Marina access, and high-quality on-site amenities.
- c. A large office complex providing employment at a rate comparable to business parks.

OP Site B Policy-6: To improve circulation, a connection between 2nd St. and O St. should be explored.

Opportunity Site C

This 10.5-acre site is the home of the former Hickmott Cannery and is currently vacant. The site is bisected by railroad tracks and access is to 6th Street and McElheny Road. Due to the historic use of the site for industrial purposes, there may be issues related to soils contamination that would need to be fully addressed prior to development. These issues may

even dictate the level of development appropriate for the site. This site, has nearly unobstructed views of the San Joaquin River and is ideal for a major anchor project. The following policies apply to Opportunity Site C.

- OP Site C Policy 1: The property is not currently in use and any new development or land use requires a comprehensive development plan.
- OP Site C Policy 2: The reuse of the property should provide a strong anchor to the east side of Downtown Antioch.
- OP Site C Policy 3: Future revitalization should contribute to the vitality of Downtown Antioch and may include the following:
 - a. A mixed use village, containing a variety of residential and commercial/service uses.
 - b. A large residential complex offering river views, Downtown access, and high-quality on-site amenities.
 - c. A large office complex providing employment at a rate comparable to business parks.
 - d. A large open space or park complex.
- OP Site C Policy 4: The existing houses on E. 6th Street must be incorporated into any future development plan.
- OP Site C Policy 5: With revitalization of the site, McElheny Road should be examined for its potential to provide a pedestrian/cycle connection to the waterfront on Fulton Shipyard Road.
- OP Site C Policy 6: Direct linkages to the existing enhanced sidewalk on A Street should be provided throughout the project.
- OP Site C Policy 7: The project should capitalize on the views of the waterfront and the San Joaquin River.
- OP Site C Policy 8: New development should include historical monuments or interpretation of the site's history as a cannery.
- OP Site C Policy 9: Architectural styles may reflect the industrial traditions of the site.

Blending Land Use Designation

The Land Use Map contains multiple instances of blended land use designations, where two land use designations are shown for a single parcel. These parcels are identified with hashmarks denoting the two applicable land use designations. In these cases, it is the intent of the Downtown Specific Plan to allow for the continuation of the existing land uses under a corresponding land use designation, while also recognizing that the site may ultimately be reused for a different purpose.

For example, the MDR/C-N blending district combines the Medium Density Residential with the Neighborhood Commercial District. This blending allows for the continuation of the current low-density, single-family residential uses under the MDR District, but would allow for the entire site to be reused as a neighborhood commercial site under the C-N District designation. In order to be reused for neighborhood commercial purposes, the site would have to meet all of the development



standards for the C-N District, including the 10,000 square-foot minimum lot size and all parking requirements. As most residential lots are 5,000 square feet in size, conversion to commercial use would require the accumulation of multiple sites. This would deliver more reasonable, comprehensive conversions and well-functioning commercial sites and would avoid the piece-meal conversion of individual 5,000 square-foot lots to commercial use, which is not generally beneficial to a community. In some instances, the lots might be combined with adjacent commercial sites to the rear, such as along 10th Street.

In short, the blending land use designation approach allows for the continuation of existing land uses in a neighborhood, but allows for a large-scale conversion to a different land use in the future. This approach also avoids many of the pitfalls associated with traditional legal nonconforming designations, which have become deterrents to lenders in a more conservative banking environment. This blending approach will hopefully allow for increased lending and investment in these communities, while providing responsible and detailed direction.

Public Buildings (PB)

Public Buildings are located throughout Downtown Antioch, including City Hall, the Antioch Police Department, the Public Works Corporation Yard, the Antioch Senior Center and the Nick Rodriguez Community Center. In addition, the Antioch Historical Society maintains a museum and history center at 1500 W. 4th Street. Each of these buildings is intended to remain in its current use and, because of their unique nature, any major changes would be subject to a comprehensive review through the Use Permit process.

2.2 Land Use Review and Approval Process

In order to ensure that the provisions of this Downtown Specific Plan are met, all new development or alterations to properties within the Downtown Specific Plan Area are subject to review and approval by the Community Development Department. To minimize delay and encourage reinvestment, the following processes shall apply:

Administrative Review: Proponents of new development or alterations to properties within the Downtown Specific Plan area shall submit such plans to the Planning Division prior to submittal for building permits. Planning Division staff will review the plans and identify discrepancies, if any, between the submitted plan and the policies or development standards contained in the Downtown Specific Plan, or other applicable design guidelines. The plans will then be returned to the component for revision, if necessary, or submittal for building permits if no revisions are required. The plans will not be accepted by the Building Safety and Inspection Division until deemed compliant with the Downtown Specific Plan by the Planning Division. This process applies to all projects in the Downtown Specific Plan Area unless a greater process is otherwise required. A fee may be collected for this process.

Use Permits, Variances, and Appeals: The process for Use Permits, including Administrative Use Permits and Home Occupation Use Permits, Variances, Appeals, and other development review processes shall follow the procedures established in the Antioch Municipal Code (Title 9), including all requirements for public noticing, findings, and hearing procedures. The applicable existing Citywide fees may be collected for these processes.

Table 2.1 Allowable Uses and Permit Requirement

LAND USE	PERMIT REQUIRED BY DISTRICT										Specific Use Regulations	
	MU	C-N	C-R	MDR	HDR	I	WF	OS/PB				
	AGRICULTURE AND OPEN SPACE											
RESIDENTIAL USES												
Accessory residential uses and structures	A	A	—	A	A	—	—	—	—	—	—	—
Caretaker quarters	UP	UP	—	—	—	AUP	UP	—	—	—	—	—
Guest House	A	A	—	A	A	—	—	—	—	—	—	—
Home occupations	HOUP	HOUP	—	HOUP	HOUP	—	—	—	—	—	—	9-5.901
Live/work facilities	AUP	AUP	—	—	—	AUP	—	—	—	—	—	—
Mixed Use Projects	AUP	—	UP	—	—	—	—	—	—	—	—	—
Mobile home park	—	—	—	—	—	—	UP	—	—	—	—	—
Multi-family dwellings (3 or more units)	A	—	UP	—	A	—	—	—	—	—	—	—
Emergency shelters	—	—	—	—	—	—	—	—	—	—	—	9-5.3839
Secondary dwelling units	A	A	—	A	A	—	—	—	—	—	—	9-5.3805
Single family dwellings	A	A	—	A	A	—	—	—	—	—	—	—
Transitional and Supportive Housing	—	—	—	—	UP	—	—	—	—	—	—	—
Two family dwellings (Duplex)	A	A	—	A	A	—	—	—	—	—	—	—
RETAIL TRADE												
Accessory retail uses	A	A	A	—	—	—	—	—	A	—	—	—
Adult entertainment business	—	—	—	—	—	—	—	—	—	—	—	9-5.3808
Alcoholic beverage sales, off-site	UP *	UP *	UP	—	—	—	—	—	—	UP	—	* 500' separation required between outlets
Animal sales and grooming	AUP	AUP	AUP	—	—	—	—	—	—	—	—	—
Art, antique, collectible, and gift stores	A	A	A	—	—	—	—	—	—	—	—	—
Auto parts sales	A	A	A	—	—	AUP	—	—	AUP	—	—	—
Auto sales and rental	—	—	UP	—	—	UP	—	—	UP	—	—	—
Building material stores	A	A	A	—	—	A	—	—	A	—	—	—
Construction/heavy equipment sales and rental	—	—	UP	—	—	AUP	—	—	AUP	—	—	—
Convenience stores	UP	UP	UP	—	—	UP	—	—	UP	—	—	—
Drive-in and drive-through sales and services	—	UP	UP	—	—	—	—	—	—	—	—	—
Firearms sales	UP	—	UP	—	—	UP	—	—	UP	—	—	—
Furniture, furnishings & appliance stores	A	A	A	—	—	AUP	—	—	AUP	—	—	—
Gas stations	—	—	UP	—	—	UP	—	—	UP	UP	—	9-5.3815
General retail	A	A	A	—	—	—	—	—	—	—	—	—
Grocery stores	A	A	A	—	—	—	—	—	—	—	—	—
Mobile home and RV sales	—	—	—	—	—	UP	—	—	UP	—	—	—

TABLE 2.1 Allowed Uses and Permit Requirements		Allowed Use										Specific Use Regulations		
		Use Permit Required					Home Occupation Use Permit Required							
		A UP AUP —	C-N	C-R	MDR	HDR	I	WF	OS/PB	All application processes are per Antioch Municipal Code				
LAND USE	MU	PERMIT REQUIRED BY DISTRICT												
		C-N	C-R	MDR	HDR	I	WF	OS/PB						
Night clubs and bars	UP	—	—	—	—	—	—	—	—	—	—	—	—	—
Outdoor retail sales, temporary	AUP	AUP	AUP	—	—	—	—	—	—	AUP	AUP	—	—	—
Pawn Shops	UP	UP	UP	—	—	—	—	—	—	—	—	—	—	—
Plant nurseries and garden supply stores	—	A	A	—	—	—	—	—	—	A	—	—	—	—
Restaurants	A	A	A	—	—	—	—	—	—	AUP	UP	—	—	—
Tobacco Retailer	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Warehouse retail	—	—	—	—	—	—	—	—	—	AUP	—	—	—	—
SERVICES – BUSINESS, FINANCIAL, PROFESSIONAL														
Automated teller machines (ATMs)	A	A	A	—	—	—	—	—	—	A	A	—	—	—
Banks and financial services	A	A	A	—	—	—	—	—	—	A	—	—	—	—
Business support services	A	A	A	—	—	—	—	—	—	A	—	—	—	—
Medical services - clinics, offices, and labs	A	A	A	—	—	—	—	—	—	A	—	—	—	—
Medical services - extended care	—	—	A	—	—	—	—	—	—	—	—	—	—	—
Medical – hospitals	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Offices	A	A	A	—	—	—	—	—	—	A	A	—	A	—
Professional Services	A	A	A	—	—	—	—	—	—	A	—	—	—	—
SERVICES														
Assembly - Major (over 30)	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	—	—	UP	—
Assembly - Minor (30 or fewer)	A	A	A	AUP	AUP	AUP	AUP	AUP	AUP	AUP	—	—	UP	—
Auto repair and maintenance	—	—	UP	—	—	—	—	—	—	UP	—	—	—	—
Bed and breakfast inns (B&Bs)	UP	UP	—	UP	UP	—	—	—	—	—	—	—	—	—
Boat repair and maintenance	—	—	UP	—	—	—	—	—	—	UP	UP	—	—	—
Car wash	—	—	UP	—	—	—	—	—	—	UP	—	—	—	—
Residential care facility (6 or fewer)	A	A	—	A	A	—	—	—	—	—	—	—	—	—
Residential care facility (7 or more)	—	—	—	AUP	AUP	—	—	—	—	—	—	—	—	9-5.3840
Small Family day care home (up to 8)	A	A	—	A	A	—	—	—	—	—	—	—	—	9-5.3817
Large family day care home (9 to 14)	—	—	—	AUP	AUP	—	—	—	—	—	—	—	—	9-5.3818
Day care center	AUP	AUP	UP	UP	UP	—	—	—	—	—	—	—	UP	—
Computer gaming and internet access business	—	—	—	—	—	—	—	—	—	UP	—	—	—	—
Contractor storage yard	—	—	—	—	—	—	—	—	—	AUP	—	—	—	—
Furniture repair and upholstery shops	AUP	AUP	AUP	—	—	—	—	—	—	AUP	—	—	—	—
Hotels and motels	UP	—	AUP	—	—	—	—	—	—	—	—	—	—	—
Mortuaries & funeral homes	AUP	—	AUP	—	—	—	—	—	—	A	—	—	—	—
Personal services	A	A	A	—	—	—	—	—	—	A	—	—	—	—
Pharmacies	A	A	A	—	—	—	—	—	—	—	—	—	—	—
Recreational vehicle park	—	—	—	—	—	—	—	—	—	—	UP	—	UP	—
Research and development	A	A	A	—	—	—	—	—	—	A	—	—	—	—



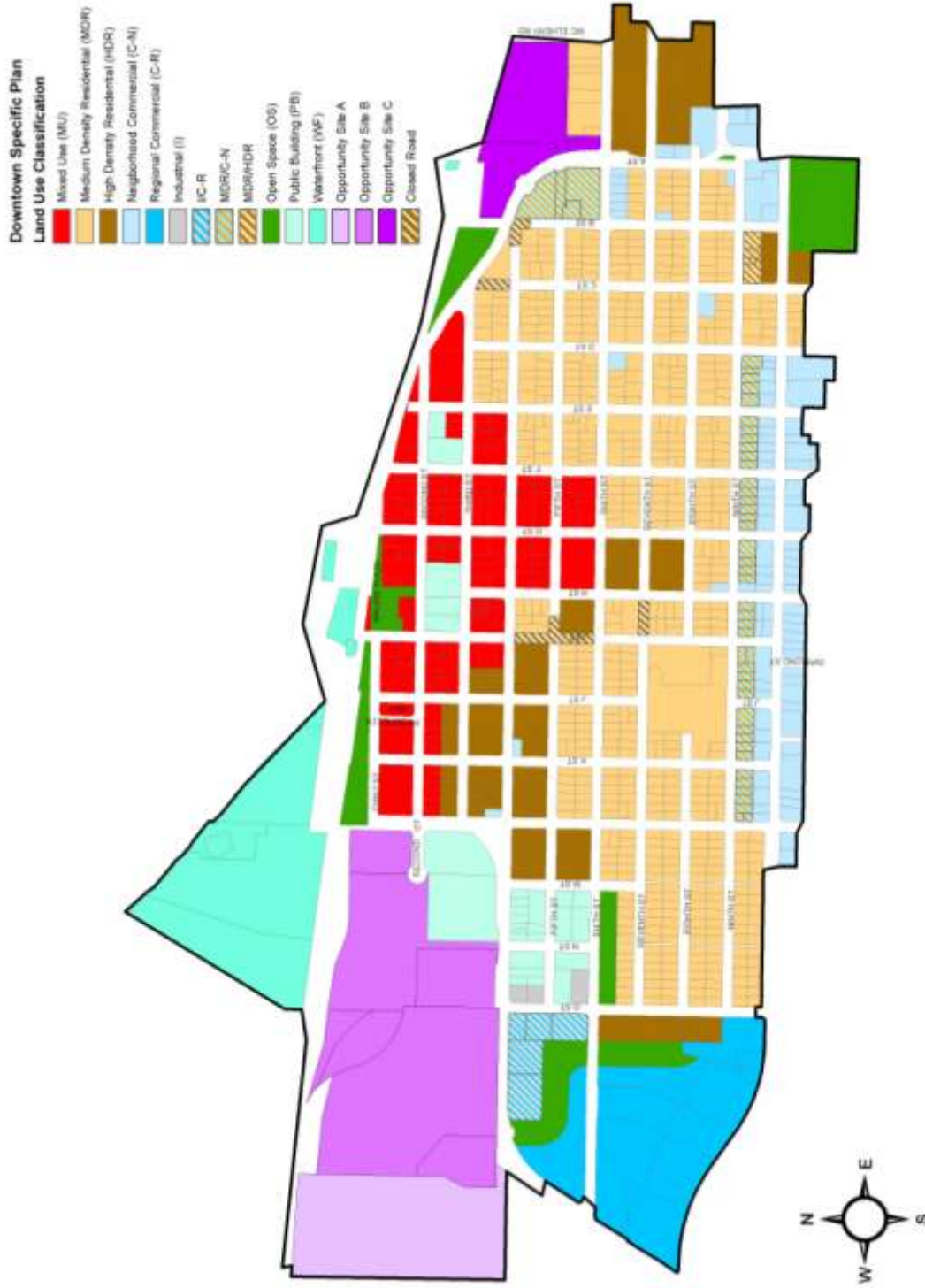
Outdoor recreation facilities	A	A	A	A	—	—	AUP	A	UP
Parks and playgrounds	A	A	A	A	A	A	A	A	A
Public safety facilities	A	A	A	A	A	A	A	A	A
SUBDIVISION AND RESIDENTIAL									
Small lot subdivision – less than 5,000 sf	—	—	—	—	UP	—	—	—	—
Res. density - greater than 28 units per acre	UP	—	—	—	—	—	—	—	—

Note: the Specific Use Regulations column in the above table refers to relevant sections within the Antioch Municipal Code, Title 9: Planning and Zoning, Chapter 5: Zoning

Table 2.2: Development Standards

TABLE 2.2 Development Standards		MU	C-N	C-R	MDR	HDR	I	WF	PB	Notes
MINIMUM LOT SIZE										
Area	5,000 sq. ft.	10,000 sq. ft.	1 acre	3,300 sq. ft. with a Use Permit	5,000 sq. ft.	1 acre	By Use Permit	Minimum area, width, and depth required for new parcels.		
Width	50 ft.	100 ft.	200 ft.	33 ft.	50 ft.	200 ft.	By Use Permit			
Depth	100 ft.	100 ft.	500 ft.	100 ft.	100 ft.	500 ft.	By Use Permit			
MINIMUM SETBACKS										
Front	0 ft. min. (10 ft. max.)	0 ft.	30 ft.	15'	15'	5 ft.	By Use Permit	Minimum and, maximum setbacks required. Exceptions are per AMC 9-5.601		
Sides (each)	0 ft. min.	0 ft.	15 ft.	5'	5'	5 ft.	By Use Permit			
Street side	0 ft. min. (10 ft. max.)	0 ft.	15 ft.	5'	5'	5 ft.	By Use Permit			
Rear	0 ft.	0 ft. (20' to res.)	20 ft.	15'	15'	5 ft.	By Use Permit			
OTHER STANDARDS										
Maximum height limit	4 stories/45 ft.	3 stories/35 ft.	3 stories/50 ft.	2 stories/30 ft.	2 stories/30 ft.	60 ft.	By Use Permit			
Maximum residential density (dwellings per acre)	28; greater with a Use Permit *18 at 2 nd /A St.	16 dwellings per acre	-	13 dwellings per acre	16 dwellings per acre	-	By Use Permit			
Minimum land area per unit	1,500 square feet	2,750 square feet	-	3,300 square feet	2,500 square feet	-	By Use Permit			
Floor area ratio (FAR)	2.0	1.0	0.4	-	-	-	By Use Permit			
Site coverage	1	0.75	0.5	0.6	0.6	0.5	By Use Permit			
Parking	No requirement	0-5,000 sq. ft.= no requirement; 5,001+ sq. ft.=1/1,000 square feet	Per AMC 9-5.1703.1	1 covered space per residential unit.	Per AMC 9-5.1703.1	Per AMC 9-5.1703.1	By Use Permit	Parking is required only for new construction/ additions or by Use Permit. Existing buildings are exempt.		

Figure 2-1: Downtown Specific Plan Land Use Map



Downtown Specific Plan Land Use Map

3.0 Streetscape and Design Guidelines

3.1 Introduction and Background

A place like Downtown Antioch is used and experienced based on the quality and character of the public realm. In the Downtown, the public realm is shaped by the San Joaquin River, buildings, streetscape, Waldie Plaza, City Hall, and the spaces in between, all of which contribute to the identity of our historic Downtown. This chapter provides Downtown policies that will guide new development and renovation of the existing built environment. It enhances the public and private realm through continuation of the existing high quality Downtown design, and by using Antioch's existing highly regarded Design Guidelines to further reinforce and shape the identity of the Downtown.



The City's Downtown decorative streetscape standards are to be maintained, and extended to any new streetscape improvements in the Downtown Core. The Citywide Design Guidelines already adopted by the City of Antioch are hereby incorporated by reference into this Downtown Specific Plan,

to serve as the Design Guidelines for the Downtown Specific Plan Area. In the case of any conflict between the Design Guidelines and the Specific Plan, the Plan shall prevail. In those cases where the interpretation and/or application of the Design Guidelines within the Downtown Specific Plan Area are unclear, the Planning Commission shall have the authority to determine the appropriate interpretation.

The Downtown Specific Plan that focuses on the revitalization of historic Rivertown provides opportunities to make Downtown Antioch a vibrant place with a strong quality of life. The design of the streetscape, new private development and the renovation of existing buildings will play a particularly important role in creating a distinct, high-quality image and ambience for the Downtown while promoting a desirable quality of life in a place that will attract people to live, work and play. Application of the Design Guidelines in the Downtown will enhance the design of streetscapes and commercial and residential development projects.

The Downtown is made up of public spaces, pedestrian oriented streets, bicycle and pedestrian paths, and connections that comprise the public realm. The Plan proposes to maintain and enhance the public realm by preserving the existing Downtown core area public streetscape that consists of decorative sidewalks, streetlights, street signs, street trees, landscape planters, benches and other street furniture. A continued emphasis on walkability and pedestrian orientation will maximize accessibility to and within Downtown and enhance the area as an attractive place to spend time. Key elements envisioned include Waldie Plaza improvements, diversity in building design, and various opportunities for community engagement, from existing amenities such as benches that encourage casual encounters, to outdoor dining that create a positive ambience.

3.2 Purpose and Goals

The purpose of this Chapter of the Downtown Specific Plan is to establish guidelines that will reinforce a common identity for Downtown, clarify expectations about desired design quality, challenge stakeholders to think outside the box and provide a method to help ensure objectivity, consistency, and predictability during the design review process. The Design Guidelines encourage design freedom and innovative design, while emphasizing basic design principles, community needs, and sensitivity to surrounding context. The Design Guidelines provide good examples of appropriate design solutions. The Guidelines contain both quantitative and mandatory development standards and may be interpreted with some flexibility in the application to specific projects.



Specifically, the Design Guidelines attempt to achieve the following goals based on those outlined in the General Plan and Downtown Specific Plan:

- Preserve and enhance Downtown Antioch's unique historic identity;
- Create opportunities to attract residential, commercial and other Downtown projects that will stimulate the economy and create an exciting live-work-play environment;
- Define standards and provide guidance for the design of new development and renovations that will encourage exceeding the desired design quality;
- Encourage architectural and landscaping criteria that stimulate walking, facilitate bicycling and reduce dependence on the automobile, while accommodating it's continued use;
- Protect and maintain the quality and unique heritage and historical characteristics of the Downtown and ensure compatible design and historic preservation standards for new projects and renovations;
- Guide the revitalization of existing developed areas blending seamlessly the quality of newer and older portions of the Downtown;
- Communicate a clear public vision for the community.

The interpretation and implementation of the Design Guidelines will be based on these goals.

3.3 Applicability

The provisions of the Design Guidelines are applicable to any new buildings, additions, exterior alterations, landscaping, and any modification to an approved landscaping plan or parking lot design, with the exception of single-family residences within an existing subdivision. These Guidelines do not affect any existing buildings that are not proposed for new construction, exterior alterations, landscaping, or changes in parking lot layout.

4.0 Circulation and Access

4.1 Introduction

The potential for long term economic development and conservation efforts within the Downtown is directly affected by the diversity, capacity, features, amenities, and physical condition of the Antioch transportation network. In addition to local policies and programs, the Downtown transportation network is also influenced by regional policies and external conditions. The land uses established in this Plan are supported by a balanced transportation network that includes vehicular, transit, bicycle and pedestrian modes. Downtown benefits from existing and improving multi-modal transportation access, and is currently served by Tri-Delta Transit bus routes and an Amtrak station. An eBART station is under construction a short distance from Downtown Antioch on Hillcrest Avenue and State Route 4, and there are plans for a potential future Downtown ferry terminal. The existing Downtown traditional grid street pattern provides good access to vehicles and pedestrians. In addition to the street network and transit, there are existing bike and pedestrian paths and wide sidewalks, particularly in the Downtown Core. Yearly ongoing improvements are being made to make the entire downtown area wheelchair accessible.

In the past, alternative transportation has typically been subordinate to roadway and intersection planning. However, newer policies and practices are aimed at strengthening the connection between development and alternative transportation. For the Downtown Specific Plan it is expected that pedestrian, bicycle, and transit improvements will be given high priority.



The construction of parking lots and roadway improvements will have to be carefully balanced with the installation of new bicycle lanes, pedestrian paths, and transit connections. Future improvements may be needed in all of these areas to attract investment to Downtown Antioch. The challenge will be to allocate the limited resources available in a way that will most effectively facilitate implementation of the community's goals for the area.

In general, the roadways and intersections serving the Downtown have sufficient excess capacity to accommodate increases in automobile traffic from approved and pending projects, including some degree of future additional development. However, should the traffic generating potential of future development exceed the levels assumed in prior analyses, additional roadway enhancements may be necessary.

It is important to highlight that many progressive communities have found that Downtown congestion can actually be an indicator of a healthy economy, rather than a hindrance to traffic access. Further roadway capacity increases in the Downtown could disrupt the urban fabric and diminish the attractiveness of living, visiting or doing business Downtown. As a result, some communities have relaxed their level of service (LOS) thresholds in downtown areas to

LOS E or even LOS F in favor of preserving the street environment, mature street trees, and prioritizing pedestrian, bicycle, and public transit travel modes.

This Plan calls for the consideration of both aesthetic and pedestrian/bicycle improvements to the A Street, L Street and Auto Center Drive Corridors, in order to improve their function as principal entrances to the Downtown. Also, this Plan calls for consideration of possible street name changes to A and L Streets, in order to potentially better correlate those important corridors with their role as principal access ways to the Downtown.

General Plan Circulation and Growth and Management Elements

Chapters 7.0 (Circulation) and 3.0 (Growth Management) of the Antioch General Plan establish the goals and policies affecting vehicular, pedestrian and bicycle circulation, as well as the sequencing of improvements and related services within the City and Downtown. The Downtown Specific Plan relies upon and includes by reference all goals and policies of the General Plan, and the Circulation and Growth Management Elements in particular.

4.2 Existing Street Network

The roadway system that currently serves the Downtown and surrounding portions of the City are shown in **Figure 4-1**. For the most part, the Downtown street system is a traditional grid pattern, as found in many historic downtowns. A total of five General Plan designated Arterial roads directly connect the Downtown with other portions of Antioch, and to regional State Routes 4 and 160. These arterials that serve as gateways to the Downtown are (from west to east): (1) Auto Center Drive; (2) 10th Street; (3) L Street; (4) A Street; and (5) Wilbur Avenue. 9th Street inside the Downtown is designated in the General Plan as part of an Arterial (one way) Couplet with 10th Street between A and L Streets.

In addition, the Downtown contains a number of roadways designated as Major Collectors in the General Plan. These are: L Street from 4th Street to its northern terminus at Marina Park; 2nd and 4th Streets are labeled as a Major Collector (one way) Couplet, for 2nd Street from L Street east to E Street, and for 4th Street from L Street east to C Street; G Street from 4th Street south throughout and beyond the Downtown; and E Street from 2nd Street to 9th Street.

Future Street Improvements

The existing Downtown grid street network is efficient and effective at moving vehicles into, out of, and through the area. Therefore, any street improvements envisioned through this Plan are relatively minor. As conditions change in the future, and more development occurs, it may be determined appropriate that one or both of the Downtown one-way couplets described in the General Plan, or other alternatives as appropriate, be studied further as to whether implementation would benefit access. If benefits would accrue, the City would then proceed to develop related funding and implementation plans.

Some Downtown intersections have 4 way stop signs, while others have 2 way stop signs. The City will explore whether development of a "Downtown 4 way stop warrant" criteria would help standardize and streamline any future evaluation of implementation of 4 way stop intersections.

Goals, Objectives, Policies, and Programs

Goal A: A street network within and to Downtown Antioch that offers ease of connectivity and access.

Objective 4.1: Maintain a pedestrian-friendly environment.

Policy 4.1.1: In Downtown Antioch, the City of Antioch prioritizes pedestrians, cyclists, and quality of life for its residents over simple increases in traffic efficiency.

Program 4.1.1a: The City of Antioch will pursue a study to determine whether two way stop sign intersections should be converted to four way stop intersections.

Internal Circulation

General Plan Circulation Element Figure 7.1 (Circulation) designates 9th and 10th Streets between A and L Streets as an Arterial (one-way) Couplet, and 2nd and 4th Streets between A and L Streets as a Major Collector (one-way) Couplet that are intended to serve as one way traffic loops on those streets, in order to move traffic more efficiently through the Downtown.

Program 4.1.1b: The City of Antioch will re-evaluate the benefits of converting 9th and 10th Streets to an Arterial Couplet and 2nd and 4th Streets as Major Collector one-way Couplets and the potential impacts on existing residents, quality of life, and pedestrians and cyclists.

L Street and A Street both provide very important connections to Downtown and offer a first impression for many visitors. They are also denoted on State Route 4 as the primary connectors to Downtown and the Marina. Although residents identify L Street as a connection to Downtown and the Marina, first-time visitors may not make the same connection.

Program 4.1.1c: The City of Antioch will consider changing street names for L and/or A Streets to more distinctive names that reflect the importance of these roadways, and their link to the history and character of Antioch and the Downtown.

Program 4.1.1d: The City of Antioch will study the potential benefits and costs of aesthetic or other enhancements to “A and/or L Streets between State Route 4 and the Downtown, to determine the feasibility of making them more inviting corridors for bringing visitors directly Downtown.

4.3. Pedestrian and Bicycle Connections

The Downtown has a generally pleasant and varied streetscape. In the Downtown Core, pedestrian amenities including wide decorative sidewalks, street trees, historic street lamps, planters and street furniture make the area attractive to walkers. That rich existing character helps provide a sense of place and supports retail shopping activity. Existing and future bicycle and pedestrian paths are shown on Figures 4-2 and 4-3.

The City of Antioch adopted TRANSPLAN's East Contra Costa Bikeway Plan in 2001. In that Plan, Figure 1: Existing Eastern Contra Costa County Class I (a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized), Class II (a striped lane for one-way bicycle travel on a street or highway) and Class III (shared use with pedestrian or motor vehicle traffic) Bicycle Facilities – Area 1, that includes Antioch, shows no bike facilities in or very near Downtown. In the 2001 Plan's Figure 3: Ultimate Eastern Contra Costa County Class I, II and III Bicycle Facilities – Area 1, 10th Street from A Street to L Street is shown as a Class II route, connecting with Class II routes on Wilbur Avenue to the east, and the Pittsburg/Antioch Highway to the west. The route on 10th Street intersects with a Class II route shown on L Street, starting at 4th Street and running south to James Donlon Blvd.

In 2009, the CCTA adopted a Countywide Bicycle and Pedestrian Plan, which incorporated Antioch's local projects and programs, and was subsequently adopted by the City in 2009. An Antioch Community Development Department staff member served on the Countywide Bicycle and Pedestrian Advisory Committee that helped develop that Plan. The Antioch projects and programs in that Plan serve as the foundation for improving the safety and attractiveness of bicycling and walking in the City. The plan recommends links to the Countywide Bikeway Network along with various regional improvements and local projects, including both on-street and off-street bikeways and pedestrian facilities in the City. Furthermore, the Plan provides guidance and strategies for planning and funding of local and regional projects. Specifically, Figure D-1 in Appendix D to that Plan shows bicycle routes or lanes on:



- 4th Street from G to L Street – Existing Class II
- G Street from 4th to 10th Street and continuing south - Existing Class II
- L Street from 4th to 10th Street and beyond – Proposed Class II
- L Street from 4th Street to the Marina – Proposed Class III
- 9th Street between A and L Streets – Existing Class III
- 10th Street between A and L Streets – Existing Class II
- Wilbur Avenue connects to Downtown at A Street and running east – Existing and Proposed Class II

- Auto Center Drive heading east and turning into 4th Street connects to Downtown – Existing Class II

Current Conditions

While pedestrian access (including sidewalks, curb ramps, crosswalks, and other improvements) is generally available throughout the Downtown core, the area is in need of curb ramps at a number of intersections. Consistent with Section 7.4.2 of the Antioch General Plan, as future development proceeds in the Downtown, walkway, bicycle lane, lighting, and other circulation and access conditions will be evaluated, and appropriate public improvements will be considered as part of new developments, if a nexus would exist.

Despite the array of the eight existing and proposed bicycle facilities shown above and in the 2009 CCTA Countywide Bicycle and Pedestrian Plan, Downtown actually has:

- One existing Class II striped bicycle lane on L Street from 4th to 10th Streets.
- An existing Class III Shared Route bicycle route (routes that share the roadway and provide signage to alert bicyclists and motorists that a bicycle route exists) on 9th Street.
- An existing Class III route on “F” Street from 5th Street heading south.
- Wilbur Avenue has westbound bike lanes that connect to Downtown, going as far west as A Street.
- Bicycle/Pedestrian Path south of the railroad tracks between L Street and I Street.
- Bicycle/Pedestrian Path around the Marina (with a disconnected path to the Dow Wetland path).

The current on-street bicycle network within the Downtown is not thorough or connected, and therefore it does not facilitate bike usage.

Transportation infrastructure in undeveloped areas typically must be extended or expanded to serve new development. The Downtown has a well-connected street, transit and pedestrian system, and there are few constraints to new Downtown development related to providing new transportation infrastructure, with the exception of bicycle ways as discussed above.

Future Bicycle Improvements

While L Street has the sole Class II bike lane in Downtown for a six block stretch, there are gaps outside that area. As of the time of writing this Plan, the City is preparing to look at the needs of L Street for a “Pathway to Transit” project that could include street beautification from State Route 4 to the Marina. Downtown areas that lack bicycle facilities will be considered for bicycle friendly improvements, as shown in Figure 4-3. In the Downtown, those include:

- L Street: Continuous bicycle lanes from State Route 4 to the Marina.
- Auto Center Drive/4th Street Corridor: The costs/benefits of a connection along entire corridor up to L Street should be studied.
- The Rivertown to Southeast Antioch bike lane: The feasibility of this proposed bicycle facility as called for in the General Plan should be analyzed.
- Marina/Dow Wetlands to the Black Diamond Mines Regional Preserve should be explored with the City of Pittsburg.

- 9th Street: Has a few disparately spaced bike route signs on it, and it should be determined whether additional signs would be beneficial.
- G Street: Bike route from 6th Street south.
- Improvements on Wilbur Avenue from A Street to Almond Street with directional signage onto Merrill Drive for eastbound bicyclists.

Objectives, Policies, and Programs

Objective 4.2: Improve pedestrian access to and within the Downtown, and maintain a street and sidewalk system that enables walkability to major destinations, shopping, employment, housing and transit.

Policy 4.2.1: Close gaps in the sidewalk ramp network to ensure continuous pedestrian/wheelchair access to and within the Downtown. Currently, not all intersections have full four corner ramp access.

Program 4.2.1a: Close gaps in sidewalk/wheelchair ramp network

Policy 4.2.2: Ensure that new sidewalks, crosswalks, ramps and other pedestrian streetscape features are ADA compliant.

Objective 4.3: Improve bicycle access to and within the Downtown that is safe and inviting for bicyclists.

Policy 4.3.1: Fill in gaps in existing bicycle facilities and provide proposed new bicycle routes or trails as follows that connect key destinations, housing, shopping, employment and transit:

Program 4.3.1a: The Rivertown to Southeast Antioch bike lane: The feasibility of this proposed bicycle facility as called for in the General Plan should be analyzed.

Program 4.3.1b: 9th Street: Has a few disparately spaced bike route signs on it, and it should be determined whether additional signage would be beneficial.

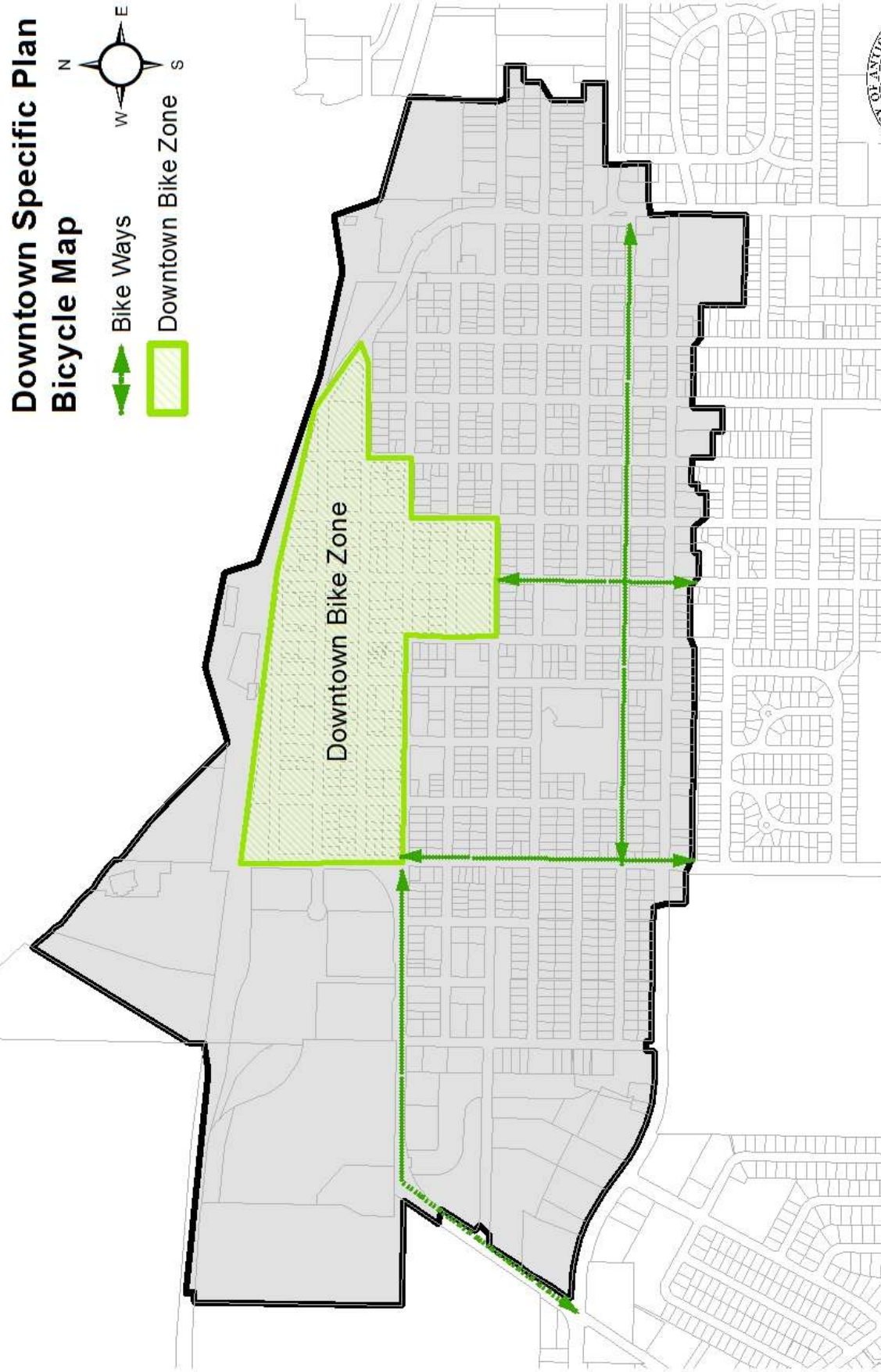
Program 4.3.1c: G Street: Bike route from 6th Street south.

Policy 4.3.2: Require bicycle racks or storage in all new multi-family residential developments, multi-tenant retail, office and mixed use developments, and government, transit and institutional uses.

Policy 4.3.3: Provide bicycle parking in a well distributed pattern as an amenity to facilitate bicycle usage, including in existing City parking lots.

Policy 4.3.4: The Downtown Bike Zone should be entirely and uniformly accessible to bicyclists. Bicycle infrastructure should be distributed throughout and bicycle access should be prioritized.

Figure 4.2 Bicycle Map



Downtown Specific Plan
Bicycle Map

4.4. Transit

The Downtown is currently served by three Tri-Delta Transit bus routes and an Amtrak station located at the northern waterfront. Tri-Delta bus route 387 runs weekdays from the Tri-Delta bus terminal in Antioch, through Downtown, to the Pittsburg Bart station. Route 388 runs weekdays from the current Hillcrest Park & Ride lot (that will become the Hillcrest eBART Station in 2018), fairly directly to and through Downtown, to the Pittsburg Bart Station. Route 392 runs weekends and holidays from the current Hillcrest Park & Ride lot (that will become the Hillcrest eBART Station in 2018), on a circuitous path to, and then through Downtown, to the Pittsburg/Bay Point Bart Station. The Amtrak station is unstaffed, and is located on the San Joaquin Oakland Amtrak route that stretches from Bakersfield to Stockton and beyond to Sacramento or the East Bay Area with connections to San Francisco. The current transit network serving the Downtown and surrounding areas is shown in Figure 4-4.



The extension of eBART service to Antioch at the Hillcrest Station that is currently under construction is scheduled to open in 2018. This station will introduce regional rail rapid transit service comprising approximately 10 miles of new track between the existing Pittsburg/Bay Point BART Station and the City of Antioch, connecting to the BART system, serving the San Francisco Bay Area. The location of the new eBART station is shown in Figure 4-5, along with the proposed eBART rail line extension shown in Figure 4-6.

Once the eBART station opens at Hillcrest, commuters and visitors may begin to travel between the station and Downtown. Tri-Delta bus route 388 provides fairly direct service between the station and Downtown on weekdays. Route 392 provides less than direct access on weekends. If that travel pattern emerges, and route 388 and/or 392 are not adequate to serve it, there is the opportunity for the City and Tri-Delta Transit to study it, and provide feasible means to improve the connecting access, if appropriate (at the time of writing this Downtown Specific Plan it is noted that Tri Delta Transit is in the process of redoing all of their routes to coincide with the eBART station opening).

The opportunity exists for a future ferry terminal to be located at the northerly extension of “I” Street at the Urban Waterfront west of Waldie Plaza and the Downtown Mixed Use Core. As located in the Land Use Diagram (Figure 3-13) and the Waldie Plaza Concept Plan (Figure 3-15), the terminal would provide an alternative mode of transportation to Oakland and San Francisco.

Objectives and Implementation Measures

Objective 4.4: Establish Downtown as a multi-modal transit destination and a connector for bus, Amtrak, eBART and ferry service.

Policy 4.4.1: Improve the accessibility of, educate the public about, facilitate the use of, and enhance linkages between the existing and future Downtown multi-modal transit resources, and local and regional sites.

Policy 4.4.2: Encourage comfortable, safe and convenient amenities be provided at the Amtrak, eBART and Ferry stations, including seating, bicycle racks and/or lockers, informational and directional signage.

Policy 4.4.3: Work with Tri-Delta Transit and Bart to promote regional transit service to and from Downtown.

Because of the pedestrian friendly, retail and nearby residential nature of Downtown, and the existing adequate supply of parking, many trips can be accomplished on foot, reducing the need for additional parking. The mix of uses Downtown promotes internal trips and enables people to park once to visit multiple destinations, further reducing parking need. For example, people can park once, have lunch, browse shops, walk along the river, and then return to their cars without having to move them. The three Tri-Delta Transit bus routes serving Downtown can also bring people there with no need for parking. There will be an opportunity for expanded Tri-Delta shuttle service to Downtown, from its newly proposed Park and Ride lot. Nearby residents can walk or bike Downtown from their homes without need to park Downtown at all. However, access by car will continue to be important for many people, including those accessing the Amtrak or future Ferry Stations, visiting from central or south Antioch, or from other towns.

Providing adequate parking is important for retail success, special events, and to reduce vehicle miles spent looking for parking. A broadly based parking strategy that minimizes the need for constructing excessive parking, meets community and business owner desires for convenient access to the Downtown, and provides commuter access to the Amtrak and future Ferry Stations is a key component of this Plan. Transportation Demand Management (TDM) is a combination of measures, services, incentives, and facilities that can help reduce the number of vehicle trips by encouraging the use of transit, bicycling, and walking. TDM can also assist with parking management and may help reduce the number of parked cars within the Downtown.

The existing two hour commercial-related parking time restrictions are driven by the need to provide parking turnover near shop frontages, increasing customer convenience and the perception that convenient parking is available. Time restrictions also help manage parking behavior by shifting employee, and other long-term parking to peripheral areas. This two hour limit must be balanced with the pedestrian friendly “park once” strategy where people can park and spend time dining, shopping, taking in a show at the El Campanile and viewing the River.

The parking and TDM objectives and implementation measures below are aimed at managing parking and transportation demand, and to improve the quality of the pedestrian and bicycle environment. Parking policies focus on a shared parking and flexible approach. Public parking options focus on on-street parking with key public parking lots that serve Downtown. Parking

standards are included in Chapter 2: Land Use. TDM measures consider a range of approaches appropriate for development in Downtown.

Objectives and Implementation Measures

Objective 4.5: Recognize that the historic character and layout of most commercial sites in the Downtown Core of Antioch are pedestrian oriented, and therefore do not and cannot provide on-site parking. Acknowledge the importance of preserving the historic character of the Downtown, and that pedestrian and other modes of transportation are available. Accept that the existing on-street and off-street parking supply is adequate for current conditions in the Downtown Core, and should be regularly evaluated for changing conditions and needs. Recognize that parking should not be a limiting factor on the use and development of commercial sites in the Downtown Core that cannot accommodate on-site parking without significantly limiting the use of such sites. Balance parking needs and supply with the desire to maintain Downtown’s ambiance, and promote transit, walking, and bicycling.

Policy 4.5.1: Regularly review on-street and off-street parking availability, requirements and restrictions (no parking, time limit parking) with downtown merchants and residents to determine if updated parking facilities, requirements or restrictions would better serve current and future parking needs.

Policy 4.5.2: Do not require the provision of on-site parking in the Downtown Core for changes of use to or rehabilitation of existing commercial buildings, or for development of new commercial buildings on sites that are of such size and configuration that they could not accommodate on-site parking without severely limiting the use or development of such sites, when compared to larger commercially designated sites.

Policy 4.5.3: Allow credit for on-street parking spaces directly adjacent to a property for visitors or retail uses, where appropriate. This should be on a one-to-one basis.

Policy 4.5.4: Allow “unbundled parking” within residential development projects. Unbundled parking separates the cost of parking from the housing, meaning that residents with no vehicles would realize a cost savings by not leasing or owning a parking space. Correspondingly, residents wishing to lease or purchase more than one space could pay “market price” to do so.

Policy 4.5.5: Encourage underground, or tuck-under parking in new development, to maximize occupied uses and open space at the ground level.

Policy 4.5.6: Maintain on-street parking where it exists to enhance access to stores and services and to provide a buffer between pedestrians and traffic.

Policy 4.5.7: Work with Tri-Delta Transit and Bart to publicize and incentivize the use of transit to and from Downtown, and for special events. This may include coordination to provide extra service on special event days.

Policy 4.5.8: Design new mixed-use developments to enable parking to be shared efficiently between various uses, and coordinate with Tri-Delta Transit to provide shuttle service from its newly proposed Park and Ride lot to the Amtrak Station.

Objective 4.6: Reduce transportation demand by promoting alternative modes of transportation and ridesharing.

Policy 4.6.1: As development occurs within the Downtown, consider transportation demand management strategies as part of the approval process, which can include:

- > Promoting alternative modes of transportation
- > Working with Tri-Delta Transit and Bart to promote regional transit service. Refer proposed development projects to Tri-Delta Transit, and require the provision of bus bay turnouts and bus stops where appropriate.
- > Promoting bicycling to work
- > Ensuring buildings contain bicycle parking facilities, showers, and clothes locker facilities.

Downtown Specific Plan Transit Map

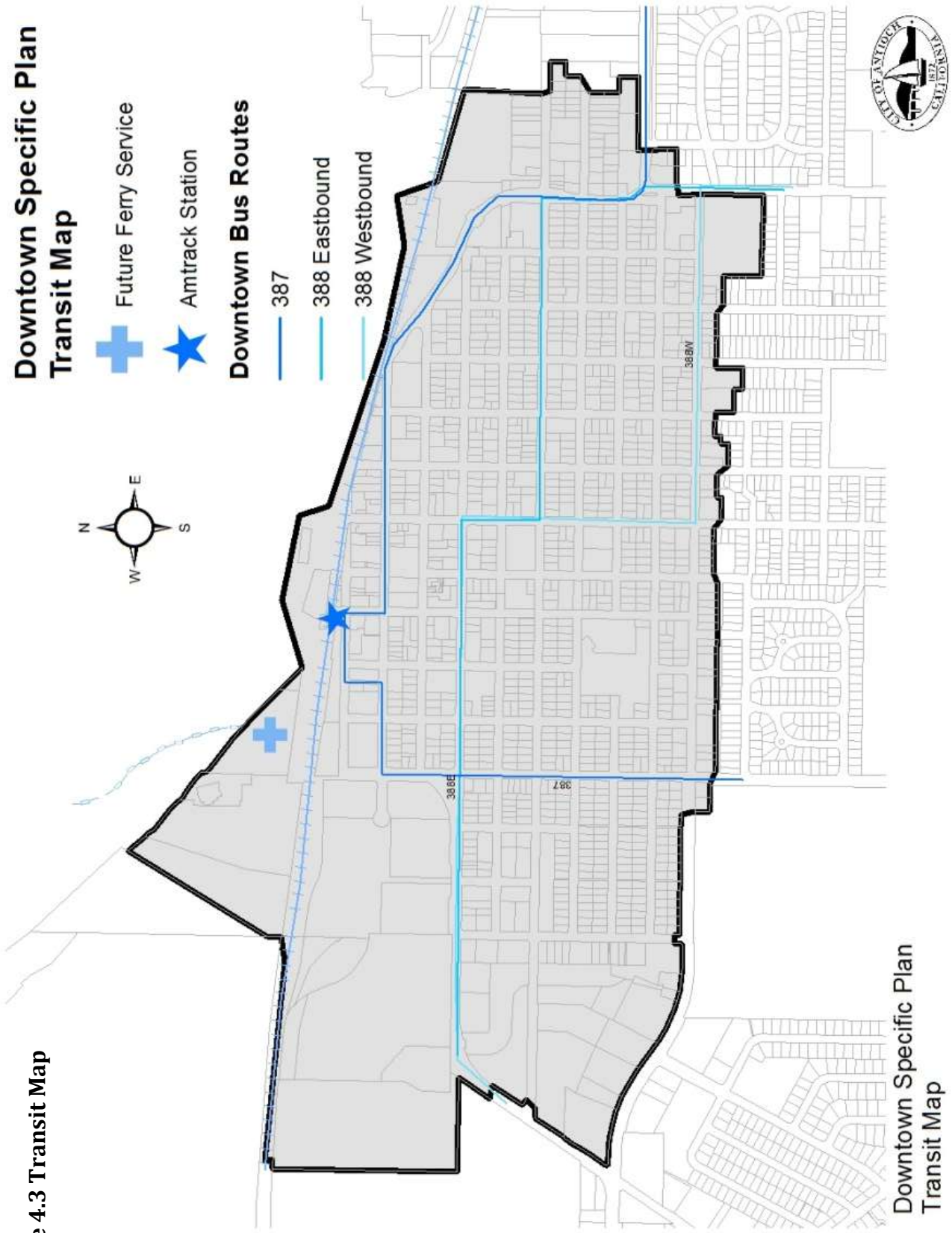


Figure 4.3 Transit Map

Downtown Specific Plan
Transit Map

5.0 Environmental Quality

A high level of environmental quality is a key factor in the Downtown Specific Plan Area for helping facilitate a high quality of the health and safety for all residents, employees, and visitors in the Downtown, as well as protecting the ecological web and natural habitat. This Plan establishes goals and policies that help streamline the project review process, and based on General Plan policies, the California Environmental Quality Act (CEQA), and other local, State, and federal regulations, help avoid or mitigate any potentially negative impacts of development or activity that might adversely affect public health and safety. This Chapter of the Plan addresses noise, air quality, and biological resources.

The area contained within the Downtown Specific Plan was previously analyzed in the General Plan Update Environmental Impact Report (EIR) that was certified in November 2003 and subsequently amended. Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented, lower density residential and commercial land use pattern relative to what is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in potential residential and commercial land use buildout (see Chapter 2, Land Use, above). The purpose of these changes is not simply to reduce the ultimate buildout of the Downtown area, but to recognize current conditions and facilitate near-term improvements and investments. These efforts are expected to strengthen the real estate market and eventually spur larger-scale projects. Furthermore related to air quality, emission levels have declined over time as cars are more fuel efficient and there's a greater mix of hybrids, PZEVs & electric vehicles.

The Existing Conditions: Opportunities & Constraints report prepared in preparation for the Downtown Specific Plan and General Plan Update in February 2015, evaluated the potential constraints that noise, air quality and biological resources may pose to the various opportunities for revitalization of Antioch's Downtown Area. That report is Appendix B to this Specific Plan. Included in that report are descriptions of the fundamentals of noise, air quality and biological resources, a summary of applicable regulatory criteria, and the results of monitoring surveys that were prepared for the City. This chapter relies on, and incorporates by reference the information in the Existing Conditions: Opportunities & Constraints report related to noise, air quality, biological resources and land use compatibility with respect to local policies, and to identify potential constraints and solutions.

5.1 Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. Noise exposure that is excessive can cause negative physical and psychological effects, in addition to interfering with speech, concentration and performance. These responses are especially adverse for noise-sensitive receptors, including schools, religious institutions, hospitals, convalescent homes, and residences.

Antioch's General Plan Section 11.6 Noise Objective and Policies, and Section 2.6 Noise Constraints of the Existing Conditions: Opportunities and Constraints Report (incorporated herein by reference) identify how sound levels are measured, such as in decibels (dB), typically through an "A-weighted" scale, which emulates human hearing (all sound levels in the Antioch General Plan are A-weighted (dBA), unless specified otherwise - see Figure 11.1 in the General Plan).



Existing Noise Environment

The most significant sources of noise in the Downtown Area are generated when trains pass through, and train horns sound along the Burlington Northern Santa Fe (BNSF) Railroad line that runs east-west through Downtown along the waterfront and from automobile/truck traffic on Downtown streets.

An outdoor noise monitoring survey was conducted for the Existing Conditions: Opportunities & Constraints Report in 2014 to quantify existing noise throughout the Downtown. The survey found that there is the potential for noise impacts on new development from the BNSF Railroad. Therefore, at the time of new development being proposed in the Downtown, unless exempt from CEQA, an up to date noise analysis would be required, if appropriate, to evaluate the potential for any noise impacts per CEQA, and the necessity of requiring any mitigation measures for noise attenuation.

Objectives and Implementation Measures

Objective 5.1: Ensure that the Downtown is a pleasant place to live and work by protecting residents, workers and visitors from noise that affects comfort and health, while accommodating a mix of land uses in the area. Rail transportation-related noise is the most dominant source of noise within the Downtown. Through the General Plan and this Plan, the City is working to ensure maximum attenuation of noise effects along the Downtown rail corridor.

Policy 5.1.1: Require that new residential and other noise sensitive land uses within 200 feet of the rail line incorporate adequate noise attenuation into the design and site planning of the project, if needed, in order to achieve compliance with Chapter 11, Environmental Hazards, Section 11.6.1 Noise Objective and Section 11.6.2 Noise Policies of the General Plan, and CEQA. Conversion of existing buildings with non-residential or non-noise sensitive uses, to residential or noise sensitive uses are to comply with the General Plan noise objective and policies, to the extent possible, given the limitations of the original building siting and design.

Policy 5.1.2: Explore the potential benefits and costs of a railroad Quiet Zone, while still ensuring that safety is maintained at grade crossings.

5.2 Hazardous Materials, Flooding, and Air Quality

The Downtown Specific Plan, similar to other urban infill plans, must address the public health risks associated with hazardous materials and toxic air contaminants, as well as the risk of flooding. This section describes these hazards and includes policies designed to reduce the potential risks associated with Plan buildout.

Hazardous Materials

Hazardous materials are substances with physical or chemical properties that pose an existing or potential future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials and wastes are extensively regulated by Federal, State, regional, and local agencies. The California Department of Toxic Substances Control has identified the former Hickmott Cannery site at the intersection of 6th and A Streets, Downtown, as a contaminated site. This location may face challenges associated with previous uses on the site, which has resulted in contamination that must be cleaned up before new uses can be developed. Section 11.7, Hazardous Material Objective and Policies of the General Plan is incorporated by reference into this Specific Plan related to this matter. Project-specific investigations will be necessary for projects on or adjacent to this or other Downtown sites that may contain contamination; to ensure that potential health risks are fully addressed per the Contra Costa County Hazardous Waste Management Plan and CEQA.

Flooding

Portions of the Downtown are located within the 100 year flood zone (areas subject to inundation by the one percent annual chance flood event), or are prone to flooding during times of heavy rain. Per General Plan Section 11.4, Flood Protection Objective and Policies (incorporated by reference into this Specific Plan), a 100 year flood hazard zone runs adjacent to the San Joaquin River. In the vicinity of B Street, the 100 year flood hazard zone extends from the San Joaquin River south across the BNSF Railroad, and then spans East Antioch Creek. This flood zone is approximately 1,600 feet wide, just south of the Railroad. Prior to any new development in areas prone to flooding, unless exempt from CEQA, potential impacts, and any necessary mitigation measures would need to be determined through the CEQA process.

Air Quality

Toxic air contaminants (TACs) are air pollutants that may cause or increase mortality or serious illness, or that may pose a present or potential hazard to human health, and are linked to both short-term (acute) or long-term (chronic and/or carcinogenic) adverse human health effects. A challenge for the Plan is to ensure adequate buffers and/or mitigation measures between sensitive receptors and existing and potential sources of TACs. A significant, common source of TACs is onroad motor vehicles, such as trucks and cars (mobile sources). In Downtown Antioch, another significant source of TACs and airborne carcinogens is the BNSF Rail line.

Potential health effects related to air quality from railroad traffic along the BNSF rail line in Antioch was evaluated in the Existing Conditions: Opportunities & Constraints Report. The evaluation found that there is the potential for air quality impacts on new development within 200 feet of the BNSF Railroad. Therefore, per Policy 5.2.2 below, at the time of new Downtown development proposals within 200 feet of the BNSF Railroad line, a project level TAC and Greenhouse Gas analysis if needed, would have to be considered for any project during environmental review on a case-by-case basis, if appropriate per CEQA, to evaluate the potential for any air quality impacts, and the necessity of requiring any mitigation measures for air filtering or other measures.

Objectives and Implementation Measures

Objective 5.2: Ensure that the exposure of new development in the Downtown to hazards is minimized.

Policy 5.2.1: Due to the presence of the BNSF Railroad in the Downtown, and the related potential for toxic air contaminants, the potential for localized flooding, and the possibility of limited areas of soil contamination, development within the Downtown will require careful assessment to ensure that potential air quality, flood and soil contamination environmental and/or health risks are fully addressed.

Policy 5.2.2: For proposed development within 200 feet of the BNSF Railroad line, air quality risk analysis and risk reduction strategies (including for airborne diesel exhaust emissions), if needed, would have to be considered for any project during environmental review on a case-by-case basis. Mitigation, including but not limited to, installation of indoor air quality equipment, such as mechanical high-efficiency particulate air filtration systems (HEPA filters), or equivalent mechanisms to minimize health risks for future residents, may be appropriate, if so determined by an air quality analysis.

Policy 5.2.3: Require new large commercial projects to prepare a loading plan aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading.

Policy 5.2.4: Require standard temporary construction related air quality mitigation measures for all proposed projects, as applicable.

Policy 5.2.5: Ensure new projects within the 100 year flood zone, or areas prone to flooding are designed to reduce flood risk, per General Plan Section 11.4, Flood Protection Objective and Policies, and CEQA. Strategies include site planning to minimize flood risk and applying flood safe standards to new construction.

Policy 5.2.6: Require remediation and clean-up of any contaminated sites prior to development in the Downtown, in accordance with federal, State, County, General Plan Section 11.7 Hazardous Material Objective and Policies, and CEQA standards.

Policy 5.2.7: The City supports efforts to restrict the regular transportation of hazardous materials along the BNSF railroad lines along the waterfront.

5.3 Biological Resources

With its proximity to the San Joaquin River, and other sensitive natural habitat areas, Downtown Antioch is part of a regional biological resource environment in which continuing urbanization, including infill development, may continue to affect the range, population and overall health of a number of special status plants and animals. Although the Downtown is mostly urbanized, containing primarily developed residential, commercial, and public uses, there are a few vacant sites. New development and reuse of previously urbanized properties in the Downtown may impact biological resources, depending on the location and scale of improvements, and the manner in which improvements are planned.



Biological Resource Habitats

As detailed in Section 2.8, Biological Resources, of the Existing Conditions: Opportunities and Constraints Report, and Section 10.4 biological Resources Objective and Policies of the General Plan (both of which are incorporated herein by reference), the Downtown is directly adjacent to 3 biologically sensitive areas: (1) San Joaquin River; (2) Antioch Dunes National Wildlife Refuge; and (3) Dow Wetland Preserve. These resources support a diversity of plant, animal and bird species surrounding the Downtown. In general, developed areas are considered to contain low biological sensitivity. Areas mapped as Non-native Grassland and Ruderal as well as Undeveloped Areas adjacent to highly sensitive habitats, are considered to be of moderate sensitivity. A high level of sensitivity is associated with other habitat types, including Open Water, Riparian, Seasonal Wetland, Tidal Wetland and Creek habitats. Most Downtown sites available for new or revitalized development are located within areas of low to moderate sensitivity. However, site-specific conditions within these properties will need to be further evaluated as part of the environmental and development review process, prior to approval of any development.

Special Status Resources

Figure 2.8.2 in the Existing Conditions: Opportunities & Constraints report, identifies the known occurrence and range of several special status animals identified in the California Natural Diversity Database (CNDDDB) which may be present within or directly adjoining portions of the Downtown Area, including the California tiger salamander, Delta smelt, Lange's metalmark butterfly, longfin smelt, salt-marsh harvest mouse, steelhead – Central Valley DPS, western pond turtle and western red bat. Figure 2.8.3 in the Existing Conditions: Opportunities & Constraints report, identifies those listed CNDDDB bird species likely to be nesting and/or foraging within the Downtown Area, including the song sparrow. Shoreline areas are known to contain a higher number of special-status species including fish, plants and terrestrial wildlife due to the interface of multiple habitat types. Riparian and wetlands habitat types are also biologically diverse with numerous special-status species occurrences.

Butterfly, bat and avian species are mobile and are therefore generally identified on the CNDDDB maps rather than specific locations. Specific habitat types must be present for their occurrence. While not identified on the map, special-status fish species such as steelhead may utilize portions of the two creek channels. A number of CNDDDB listed special status plants are known to occur within or adjoining the Downtown Area, and are shown in Figure 2.8.4 in the Existing Conditions: Opportunities & Constraints report. The Dune and Shoreline areas are known to contain a higher number of special-status plant species due to the interface of multiple habitat types. These special-status plants are normally associated with non-disturbed native habitat types.

Biological Constraints

Figure 2.8.5 in the Existing Conditions: Opportunities & Constraints report, provides an overall summary of biological constraints that affect future development and use of properties within and adjoining the Downtown Area. The classifications of Low, Medium and High levels of potential constraints are based on the following factors:

- Low – Assumes existing development is present.
 - Minimal or no biological sensitivity.
 - Primary biological concerns include potential presence of bat species in buildings and nesting avian species in vegetation.
 - Assumes that no resource agency permitting would be required.
- Medium – Assumes no development but may include managed (disked) lands or areas which have experienced minor grading in the past.
 - Includes moderately sensitive habitat.
 - Biological concerns would include potential for special-status plants and wildlife species typical of grassland communities including burrowing owls, California tiger salamander, Lange's metalmark butterfly, and various avian species.
 - Resource agency permits may be needed depending on presence/absence of listed plant and wildlife species.
 - Species mitigation may be required.
- High – Assumes presence of native habitat or areas which have experienced little or no disturbance. Would also include shoreline areas and those areas adjacent to creeks or containing wetlands.
 - Includes highly sensitive biological habitats.
 - Biological concerns would include high probability for occurrence of federally and state listed plants and wildlife species typical associated with dune, creek, wetland and shoreline communities.
 - Resource agency permits would be needed for activities in these areas.
 - Habitat and species mitigation would be required.

Several key Downtown sites may either contain or directly adjoin areas of High constraint sensitivity, indicating the need for further analysis and documentation of avoidance or mitigation of the specific potential constraints, per CEQA, prior to any development activity.

Objectives Policies, and Programs

Objective 5.3: Protect and improve the quality of biological resources and habitat areas.

Policy 5.3.1: Where feasible along the River, allow public access in the form of open space or a multi-use trail, and incorporate interpretive signage for educational purposes in public access areas.

Policy 5.3.2: Encourage new development to face the River and to promote public access to the Riverfront.

Policy 5.3.3: Require that proposed development sites that may include habitat that supports special-status species with a moderate or greater potential to exist in the Downtown, inventory sensitive resources, and develop adequate measures to avoid or mitigate any impacts. The inventory must be conducted by an independent, qualified biologist, and follow guidelines established for federally-listed species. If special-status species are identified, an avoidance strategy must be pursued where feasible.

Policy 5.3.4: Comply with all applicable Federal, State, CEQA and City regulations and policies for biological resource protection, prior to any new development activity.

5.4 Seismic Hazards Identification and Mitigation

Eastern Contra Costa County, as well as the San Francisco Bay Area as a whole, is located in one of the most seismically-active regions in the United States. Although no known active faults are located within Antioch, per General Plan Section 11.3, Geology and Seismicity Objective and Policies (incorporated herein by reference), major earthquakes have occurred near Antioch in the past, and can be expected to happen again in the near future. There is at least a 70 percent probability of at least one magnitude 6.7 or greater earthquake to occur on one of the major faults within the Bay Area before 2030. The Hayward Fault, in the Berkeley Hills, is approximately 30 miles west of Downtown. This fault is considered the highest risk for major damage in the Bay Area, as it is overdue for a major earthquake, and this fault is capable of producing quakes of up to about magnitude 7. Buildings constructed since the 1970's in California have incorporated seismic safety design and construction factors of various levels aimed at protecting life safety and structures. Buildings constructed prior to the 1970's pose potential seismic hazards in the event of a strong earthquake.

Buildings at Risk Due to Earthquakes

The City of Antioch has identified 57 properties located north of State Route 4 which contain structures that are potentially unsafe during major seismic events. All except one of these properties is situated within the Downtown (see Figure 2.13.1, Sub-Area 1, in the Existing Conditions: Opportunities & Constraints report). The buildings on these properties are reported to have been built with unreinforced masonry structural walls. Per the General Plan, unreinforced masonry buildings (URMs) constructed of brick or concrete block pose the most severe hazards. Under strong intensity ground shaking, many of these structures may be expected to collapse or require demolition, as has occurred in strong earthquakes in downtowns with URMs in Santa Cruz, Napa Valley, and Whittier. The City has sent letters to the owners of all 57 properties noted above, to notify them that their buildings are potentially unsafe in a seismic event. Many of these identified structures do not comply with State Law requiring seismic risk placard noticing. These properties represent an opportunity to

structurally improve or replace the existing structures with earthquake safe buildings, and are a constraint to private investment (and safety risk), due to the additional cost associated with seismically improving a property as opposed to simple reuse of the existing structure.

Low lying portions of the Downtown adjacent to the San Joaquin River could be affected by a seismically generated tsunami. However, projected wave height and tsunami run-up is expected to be small in the interior portions of the Delta. Some coastal inundation and damage could occur in Antioch if a tsunami coincided with very high tides or an extreme storm. Per the United States Geological Service, and as shown on General Plan EIR Figure 4.5.4, some areas of Downtown adjacent to the River have a very high to low potential for liquefaction in the event of a significant earthquake. New construction or significant remodels in the high risk areas will be subject to seismic analysis as part of the City's building plan review process.

Objectives, Policies, and Programs

Objective 5.4: Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from seismic groundshaking and other seismic events.

Policy 5.4.1: Comply with the Geology and Seismicity Policies in the General plan.

Policy 5.4.2: Explore the potential adoption by the City of a Seismic Hazards Identification and Mitigation Program for URMs in Antioch, similar to the program adopted by the City of El Cerrito in 2009.

Policy 5.4.3: Require that all URMs identified by the City post seismic hazard risk signs on the exterior of their building, as required by State law.

Policy 5.4.4: Provide information to and explore the establishment of incentives for property owners to rehabilitate hazardous URM buildings (such as reductions in permit fees, and expedited plan checking), using updated construction techniques to mitigate seismic hazardous posed by their buildings.

5.5 Cultural and Historic Resources

Downtown Antioch's historic buildings contribute largely to its community character and identity. Section 10.9 Cultural Resources Objective and Policies of the General Plan (incorporated herein by reference), states that prehistoric cultural resources in the San Francisco Bay Area tend to be located near sources of fresh water, and along the bay or Delta shore. Prehistoric and historical archaeological sites and fossil sites have been recorded in Antioch. The Downtown waterfront is a distinctive on- and off-shore cultural and historic resource containing shipwrecks mapped offshore, and many of the City's most historic buildings. Fiftysix Antioch buildings and four monuments to vanished sites are listed on national, state, and local registers of historic properties and landmarks.

The Directory of Properties in the Historic Property Data File (HPD), maintained by the State Office of Historic Preservation, is a master list of all resources that have been evaluated for potential eligibility for State and national registers of historic places. The HPD listing for Antioch, as of February 2001, forms Appendix B of the General Plan. The Antioch Historical

Society maintains a separate list of City landmarks. Downtown historic resources are also listed in the General Plan EIR.

Objectives, Policies, and Programs

Objective 5.5: Preserve archaeological, paleontological, and historic resources within the Downtown for the ambiance, cultural benefit, and education of future generations.

Policy 5.5.1: Comply with Section 10.9.2 Cultural Policies of the Antioch General Plan.

Policy 5.5.2: Prior to approval of any planning permit approval or permit for construction, alteration or demolition, an in-depth study/assessment shall be prepared to determine if the site and/or building is a significant cultural and/or historic resource (as defined by CEQA). The study shall be prepared by an archeologist and/or architectural historian or professional that is knowledgeable of cultural and/or historic resources and local, state and federal cultural/historic preservation regulations.

Policy 5.5.3: Development and construction involving alterations, additions, or exterior modifications shall meet the Secretary of the Interior's Standards. The improvements shall also be consistent with the Antioch Design Guidelines.

6.0 Public Facilities, Services, and Infrastructure

This Plan anticipates that the Downtown will experience future residential and commercial growth and development. A complete network of public facilities, services, and infrastructure will be necessary to support existing and new residents and businesses. This chapter describes the major utility systems serving the Downtown, and the additional facilities, services and infrastructure that will be required under future potential buildout of this Plan, and includes policies to ensure a high quality environment in the Downtown.

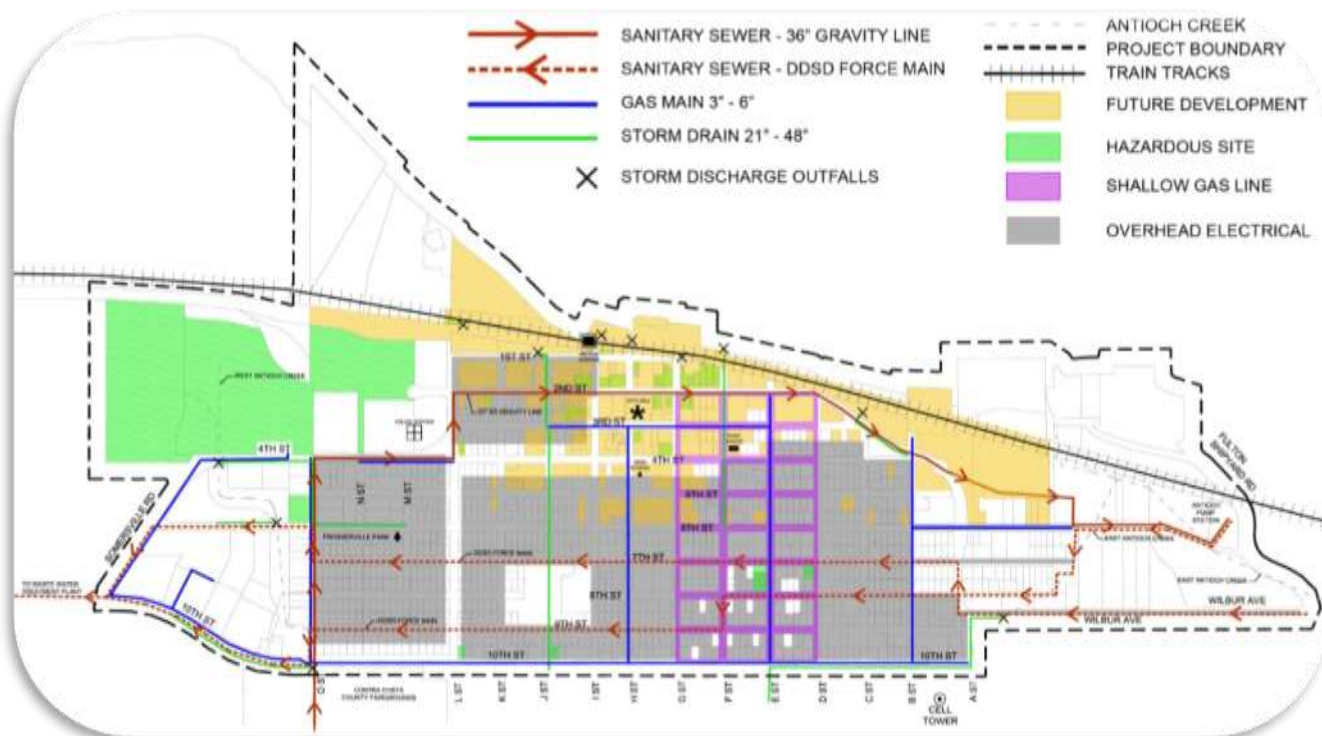
6.1 Sanitary Sewer Service

Antioch's Sanitary Sewer system consists of gravity sewer systems, manholes, rodding inlets and other access structures. In addition to the City owned and operated wastewater collection systems, there are several other sewer conveyance facilities that are owned and operated by Delta Diablo (DD). The Downtown includes several gravity lines flowing northerly towards the San Joaquin River, and then predominantly flowing easterly towards the Antioch Pump Station (APS). This area also includes two force mains flowing westerly from the APS to the Waste Water Treatment Plan (WWTP) located west of Antioch, which is owned and operated by DD.

Utility System Constraints

Figure 6.1.1 shows utility constraints in the Downtown, including for sewers, as described more fully in Chapter 2.7.2 of the O & C Report.

Figure 6.1 Summary of Utility Constraints within Downtown



Following are the key constraint issues identified for Sanitary Sewer Facilities within the Downtown Area:

- The City’s Sewer Master Plan indicates that most of the main line pipes were built prior to 1960. Pipes of that vintage may have cement mortar joints. After 1960 sewer pipe joints were primarily rubber compression, with improved leakage protection. The Master Plan identifies leakage from aged pipes combined with the high groundwater table as a possible cause of infiltration and inflow issues. However, the City lacks current information and soils samples regarding sewage leaks due to pipe joints. Consequently, soil sampling within the Downtown may be considered at the time of major new development to help determine if there are any potential leak issues that might need to be addressed.
- The Sewer Master Plan also identifies a segment of the 33-inch sewer main east of the A Street extension as having a negative slope. Negative pipe slope has the potential to create a pressure system in gravity pipes that can reduce system capacity that may need to be improved at the time of major future development and/or significant land use intensification.
- The sewer system has been computer modeled using HYDRA. The Master Plan calls for using unit flow factors to forecast population and land use demands. That methodology will be used to evaluate sewer capacity needs associated with future major development and land use intensification proposals.
- DD has identified potential capacity restrictions in the trunk line from the Wilbur overpass to the Antioch Pump Station located east of Downtown, resulting in: (a) The occurrence of diversions to storage at APS Equivalent Storage Basins (ESB) during peak dry weather flow (PDWF); (b) Overflow at APS ESB during peak wet weather flows (PWWF); and (c) Surge in the collection system. To address the above limitations, DD’s Master Plan identifies a phased construction process consisting of the following:
 - Eliminating the Bridgehead gravity lines to APS and connecting FM-1 & FM-2 to AFM-102 via a 24-inch force main. APS operating only on AFM-101 with existing pumps.
 - Upgrade pumps at APS to have capacity equivalent PDWF and optimize use of existing storage at ESB.

6.2 Electrical Service

Existing Conditions

Downtown has streets with overhead power lines and streets that are undergrounded, as shown on the PG&E record maps (and summarized in Figure 6.1.1). The City has previously undergrounded electrical lines on L Street between 10th and 4th Streets, 4th Street, and portions of 3rd Street, 2nd Street and 1st Street. With the exception of L Street, the following streets still have overhead electrical between O and A Streets: 5th; 6th; 7th; 8th; and 9th Streets.

Electrical System Constraints

1. As shown on the Utility Constraint Map, there remains an island of overhead power lines in the Downtown bounded by L Street, I Street, 1st Street, and 3rd Street. This island of overhead power lines could be funded as a potential underground utility district, under PG&E Rule 20A.

2. The City receives a Rule 20A allocation of \$212,000 per year. The PG&E procedure to process and design a Rule 20A undergrounding project requires approximately 5 years. The City's Rule 20A funds are estimated to reach nearly \$1,000,000 in 2020. The City also has the option of borrowing 5 years into the future, so there could be significant Rule 20A funding available for a Downtown undergrounding project by 2020.

6.3 Water Service

Existing Conditions

The City owns and operates the water system in Downtown. Water is supplied to the City from via the San Joaquin River through an intake at the Fulton Shipyard boat ramp, or purchased from the Contra Costa Water District and pumped from the canal. The water system in the Downtown area is divided into Zones 1 and 2. The Downtown Core is primarily in Zone 1. Zone 2 is the area west of O Street towards Auto Center Drive and the Pittsburg Antioch Highway. Within Zone 1 the pipelines range from 2" diameter to 24" diameter. A 24" ductile iron transmission waterline lies within D Street, and there are 10" and 12" ductile iron, cast iron and asbestos cement waterlines on 4th and 6th Streets between K Street and O Street. A 12" cast iron pipe loop system encompasses K, 2nd, A, and 9th Streets, with portions of 9th Street being asbestos cement pipe.

Water System Constraints

Future development within the Downtown could be constrained by available fire flows and pressures in the City water system. The City estimates that pressure readings for Downtown to be about 50 psi. The City does not have current flow readings. Therefore, at the time that future major development or land use intensification is proposed, analysis of water system capacity in that vicinity, with localized fire flow and pressure readings would be needed to confirm fire flow and pressure readings at existing fire hydrants.

6.4 Gas Service

Existing Conditions

As shown in Figure 6.1.1, PG&E gas line service for Zone 3, from Somersville Road to Marie Avenue (West to East) and from the San Joaquin River shoreline to 10th Street (North to South), is via gas mains that vary from 2" through 6" within the Downtown. Gas laterals varying in size from ¼" to 1" serve residential units, and some laterals larger than 1" serve commercial and industrial establishments. The majority of the gas main pipes consist of welded steel pipe with some smaller segments of plastic pipe.

A 6" gas main is located along 10th Street from A Street to E Street, which reduces to a 4" pipe beyond E Street to Somersville Road, and ties back into an existing 6" gas main. There are two 6" gas mains along Somersville road within the Downtown. The 4"- 6" gas main along 10th Street has several 2"- 6" laterals feeding the Downtown. An existing 6" gas main is located along B Street up to 4th Street. An existing 3" line runs along F Street from West 10th to 2nd Street. A 4" gas main on H Street runs to 3rd Street and on O Street up to 4th Street. Several other smaller 2" gas mains are located along other streets.

Gas Line Constraints

1. In October 2014, it was learned from PG&E that there are shallow and old gas lines in the Downtown. The shallow gas lines shown in Figure 6.1.1 are less than 24" deep in the areas between G Street and D Street, and 2nd Street and 10th Street. City staff has encountered some shallow gas lines in the Downtown during various roadway reconstruction and concrete replacement activities.
2. Any development and/or major expansion or renovation of existing buildings within the vicinity of these shallow lines must address the potential risks associated with rupture and/or leakage, prior to approval of building improvements. Such an effort will draw from information from PG&E regarding their on-going program to replace old gas lines, and examination of the process to increase the priority level for funding of such efforts within the Downtown.

6.5 Cellular Service

Existing Conditions

Per the leased cell tower record drawing for Antioch, dated October 2014, the closest cell tower to the Downtown is at the City Park on 10th and A Streets. This is the only cell tower north of State Route 4.

Cellular Service Constraints

Cell phone reception in the Downtown is reportedly poor for all carriers, based on Downtown stakeholder input from late 2014. This is in part based on Downtown's location at the edge of the wide San Joaquin River. This limitation, if it continues, could be a disincentive for businesses and residents considering locating within the Downtown. Improvement of service may come with pressure on cell providers from new residents or businesses. Better service could require placement of one or more cell antennas within the area.

6.6 Storm Drainage

Existing Conditions

The City's storm drainage conveyance system is designed to capture, direct, and convey peak storm flows away from buildings, thereby protecting life and property from flood hazards. The mean annual precipitation in Downtown is 13 inches. The drainage flow is primarily from south to north.

As shown in Figure 6.1.1, there are 12 different storm drain systems present, and each system ultimately discharges into the San Joaquin River. Storm drain pipe size varies anywhere from 6" to 72". There are seven different discharge locations into the San Joaquin River, one into the East Antioch Creek, and three into the West Antioch Creek.

Storm Drainage System Constraints

Future development and reuse of existing buildings within the Downtown Area will be affected by the following storm drain system issues:

1. FEMA’s Flood Insurance rate map identifies the majority of the area surrounded by West Antioch Creek between L Street and Somersville Road north of West 10th Street, as designated Flood Zones where base flood elevations will need to be analyzed.
2. At times of heavy rains and high tides, storm drains may overflow onto some industrial parcels. Interviews conducted as part of the public outreach process included reports of flooding on several sites within the Downtown (including developed properties). Additional hydrology/hydraulics information will be requested from at the time of development to analyze storm drain capacity and provide any needed improvements.

6.7 Emergency Services

Antioch Emergency Response Plan

As more fully described in Chapter 11.8, Disaster Response, of the General Plan, and in Chapter 4.5, Geologic and Seismic Hazards, of the General Plan Update EIR (and as incorporated herein by reference), the City’s approved 1996 Emergency Plan addresses response to disasters, including but not limited to earthquakes, floods, fires, hazardous spills or leaks, major industrial accidents, major transportation accidents, major storms, airplane crashes, environmental response, civil unrest, and national security emergencies. The plan outlines the general authority, organization, and response actions for City staff in case of disaster. Emergency Operations Centers are maintained by the City at the Police Station and the Water Treatment Plant. The objectives of the plan are to reduce life, injury, and property losses through effective management of emergency forces.

Objectives, Policies, and Programs

Objective 6.1: Continue to successfully provide, maintain and operate infrastructure, public utilities and emergency preparedness that protects life and property, and maintains the quality of life and sustainability of the Downtown.

Policy 6.1.1: Continue efforts to safeguard the quality and availability of water supplies.

Policy 6.1.2: Actively pursue and secure additional water sources and supplies for the City to meet the community’s future water needs.

Policy 6.1.3: Implement needed infrastructure improvements at the time of development and/or if and when other funding sources become available.

Policy 6.1.4: To reduce water consumption, require new development to install all standard water conservation fixtures, irrigation and landscaping, and also that they include the use of rainwater harvesting systems, bioswales and rain gardens in planting areas and curb extensions.

Policy 6.1.5: To the extent possible (for projects with substantial landscaping, or where it is cost effective), extend recycled water infrastructure to serve new development areas, require new development to be plumbed to receive recycled water for landscape irrigation, and require that all new and retrofitted water connections to

the potable system use recycled water to the greatest extent feasible for irrigation, provided adequate recycled water can be reliably delivered to the user.

Policy 6.1.6: Support local utility providers in the undergrounding of utilities. Work with PG&E and other public agencies to underground existing overhead utility lines to the extent feasible.

Policy 6.1.7: Refer to the Fire Protection Objective and Policies in Chapter 8.10 of the General Plan.

Policy 6.1.8: Refer to the Police Services Objective and Policies in Chapter 8.11 of the General Plan.

Policy 6.1.9: Refer to the Disaster Response Objective and Policies in Chapter 11.8 of the General Plan

6.8 Public Facilities

Public facilities in the Downtown include City Hall, the Police Station, Animal Services, City Corporation Yard, Waldie Plaza, the Marina, Prosserville Park, the Contra Costa County Fairgrounds, the Antioch Unified School District Administration Building, Nick Rodriguez Community Center, and the Senior Center. These facilities provide important services to the community, including administrative and public safety, recreation, and entertainment. Some serve as public meeting places and venues where citizens can communicate face to face with their elected and appointed officials, and City staff.

Objectives, Policies, and Programs

Objective 6.2: Continue to provide, and enhance as necessary, high quality public facilities that facilitate daily operations and services provided by the City to its citizens.

Policy 6.2.1: Develop plans for the improvement of Waldie Plaza as public gathering place, and venue for outdoor entertainment.

Policy 6.2.2: Maintain City Hall in the Downtown as the focal point for citizens to obtain information and City services, and participate in public meetings of the City Council, Boards and Commissions.

Policy 6.2.3: Maintain the Nick Rodriguez Community Center and the Senior Center to provide ongoing social, civic and recreational activities for the public.

Policy 6.2.4: Refer to the School Facilities Objective and Policies in Chapter 8.8 of the General Plan.

Policy 6.2.5: Refer to the Parks and Recreation Objective and Policies in Chapter 8.9 of the General Plan.

7.0 Implementation

While the Downtown Specific Plan is a comprehensive planning, economic development and policy document intended to guide the growth, development and evolution of Downtown Antioch into the future, realizing the full potential of the Plan will require a number of actions on the part of the City, property owners and any developers involved. These efforts include carrying out the regulatory measures as needed, providing infrastructure improvements, and securing any necessary financing. This Chapter details the actions required for the implementation of the Downtown Specific Plan.

7.1 General Plan and Zoning Ordinance Amendments

The City must adopt General Plan and Zoning Ordinance amendments to ensure consistency of both with the Downtown Specific Plan, across all three documents, as required by State law.

General Plan

The General Plan will need to be amended to reflect the Specific Plan's vision, goals and policies, and recognize the development potential of the Downtown. Concurrent with preparation of this Downtown Specific Plan, the City is also doing a focused update of its General Plan, so that the Specific Plan will be integrated into the ongoing update of the General Plan. The General Plan Update will be presented to the Planning Commission for recommendation of approval to the City Council, and then for approval at a public hearing of the City Council. The City also will need to bring the General Plan Map into conformance with the Specific Plan.

Zoning Ordinance

Per State law, the General Plan establishes a general citywide policy framework. The Zoning Ordinance implements the General Plan, and any Specific Plans within the City. The Zoning Ordinance prescribes more detailed land use provisions than the General Plan, but a Specific Plan may provide the same level of land use specificity as the Zoning Ordinance. In addition, the Zoning Ordinance, or a Specific Plan (for a defined area of the City) provide specific development standards, rules, procedures, and performance criteria for land use and development that further define General Plan policies that govern development on individual properties. The Specific Plan (for the defined area of Downtown Antioch) replaces the Zoning code standards, and provides regulations for new and modified land use districts and overlays, use and development standards, and density and intensity limits, consistent with the General Plan, and Chapter 2, Land Use, of the Downtown Specific Plan. The new land use and development standards that are contained in the Specific Plan will need to be incorporated by reference into the Zoning Code, through a public hearing process to amend the Zoning Ordinance. That process involves a public hearing by the Planning Commission, where the Commission considers recommending approval of the amendment to the City Council. Following that hearing, the City Council will conduct a public hearing to consider adoption of the Zoning Ordinance Amendment. The City also will need to bring the Zoning Map into conformance with the Specific Plan.

Until such time as the Zoning Ordinance is updated by adding a reference as described above, development would be in accordance with the land use designations and development regulations outlined in the Specific Plan. Other rules and procedures as established in the Zoning Ordinance would also apply.

7.2 Design Guidelines

Chapter 3, Streetscape and Design Guidelines, of the Downtown Specific Plan, incorporates by reference into the Plan, the City’s adopted Design Guidelines. Therefore, no further action is required to implement application of the Design Guidelines into the Plan, or other documents.

7.3 Implementation Program and Phasing

Implementation of the Downtown Specific Plan will require action by several City Departments, including Community Development, Economic Development, Public Works, Parks and Recreation, and Police. Much of the look and feel of the Downtown will evolve through the site planning, architecture, landscaping, improvements and maintenance of new developments and remodels, as provided for in the standards contained in the Specific Plan. However, the City must take the lead in coordinating a number of actions to enable complete implementation of the Plan and its Vision, Goals and Policies. Table 7.1 lays out the programs, responsible parties, and the estimated timeframe/phasing and cost associated with successful implementation of the Plan. Most of the Programs and/or Policies listed below are described in greater detail in the body of the Specific Plan itself, and are listed in this Table in the same order as in the text of the Plan. Estimated costs are included where available; cost estimates are preliminary, and there may be additional costs associated with improvements as streetscape, traffic, and infrastructure plans develop over time. Costs are estimated using symbols ranging from one to three dollar signs (\$) to denote a scale of costs.

Table 7.1 Implementation and Phasing Plan

Programs or Policies	Department/Agency Responsible	Timeframe/ Phasing	Estimated Cost
<i>Land Use and Planning</i>			
Amend the General Plan Map and text to reflect the land uses, density/intensity standards and policy direction in the Specific Plan.	Community Development	Concurrent with adoption of the Downtown Specific Plan	\$
Amend Zoning Map and Ordinance to conform to the land uses, parking standards, and development standards established in the Specific Plan.	Community Development	Concurrent with adoption of the Downtown Specific Plan	\$
Promote the existence of the new Specific Plan	Community Development, Economic Development	Concurrent with adoption of the Downtown Specific Plan	\$
<i>Mixed Use District (MU)</i>			
2.1.3a: Monitor and update the land use and development standards table to ensure that positive contributing land uses are not excluded	Community Development	Ongoing	N/A
2.1.3b: Explore a program to offer short-term incentives for new business to locate in the Rivertown Mixed Use Historic District	Community Development, Economic Development	Within 1 year	N/A to \$\$
2.1.3c: Enforce building and public nuisance codes for chronically-vacant and under-maintained buildings	Community Development	Ongoing	N/A
2.1.3d: Modify the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties	Community Development	Within 2 years	N/A
2.2.4a: Pursue gap closure of a continuous walkway along historic 1st Street from A Street to L Street	Community Development, Public Works	Within 1-10 years as funding is available, and/or development occurs	\$\$ - \$\$\$

Programs or Policies	Department/Agency Responsible	Timeframe/ Phasing	Estimated Cost
2.3.2a: Create a streamlined application process for Downtown festivals and community events	Community Development, Parks and Recreation	Within 1 year	N/A
2.4.3a: Work with local business, community, or historical organizations to develop a cohesive pedestrian, bicycle and motorist directional signage program	Community Development, Public Works	Within 1 – 2 years	\$ - \$\$
2.4.3b: Prioritize street tree plantings and replacements, sidewalk improvements, and pedestrian infrastructure maintenance on the areas of highest pedestrian use, using native plans wherever possible.	Public Works	Ongoing	\$ - \$\$\$
2.4.3c: In the absence of flowing water in the Waldie Plaza water feature, explore alternative decorative uses or treatment of the feature	Public Works	Ongoing	\$ - \$\$
2.4.3d: Study current trash and recycling service methods to identify and deter unsightly and messy trash collection on public sidewalks. Explore construction of recycling receptacles for pedestrians and centralized consolidated trash enclosures to simplify collection and eliminate sidewalk impacts	Community Development, Public Works	Ongoing	\$ - \$\$
2.5.3a: Adopt an ordinance addressing Citywide treatment of historic properties	Community Development	Within 2 – 3 years	N/A
<i>Neighborhood Commercial District (C-N)</i>			
2.8.1a: Support any Downtown Business Association, or similar organization upon its formation	Economic Development, Community Development	At the time of occurrence	N/A
2.9.1a: Enforce Use Permits and ordinances governing current automotive uses to prevent their expansion	Community Development	Ongoing	N/A
2.9.2a: Examine opportunities in industrial or heavy commercial areas to provide adequate lands for	Community Development	Ongoing	N/A

Programs or Policies	Department/Agency Responsible	Timeframe/ Phasing	Estimated Cost
automotive uses			
2.10.2a:Pursue modification of the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties	Community Development	Within 1 year	N/A
2.10.2b:Prioritize enforcement using the 'broken window' concept to address minor vandalism, graffiti, and similar quality of life and perception issues	Community Development	Ongoing	N/A
<i>Downtown Residential Districts (MDR & HDR)</i>			
2.11.1a: New residential buildings and alterations will be reviewed by the City to ensure compliance with the Design Guidelines for the Downtown Residential District, in order to address harmony and compatibility with the existing traditional neighborhood and housing styles	Community Development	Ongoing	N/A
2.11.1b: Pursue a formal inventory of street lighting and develop strategies to improve under-lit public areas	Public Works	Within 2 years	\$\$
2.12.3a: Develop an historic preservation ordinance that reflects best practices, encourages preservation and restoration, and is consistent with applicable State and federal laws. Until such ordinance is adopted, the City will apply the Secretary of the Interior's Standards for the Treatment of Historic Properties for all modifications to any structures constructed prior to 1950	Community Development	Within 2 years	N/A
2.13.4a: Inventory vacant parcels and develop a strategy for their development, which must include the potential for abandonment, transfer, or sale	Community Development	Within 2 years	N/A
<i>Commercial - Regional District (C-R)</i>			

Programs or Policies	Department/Agency Responsible	Timeframe/ Phasing	Estimated Cost
2.15.1a: For development of sites over 10,000 square feet along W. 6 th Street, a comprehensive street and site design must be submitted to demonstrate comprehensive design of landscape, & building setbacks	Community Development	Ongoing	N/A
<i>Waterfront District (WF)</i>			
2.16.3a: Investigate the feasibility of additional building pads within the Marina area	Economic Development, Community Development	Within 2 years	N/A
2.18.2a: Conduct a general site security and access study to examine ways to discourage behavior or trespass that is detrimental to the visitor experience or the natural environment	Police, Community Development	Within 2 years	N/A
<i>Street Improvements</i>			
4.1.1a: Study conversion of 2 way to 4 way stop sign intersections.	Public Works, Community Development, Economic Development	Within 2 years, as staff resources become available	N/A
<i>Internal Circulation</i>			
4.1.1b: Downtown one-way couplets on 2nd and 4th, and 9 th and 10th Streets will be studied to determine if they would be beneficial	Public Works, Community Development	At such time as may be appropriate	\$
4.1.1c: Consider street name changes for the A and L Street corridor connections from Hwy. 4 to the Downtown	Public Works, Community Development, Economic Development	Within 1-2 years	\$
4.1.1d: Study wayfinding and other feasible aesthetic or other improvements to A & L Streets, from Hwy. 4 to the Downtown	Public Works, Community Development, Economic Development	Within 2-5 years, as funding becomes available	\$\$\$
<i>Pedestrian & Bicycle</i>			
4.2.1a: Close gaps in sidewalk/wheelchair ramp network	Public Works	Within 1-5 years, as funding becomes	\$\$

Programs or Policies	Department/Agency Responsible	Timeframe/ Phasing	Estimated Cost
		available	
4.3.1a: Feasibility of Rivertown to Southeast Antioch bikeway should be analyzed	Public Works, Community Development	Within 1-5 years as funding is available, and/or development occurs	\$\$-\$
4.3.1b: Determine if additional bikeway signs should be added to 9 th Street	Community Development, Public Works	Within 1-5 years as funding is available, and/or development occurs	\$\$
4.3.1c: Study improvements for G Street bikeway from 6 th Street south	Community Development, Public Works	Within 1-5 years as funding is available, and/or development occurs	\$\$
4.3.2, 4.3.3 & 4.3.4: Ensure provision of bicycle racks, storage & parking, while providing the Downtown Bike Zone is bicycle accessible with needed infrastructure and access prioritized	Community Development, Public Works	Within 1-5 years as funding is available, and/or development occurs	\$\$
<i>Transit</i>			
4.4.1: Improve and facilitate the use of and linkages for multi-modal transit to and from Downtown	Community Development, Public Works, Tri-Delta Transit, BART, Amtrak, potential Ferry	As resources are available and needs arise	\$\$\$
4.4.2: Encourage provision of amenities at Amtrak, eBART and Ferry Stations	Community Development, Public Works, Tri-Delta Transit, BART, Amtrak, potential Ferry	As resources are available and needs arise	\$\$
4.4.3: Coordinate to promote regional transit service to and from Downtown	Community Development, Public Works, Tri-Delta Transit, BART	As resources are available and needs arise	\$\$\$
<i>Parking & TDM</i>			
4.5.1: Regularly review parking with merchants and residents to determine if changes are needed	Community Development, Public Works	Ongoing	\$

Programs or Policies	Department/Agency Responsible	Timeframe/ Phasing	Estimated Cost
4.5.2: Limit requirement of on-site parking for commercial uses on constrained Downtown sites	Community Development	Ongoing	N/A
4.5.3: Allow credit for on-street parking, where appropriate	Community Development	Ongoing	N/A
4.5.4: Allow “unbundled parking” for residential development projects	Community Development	Ongoing	N/A
4.5.5: Encourage underground or tuck under parking	Community Development	Ongoing	N/A
4.5.6: Maintain existing on-street parking	Community Development, Public Works	Ongoing	N/A
4.5.7: Work with Tri-Delta Transit and Bart to publicize & incentivize transit use to & from Downtown & for special events	Community Development, Tri-Delta Transit & Bart	Ongoing	N/A
4.5.8: Enable shared parking in new mixed use development	Community Development	Ongoing	N/A
<i>Promote Alternative Transportation</i>			
4.6.1: Consider TDM as Downtown development occurs, including: alternative modes; car sharing; reduce peak hour trips; and promote bicycling	Community Development	Ongoing	N/A
<i>Noise Attenuation</i>			
5.1.1: Require adequate noise attenuation for new residential and noise sensitive uses within 200’ of the rail line	Community Development	Ongoing	N/A
5.1.2: Explore the potential benefits and costs of a railroad Quiet Zone	Community Development	Within 2 years	N/A
<i>Hazardous Materials, Flooding, and Air Quality</i>			
5.2.1: Ensure that development within the Downtown undergoes careful assessment to ensure that potential air quality, flood and soil contamination environmental and/or health risks are fully addressed	Community Development	Ongoing	N/A
5.2.2: For proposed development	Community	Ongoing	N/A

Programs or Policies	Department/Agency Responsible	Timeframe/ Phasing	Estimated Cost
within 200 feet of the BNSF Railroad line, air quality risk analysis and risk reduction strategies (mitigation), if needed, would have to be considered for any project during environmental review on a case-by-case basis	Development		
5.2.3: Require new large commercial projects to prepare a truck loading plan to minimize idling and emissions	Community Development	Ongoing	N/A
5.2.4: Require standard temporary construction air quality mitigation measures	Community Development	Ongoing	N/A
5.2.5: Ensure new projects within the 100 year flood zone, or areas prone to flooding are designed to reduce flood risk	Community Development, Public Works	Ongoing	N/A
5.2.6: Require remediation and clean up of any contaminated sites prior to development	Community Development	Ongoing	N/A
<i>Biological Resources</i>			
5.3.1: Where feasible, allow public access in the form of open space or a multi-use trail along the River	Community Development, Public Works	Within 1 – 10 years	N/A to \$\$\$
5.3.2: Encourage new development to face the River and to promote public access to the Riverfront	Community Development	Immediately	N/A
5.3.3: Require proposed development on sites with special-status species habitat potential (moderate or greater), inventory sensitive resources, and avoid or mitigate impacts	Community Development	Ongoing	N/A
5.3.4: Comply with all applicable Federal, State, CEQA and City regulations and policies for biological resource protection	Community Development	Ongoing	N/A
<i>Seismic Hazards Identification and Mitigation</i>			
5.4.1: Comply with General Plan Geology and Seismicity Policies	Community Development	Ongoing	N/A
5.4.2: Explore the potential adoption of a Seismic Hazards Identification	Community	Within 1 – 5	N/A

Programs or Policies	Department/Agency Responsible	Timeframe/ Phasing	Estimated Cost
and Mitigation Program for URMs	Development	years	
5.4.3: Require that all URMs identified by the City post seismic hazard risk signs on the exterior of their building, as required by State law	Community Development	Within 3 months	\$
5.4.4: Provide information to and explore the establishment of incentives for property owners to rehabilitate hazardous URM buildings	Community Development	Within 1 year	N/A to \$\$\$
<i>Cultural and Historic Resources</i>			
5.5.1: Comply with the Cultural Policies of the Antioch General Plan	Community Development	Ongoing	N/A
5.5.2: Prior to approval of permits, construction, alteration or demolition, study/assess if the site and/or building is a significant cultural and/or historic resource	Community Development	Ongoing	N/A
5.5.3: Alterations, additions, or exterior modifications shall meet the Secretary of the Interior's Standards, and Antioch Design Guidelines	Community Development	Ongoing	N/A
<i>Services & Infrastructure</i>			
6.1.1: Continue efforts to safeguard the quality and availability of water supplies	Public Works	Ongoing	N/A
6.1.2: Actively pursue and secure additional water sources and supplies for the City to meet the community's future water needs	Public Works	Ongoing	N/A to \$\$\$
6.1.3: Implement needed infrastructure improvements at the time of development and/or if and when other funding sources become available	Public Works, Community Development	Ongoing	N/A to \$\$\$
6.1.4: Require new development to install water conserving fixtures, irrigation, landscaping, and include rainwater harvesting, bioswales and rain gardens	Community Development, Public Works	Ongoing and within 6 months	N/A
6.1.5: To the extent possible, (for projects with substantial landscaping, or where it is cost effective) extend	Public Works	Within 1-10 years as funding is available,	N/A to \$\$\$

Programs or Policies	Department/Agency Responsible	Timeframe/ Phasing	Estimated Cost
recycled water infrastructure to new development areas, require new development be plumbed for recycled water landscape irrigation, and require that new and retrofitted potable system water connections use recycled water to the greatest extent feasible for irrigation, provided adequate recycled water can be reliably delivered to the user		and/or development occurs	
6.1.6: Support undergrounding of utilities. Work with PG&E and other agencies to underground existing overhead utility lines to the extent feasible	Public Works	Within 1-10 years as funding is available, and/or development occurs	N/A to \$\$\$
6.1.7: Refer to the Fire Protection Objective and Policies in Chapter 8.10 of the General Plan	Contra Costa County Fire Department	Ongoing	N/A to \$\$\$
6.1.8: Refer to the Police Services Objective and Policies in Chapter 8.11 of the General Plan	Police	Ongoing	N/A to \$\$\$
6.1.9: Refer to the Disaster Response Objective and Policies in Chapter 11.8 of the General Plan	Police	Ongoing	N/A to \$
<i>Public Facilities</i>			
6.2.1: Develop plans for the improvement of Waldie Plaza as public gathering place, and venue for outdoor entertainment	Administration	Ongoing	\$ to \$\$\$
6.2.2: Maintain City Hall in the Downtown as the focal point for City services	Administration	Ongoing	N/A
6.2.3: Maintain the Nick Rodriguez Community Center and Senior Center to provide ongoing social, civic and recreational activities for the public	Parks & Recreation	Ongoing	N/A to \$\$
6.2.4: Refer to the School Facilities Objective and Policies in Chapter 8.8 of the General Plan	School Districts	Ongoing	N/A to \$\$\$
6.2.5: Refer to the Parks and Recreation Objective and Policies in Chapter 8.9 of the General Plan	Parks & Recreation	Ongoing	N/A to \$\$\$

7.4 Infrastructure Financing Strategies

There are a number of ways that public agencies can fund the types of improvements that are called for in the DSP, as listed above. However, funding of infrastructure in the Downtown is challenging due to limited funding sources, lingering effects of the recession, the slow rate and small scale of Downtown development, and competing demands for limited resources. Redevelopment tax increment (formerly a major source of infrastructure financing within redevelopment areas) has been eliminated due to changes in State law. Other funding sources shown in Table 7.2 below, include: the Capital Improvement Program; Development Impact Fees; Developer Contributions; Special Assessment Districts; and other Grants and Loans. The choice of the appropriate funding mechanism depends on the nature of the improvement. For instance, development impact fees place the burden on developers (and ultimately the occupant of the home or business being built), but assessment districts place the financial responsibility on existing and new property owners. Capital improvement plan financing spreads the cost city-wide. The City determines who benefits from improvements, then can decide on the best funding sources.

The Plan provides opportunities to consider making Waldie Plaza, pedestrian, bicycle, aesthetic, and wayfinding, and other public improvements. Private development in the Downtown is envisioned to be on a relatively small to moderate scale. Therefore, development impact fees and direct construction of public improvements by developers will also be of a limited scale.

Table 7.2 Infrastructure Financing – Financing Sources and Strategies

Project Type	Capital Improvements Fund (General Fund)	Impact Fees	Developer Contributions	Special Assessment Districts	Other Grants & Loans
Streetscape & Pedestrian Improvements	X	X	X	X	X
Bicycle Lanes & Trails	X	X		X	X
Transit Improvements & Access	X			X	X
Streets & Traffic Improvements	X	X		X	X
Utilities & Public Services	X	X	X	X	X
Public Open Spaces	X	X	X	X	X
Parking & TDM		X	X	X	X

Infrastructure obligations not met through developer fees, conditions of project approval, as negotiated through a development agreement, or as environmental mitigation measures, can also be met through impact fees, user fees, and Community Financing Districts (CFDs, Mello Roos Districts, Special Assessment Districts). Each of the funding sources shown in the chart above can be used separately or in combination with others.

Capital Improvement Program

The 5 year Capital Improvement Program (CIP) 2017 - 2022, was adopted by the City Council on June 14, 2016. The CIP is a discretionary funding plan for the City that describes specific public improvement projects in detail, with schedules and anticipated funding. It includes various City financing sources, including the CIP Fund, Marina Fund, Measure J Fund, Mello Roos Fund, Traffic Signal Fund, Water & Sewer Related Reserve Funds, Gas Tax, General Fund, Park Development, Grants Funds, Development Impact and Park-In-Lieu Fees, and certain outside funding sources. The Planning Commission must review the CIP for consistency with the General Plan, and then make a recommendation to the City Council, which adopts it. The 5 year CIP is designed as a financial and planning document, to assist in coordinated private or public development and construction of necessary public facilities and infrastructure, consistent with City goals and policies.

Impact Fees

Development Impact Fees and Park In-Lieu Fees have been adopted by the City Council, and became effective in June 2014. These fees are imposed on new development on a one-time basis to cover the cost of capital improvements that are required to serve new growth. Recent projects in or near Downtown, funded by impact fees include Marina Boat Launch and Parking Lot Improvements and Downtown Road Rehabilitation.

Developer Contributions

Payments may be made by developers in addition to normal impact fees as part of the development review and approval process for specific projects to help fund large projects with significant capital impacts or needs, or that generate new public service needs. Contributions fund infrastructure and improvements including dedications of right-of-way for streets and utilities, or additional service needs that would be generated by the new development, subject to adoption of a Development Agreement by the City Council, such as for public safety.

Special Assessment or Benefit Districts

Property owners, developers and businesses can cooperate to create special assessment or benefit districts in which they tax themselves (outside the limitations of Proposition 13) or collect fees in order to fund specific benefits, such as landscaping, infrastructure improvements, and parking facilities.

Community Facilities District

The formation of Community Facilities Districts (CFDs) by cities to finance the construction of needed infrastructure is possible through the Mello-Roos Community Facilities Act of 1982. A CFD is allowed to levy additional fees on property tax rolls on land inside the

district. This creates a dependable revenue stream that can be used in issuing bonds to pay for new infrastructure. Formation of a CFD requires approval by two-thirds of the District's property owners. However, CFDs are popular among developers as a way to finance improvements they would otherwise have to pay for on their own. Although not planned, the City could seek to create a new Downtown CFD to help pay for future Downtown infrastructure improvements if they are ever needed and are found to be financially feasible.

It is usually good practice to keep total tax rates under a certain level to avoid annual tax hardships on property owners, and to prevent taxes from hindering the willingness of potential buyers of homes, non-residential buildings or vacant land.

Landscape and Lighting District

The Landscape and Lighting Act of 1972 permits cities to form Landscape and Lighting Districts to finance infrastructure such as the landscaping and lighting of public areas, including in the public right of way, plazas and parks.

Business Improvement District

Within specified geographic areas, such as Downtown, business and/or property owners may form a Business Improvement District (BID) that would assess them annual fees to fund activities and programs to improve the business environment. Such improvements can include promotions, advertising, marketing, streetscape improvements, security and special events. There has to be a collective willingness to be assessed, and a level of cooperation among the owners of an area forming a BID, to agree on which improvements will be funded by their contributions. Annual BID fees are mandatory for businesses/properties within the BID, once it is established. BIDs are typically used most often in existing retail commercial areas. BIDs are not used for infrastructure funding due to the limited revenue base, and the relatively short-term nature of BIDs that make debt issuance impossible.

Infrastructure Finance District

Financing entities created to fund regional public facilities and infrastructure are known as Infrastructure Finance Districts (IFDs). Property tax increment revenues can be diverted for 30 years through an IFD to finance highways, transit, water and sewer systems, flood control, child care facilities, libraries, parks, and solid waste facilities. Maintenance, repairs, operating costs, and services cannot be paid for by an IFD. There are no blight findings that have to be made for an IFD, even though it is a tax increment finance tool. The use of IFDs can be limited though, as they require two-thirds approval by voters to form a district and issue bonds.

Parking District and In-Lieu Fee

Special districts to finance parking improvements, including for land acquisition, construction of parking lots and structures, operating costs, and bonds, may be formed by cities. District formation must be approved by a majority of affected property owners. Many cities offer an option to developers and businesses that cannot provide on-site parking, by establishing a parking in-lieu fee. Funds collected by such a fee are used by the city to acquire land, construct, and/or operate public parking facilities.

The City of Antioch had a Downtown Parking District in the late 1950's that developed plans and constructed public parking lots in the Downtown. In 2013 the City Council approved an Exclusive Parking District Zoning Designation for certain parcels in Rivertown that contain public parking lots, or portions of parking lots. This Zone permitted those parcels to only be used for parking purposes.

Grants and Loans

Community Development Block Grant (CDBG) and HOME Program

The Community Development Act of 1974 and 1987 created the CDBG Program. Its primary objective is the development of viable communities through the provision of decent housing, a suitable living environment and expansion of economic opportunities primarily for lower income persons. The City of Antioch is an Entitlement City under the U.S. Department of Housing and Urban Development's (HUD) CDBG Program. As such, Antioch receives funding from HUD on an annual basis and is able to provide grants to non-profit and governmental agencies to develop viable urban communities through the provision of services to the low and moderate income community. Programs and services include housing, services to the elderly, disabled, and children, expanded economic opportunities, and public improvements. Additionally, affordable housing developments in the City have been able to utilize funding from the Home Investment Partnership Program (HOME) through Contra Costa County to expand the supply of decent, safe, sanitary, and affordable housing for very-low and low-income households.

CDBG is the primary source of funds for community development and housing programs in the City of Antioch. Program funding is administered through the Community Development Department. To obtain funding, applicant projects and/or programs must meet eligibility requirements and demonstrate that they benefit very low- and low-income persons within the City. CDBG funds can be used for the following activities:

- Acquisition
- Rehabilitation
- Home Buyer Assistance
- Economic Development
- Homeless Assistance
- Public Services
- Public Improvements
- Rent Subsidies (short term)

Contra Costa County and the cities of Antioch, Concord, Pittsburg, and Walnut Creek joined together to form the CDBG and HOME Consortium for purposes of developing consistent training, application, and monitoring processes and for participation in the CDBG and HOME programs. HOME funds, through the Contra Costa County HOME program, may be used for projects to acquire, rehabilitate, and construct housing for lower-income households in the Consortium area. HOME funds can be used for the following activities:

- New Construction

- Acquisition
- Rehabilitation
- Home Buyer Assistance
- Rental Assistance

Other Grant Possibilities

Funding possibilities for improvements in Downtown are limited, and often require matching funds that the City may not currently have available. However, those factors can change over time. Any future proposals for new significant development or infrastructure improvements in the Downtown may provide additional justification and funding leverage for obtaining future grant funding. The City should continue to monitor and pursue financing opportunities from the sources below, as well as others as they arise:

- Some of the past, and future potential grant funding sources include:
- Safe, Accountable, Flexible, Efficient Transportation Equity Act, also known as SAFETEA-LU, a funding source for small neighborhood based projects relating to streetscape improvements and bicycle and pedestrian facilities;
- California Infrastructure and Economic Development Bank (CIEDB), a funding source for low cost financing for infrastructure projects;
- Infrastructure Bonds, Statewide bonds approved by voters for local government improvements to roads, housing and public facilities; and
- Focus Priority Development Areas (PDAs) that are designated by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), are eligible for a Technical Assistance Program, and potential MTC One Bay Area grants for projects that have transit accessibility and the potential for revitalization, and the MTC Lifeline Program for low income residents. Downtown Antioch is a designated PDA.

8.0 Definitions

As used in this Downtown Specific Plan, the following terms and phrases shall have the meaning ascribed to them in this section, unless the context in which they are used clearly requires otherwise.

"Accessory residential uses and structures" means any use and/or structure that is customarily a part of, and clearly incidental and secondary to, a residence and does not change the character of the residential use. These uses include the following detached accessory structures, and other similar structures normally associated with a residential use of property: Garages; Gazebos; Greenhouses; Spas and hot tubs; Storage sheds; Studios; Swimming pools; Tennis and other on-site sport courts; Workshops.

Also includes the indoor storage of automobiles (including their incidental restoration and repair), personal recreational vehicles and other personal property, accessory to a residential use. Does not include: accessory dwelling units, which are separately defined, or home satellite dish and other receiving antennas for earth-based TV and radio broadcasts (see "telecommunications facilities").

"Accessory retail uses" means the retail sales of various products (including food) and/or the provision of personal services (e.g., hair cutting, etc.) within a health care, hotel, office, or industrial complex for the purpose of serving employees or customers, and is not visible from public streets. These uses include pharmacies, gift shops, and food service establishments within hospitals; convenience stores and food service establishments within hotel, office and industrial complexes.

"Accessory structure" means a structure that is physically detached from, secondary and incidental to, and commonly associated with the primary structure. For the purposes of this development code, accessory structures and uses include: detached garages, greenhouses, artist's studios, and workshops; hot tubs, jacuzzis, spas, and swimming pools, together with any enclosures; and any other open air enclosures, including gazebos and detached patio covers.

"Accessory use" means a use customarily incidental to, related and clearly subordinate to a principal use established on the same parcel, which does not alter the principal use nor serve property other than the parcel where the principal use is located.

"Adult entertainment businesses" means any business as defined in the Antioch Municipal Code 9-5.203.

"Alcoholic beverage sales" means the retail sale of beer, wine, and/or other alcoholic beverages for on- or off-premise consumption.

"Animal Sales and Grooming" means the retail sale of household pets, including dogs, cats, birds, reptiles, and similar small animals. Also includes the primary or incidental grooming of such animals. Does not include overnight kenneling.

Apartment. See "multi-family dwellings."

"Art, antique, collectible and gift stores" means retail sales uses including antique shops, art galleries, curio, gift, and souvenir shops, and the sales of collectible items including sports cards and comic books.

"Assembly" means the congregation of people in a single location for a common purpose such as entertainment, religious practice, therapy or counseling service, education, fitness or martial arts classes, or similar activity. "Minor" includes less up to 30 persons and/or occupying 2,000 square feet or less. "Major" includes over 30 persons and/or occupying more than 2,000 square feet.

"Auto parts sales" means stores that sell new automobile parts, tires, and accessories. May also include minor parts installation (see "vehicle services"). Does not include tire recapping establishments, which are found under "vehicle services" or businesses dealing exclusively in used parts, which are included under "recycling—scrap and dismantling yards."

"Auto repair and maintenance" means the repair, alteration, restoration, towing, painting, cleaning (including self-service and attended car washes), or finishing of automobiles, trucks, recreational vehicles, and other vehicles as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use. This use includes the following categories:

1. Major Repair/Body Work. Repair facilities dealing with entire vehicles. These establishments provide towing, collision repair, other body work, and painting services; and also include tire recapping establishments.
2. Minor Maintenance/Repair. Minor facilities specialize in limited aspects of repair and maintenance (e.g., muffler and radiator shops, quick-lube, etc.).

Does not include automobile parking (see "parking facilities or vehicle storage"), repair shops that are part of a vehicle dealership on the same site (see "auto sales and rental," and "recreational vehicle sales and rental"), automobile service stations, which are separately defined, or automobile dismantling yards, which are included under "recycling—scrap and dismantling yards."

"Auto sales and rental" means retail establishments selling and/or renting automobiles, trucks and vans. May also include repair shops and the sales of parts and accessories, incidental to vehicle dealerships. Does not include: the sale of auto parts/accessories separate from a vehicle dealership (see "auto parts sales"); bicycle and moped sales (see "general retail"); mobile home sales (see "mobile home and RV sales"); tire recapping establishments (see "auto repair and maintenance"); businesses dealing exclusively in used parts, (see "recycling — scrap and dismantling yards"); or "service stations," which are separately defined.

"Automated teller machines (ATM)" means computerized, self-service machines used by banking customers for financial transactions, including deposits, withdrawals and fund transfers, without contact with financial institution personnel. The machines may be located at or within banks, or in other locations.

Automobile Dismantling Yard. See "recycling—scrap, and dismantling yards."

"Banks and financial services" means financial institutions including: Banks and trust companies; Credit agencies; Holding (but not primarily operating) companies; Lending and thrift institutions; Other investment companies; Securities/commodity contract brokers and dealers; Security and commodity exchanges; Vehicle finance (equity) leasing agencies. See also, "automated teller machine," above.

Bar. See "night clubs and bars."

"Bed and breakfast inns (B&Bs)" means residential structures with one family in permanent residence with up to five bedrooms rented for overnight lodging, where meals may be provided subject to applicable health department regulations. A bed and breakfast inn with more than five guest rooms is considered a hotel or motel, and is included under the definition of "hotels and motels." Does not include room rental, which is separately defined (see "rooming and boarding houses").

"Boat repair and maintenance" means the repair, alteration, restoration, or maintenance of boats as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use.

"Building material stores" means retail establishments selling lumber and other large building materials, where most display and sales occur indoors. Includes paint, wallpaper, glass, fixtures. Includes all these stores selling to the general public, even if contractor sales account for a major proportion of total sales. Includes incidental retail ready-mix concrete operations, except where excluded by a specific zoning district. Establishments primarily selling electrical, plumbing, heating, and air conditioning equipment and supplies are classified in "warehousing, wholesaling and distribution." Hardware stores are listed in the definition of "general retail," even if they sell some building materials.

"Business support services" means establishments primarily within buildings, providing other businesses with services including maintenance, repair and service, testing, rental, etc., also includes: Blueprinting; Business equipment repair services (except vehicle repair, see "Vehicle Services"); Commercial art and design (production); Computer-related services (rental, repair); Copying and quick printing services; Equipment rental businesses within buildings (rental yards are "outdoor sales yards"); Film processing laboratories; Heavy equipment repair services where repair occurs on the client site; Janitorial services; Mail advertising services (reproduction and shipping); Outdoor advertising services; Photofinishing; Protective services (other than office related); Soils and materials testing laboratories; Window cleaning.

"Car washes" means permanent, self-service and/or attended car washing establishments, including fully mechanized facilities. May include detailing services. Temporary car washes are fund-raising activities, typically conducted at a service station or other automotive-related business, where volunteers wash vehicles by hand, and the duration of the event is limited to one day. See Section 17.40.030 (Temporary Use Permits).

"Caretaker quarters" means a residence that is accessory to a nonresidential primary use of the site, where needed for security, or twenty-four-hour care or supervision.

"Cemetery" means land and structures principally dedicated to the burial of the dead, including mausoleums, columbariums, and related administrative and maintenance facilities.

"Clubs, lodges, and membership meeting halls" means permanent, headquarters-type and meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, including facilities for: Business associations; Civic, social and fraternal organizations; Labor unions and similar organizations; Political organizations; Professional membership organizations; Other membership organizations.

"Community care facility" means any place or building which is maintained and operated to provide twenty-four-hour non-medical residential care, or day care services for children, adults, or both limited to the following:

1. Residential Care Facility. A home, group care facility, residential care facility for the elderly, foster home, alcohol and/or drug recovery facility, intermediate care facility or similar facility, for twenty-four-hour non-medical care of persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual.

2. Family Day Care. Regularly provided care, protection and supervision of children, in the care giver's own home, for periods of less than twenty-four hours per day, while the parents or authorized representatives are away.

a. Small Family Day Care Home. A home that provides family child care for up to six children, or for up to eight children, including children under age ten who live in the licensee's home, if all of the following conditions are met: i. At least two of the children are at least six years of age. ii. No more than two infants are cared for during any time when more than six children are being cared for. iii. The licensee notifies each parent that the facility is caring for two additional school age children and that there may be up to seven or eight children in the home at one time. iv. The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented.

b. Large Family Day Care Home. A home that provides family child care for up to twelve children, or for up to fourteen children, including children under age ten who live in the licensee's home and the assistant provider's children under age ten, if all of the following criteria are met: i. At least two of the children are at least six years of age. ii. No more than three infants are cared for during any time when more than twelve children are being cared for. iii. The licensee notifies each parent that the facility is caring for two additional school age children and that there may be up to thirteen or fourteen children in the home at one time. iv. The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented.

3. Day Care Center. Commercial or non-profit child or adult day care facilities designed and approved to accommodate fifteen or more. Includes infant centers, preschools, extended day care facilities, and facilities for adults who require supervision and care because of advanced

age, mental or physical deterioration, dementia, Alzheimer's disease, or similar disabling condition. These may be operated as part of a business, school, or religious facility, or as an independent land use.

"Community centers" means multi-purpose meeting and recreational facilities typically consisting of one or more meeting or multi-purpose rooms, kitchen and/or outdoor barbecue facilities, that are available for use by various groups for activities including meetings, parties, receptions, dances, etc.

"Community garden" means a site used for growing plants for food, fiber, herbs, flowers, which is shared and maintained by nearby residents.

"Construction/heavy equipment sales and rental" means retail establishments selling or renting heavy construction equipment, including cranes, earth moving equipment, heavy trucks, etc.

"Contractor storage yards" means storage yards operated by, or on behalf of a contractor for storage of large equipment, vehicles, or other materials commonly used in the individual contractor's type of business; storage of scrap materials used for repair and maintenance of contractor's own equipment; and buildings or structures for uses such as offices and repair facilities.

"Convenience stores" means retail stores of generally three thousand five hundred square feet or less in gross floor area, which carry a range of merchandise oriented to convenience and travelers' shopping needs.

"Crop production" means commercial agricultural field and orchard uses including production of: Field crops; Flowers and seeds; Fruits; Grains; Grapes; Melons; Ornamental crops; Tree nuts; Trees and sod; Vegetables; Also includes associated crop preparation services and harvesting activities, such as mechanical soil preparation, irrigation system construction, spraying, crop processing and retail sales in the field, including sales sheds.

"Drive-in and drive-thru sales" means facilities where food or other products may be purchased by motorists without leaving their vehicles. These facilities include fast-food restaurants, drive-through coffee, dairy product, photo stores, etc.

"Drive-in and drive-thru services" means facilities where services may be obtained by motorists without leaving their vehicles. These facilities include drive-up bank teller windows, dry cleaners, etc. Does not include: automatic teller machines (ATMs) or automobile service stations, or car washes, which are separately defined.

"Duplex" means a residential structure under single ownership containing two dwellings.

" Dwelling, dwelling unit, or housing unit" means a room or group of internally connected rooms that have sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis.

"Electronics equipment manufacturing" means establishments engaged in manufacturing machinery, apparatus, and supplies for the generation, storage, transmission, transformation and use of electrical energy, including: Appliances such as stoves/ovens, refrigerators, freezers, laundry equipment, fans, vacuum cleaners, sewing machines; Aviation instruments; Computers, computer components, and peripherals; Electrical transmission and distribution equipment; Electronic components and accessories, semiconductors, integrated circuits, and related devices; Electronic instruments, components and equipment such as calculators and computers; Electrical welding apparatus; Lighting and wiring equipment such as lamps and fixtures, wiring devices, vehicle lighting; Industrial apparatus; Industrial controls; Instruments for measurement, testing, analysis and control, associated sensors and accessories; Miscellaneous electrical machinery, equipment and supplies such as batteries, X-ray apparatus and tubes, electromedical and electrotherapeutic apparatus, electrical equipment for internal combustion engines; Motors and generators; Optical instruments and lenses; Photographic equipment and supplies; Pre-recorded magnetic tape; Radio and television receiving equipment such as television and radio sets, phonograph records and surgical, medical and dental instruments, equipment, and supplies; Surveying and drafting instruments; Telephone and telegraph apparatus; Transformers, switch gear and switchboards; Watches and clocks; Does not include testing laboratories (soils, materials testing, etc.) (see "business support services"), or research and development facilities separate from manufacturing (see "research and development").

"Emergency Shelter" means a temporary, short-term residence providing housing with minimal support service for homeless families or individual persons where occupancy is limited to six months or less, as defined in Cal. Health and Safety Code § 50801. Medical assistance, counseling, and meals may be provided.

"Ferry Terminal" means a fixed location for the boarding, departure, or arrival of a ferry service. Includes associated parking, ticket sales, and similar ancillary uses.

"Firearm Sales" means the selling, leasing or transferring of any firearm or firearm ammunition in quantity, in series, in individual transactions, or in any other manner indicative of trade.

"Food and beverage manufacturing" means manufacturing establishments producing or processing foods and beverages for human consumption, and certain related products. Includes: Bakeries; Bottling plants; Breweries; Candy, sugar and confectionery products manufacturing; Catering services separate from stores or restaurants; Coffee roasting; Dairy products manufacturing; Fats and oil product manufacturing; Fruit and vegetable canning, preserving, related processing; Grain mill products and by-products; Meat, poultry, and seafood canning, curing, by product processing; Soft drink production; Miscellaneous food item preparation from raw products. May include tasting and accessory retail sales of beverages produced on site. A tasting facility separate from the manufacturing facility is included under the definition of "night clubs and bars" if alcoholic beverages are tasted, and under "restaurant" if beverages are non-alcoholic. Does not include: Bakeries which sell all products on-site, which are included in the definition of "general retail;" or beer brewing as part of a brew pub, bar or restaurant (see "night clubs and bars").

"Furniture, furnishings and appliance stores" means stores engaged primarily in selling the following products and related services, including incidental repair services: Computers and computer equipment; Draperies; Floor coverings; Furniture; Glass and chinaware; Home appliances; Home furnishings; Home sound systems; Interior decorating materials and services; Large musical instruments; Lawn furniture; Movable spas and hot tubs; Office furniture; Other household electrical and gas appliances; Outdoor furniture; Refrigerators; Stoves; Televisions.

"Furniture/fixtures manufacturing, cabinet shops" means manufacturers producing: wood and metal household furniture and appliances; bedsprings and mattresses; all types of office furniture and public building furniture and partitions, shelving, lockers and store furniture; and miscellaneous drapery hardware, window blinds and shades. Includes wood and cabinet shops, but not sawmills or planing mills.

"Furniture repair and upholstery shops" means the repair of household or office furniture, including the upholstery of said items.

"Garage, or carport" means parking space and shelter for automobiles or other vehicles, where the size of the parking space complies with the provisions of Chapter 17.32 (Parking and Loading).

1. A garage is an attached or detached accessory structure with a door, enclosed on at least three sides. 2. A carport is an attached or detached accessory structure enclosed on no more than two sides.

"Garage sale" means any sale held for the purpose of selling, trading or otherwise disposing of household furnishings, personal goods or other tangible properties of a resident of the premises on which the sale is conducted in a residential zone.

"Gas station" means a retail business selling gasoline or other motor vehicle fuels, which may also provide services which are incidental to fuel services. These secondary services may include vehicle engine maintenance and repair, towing and trailer rental services. Does not include the storage or repair of wrecked or abandoned vehicles, vehicle painting, body or fender work, or the rental of vehicle storage or parking spaces.

"General retail" means stores and shops selling many lines of merchandise. These stores and lines of merchandise include but may not be limited to: Art galleries; Artists' supplies; Bakeries (all production in support of on-site sales); Bicycles; Books; Cameras and photographic supplies; Clothing and accessories; Collectibles (cards, coins, comics, stamps, etc.); Department stores; Drug and discount stores; Dry goods; Electronics/TV; Fabrics and sewing supplies; Florists and houseplant stores (indoor sales only, outdoor sales are "plant nurseries"); Furniture, home furnishings and equipment; Gift and souvenir shops; General stores; Hardware—no outside storage; Hobby materials; Jewelry; Luggage and leather goods; Musical instruments, parts and accessories; Newsstands; Orthopedic supplies; Pet supplies sales with no animals but fish; Religious goods; Small wares; Specialty shops; Sporting goods and equipment; Stationery; Toys and games; Variety stores;

"Grocery store" means a retail business where the majority of the floor area open to the public is occupied by food products packaged for preparation and consumption away from the site of the store.

"Guest house" means a detached structure accessory to a single-family dwelling, accommodating living/sleeping quarters, but without kitchen or cooking facilities.

"Handcraft industries, small-scale manufacturing" means establishments manufacturing and/or assembling small products primarily by hand, including jewelry, pottery and other ceramics, as well as small glass and metal art and craft products.

"Health/fitness facilities" means fitness centers, gymnasiums, health and athletic clubs including any of the following: indoor sauna, spa or hot tub facilities; indoor tennis, handball, racquetball, archery and shooting ranges and other indoor sports activities.

"Home occupations" means the conduct of a business within a dwelling unit or residential site, employing occupants of the dwelling, with the business activity being subordinate to the residential use of the property, as governed by the Antioch Municipal Code.

"Hotel or motel" means facilities with guest rooms or suites, provided with or without kitchen facilities, rented to the general public for transient lodging (less than thirty days). Hotels provide access to most guest rooms from an interior walkway, and typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Motels provide access to most guest rooms from an exterior walkway. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc.

"Indoor amusement/entertainment facilities" means establishments providing indoor amusement and entertainment services for a fee or admission charge, including: Bowling alleys; Coin-operated amusement arcades; Dance halls, clubs and ballrooms; Electronic game arcades; Ice skating and roller skating; Pool and billiard rooms as primary uses. Five or more electronic games or coin-operated amusements in any establishment, or a premises where fifty percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above, three or less machines are not considered a land use separate from the primary use of the site.

"Industrial Manufacturing – Light" means establishments engaged in light industrial activities taking place primarily within enclosed buildings and producing minimal impacts on nearby properties. This classification includes manufacturing finished parts or products primarily from previously prepared materials; micro-breweries where retail sales are clearly incidental and no alcoholic beverages are consumed on-site; commercial laundries and dry cleaning plants; monument works; printing, engraving and publishing; computer and electronic product manufacturing; furniture and related product manufacturing; and industrial services.

"Industrial Manufacturing – Heavy" means manufacturing of products from extracted or raw materials or recycled or secondary materials, or bulk storage and handling of such products and materials. This classification includes operations such as food and beverage processing (excluding animal food manufacturing); production apparel manufacturing; photographic

processing plants; leather and allied product manufacturing; wood product manufacturing; paper manufacturing; plastics and rubber products manufacturing; nonmetallic mineral product manufacturing; primary metal manufacturing; fabricated metal product manufacturing; and automotive and heavy equipment manufacturing. This classification does not include recycling or rendering.

"Junkyard" means automobile wrecking yards, any area where junk vehicles are stored, keeping or abandonment of junk, including scrap metal or other scrap materials, or for the dismantling, demolition or abandonment of automobiles or other vehicles or machinery or parts thereof.

Large Family Day Care Home. See "community care facility".

"Laundries and dry cleaning plants" means service establishments engaged primarily in high volume laundry and garment services, including: power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; carpet and upholstery cleaners. Does not include coin-operated laundries or dry cleaning pick-up stores without dry cleaning equipment; see "personal services."

"Libraries and museums" means public or quasi-public facilities including aquariums, arboretums, art galleries and exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, and planetariums, which are typically non-commercial, other than an accessory gift/book shop.

"Live/work facilities" means an integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes: 1. Complete kitchen space and sanitary facilities in compliance with the California Building Code; and 2. Working space reserved for and regularly used by one or more occupants of the unit.

Lot Coverage. See "site coverage."

"Lot depth" means the average linear distance between the front and the rear lot lines or the intersection of the two side lot lines if there is no rear line. See Figure 7-1 (Lot Features). The director shall determine lot depth for parcels of irregular configuration.

"Lot frontage" means the boundary of a lot adjacent to a public street right-of-way.

"Lot line or property line" means any recorded boundary of a lot. Types of lot lines are as follows (see Figure 7-1 (Lot Features)):

1. Front Lot Line. On an interior lot, the property line separating the parcel from the street. The front lot line on a corner lot is the line with the shortest frontage. (If the lot lines of a corner lot are equal in length, the front lot line shall be determined by the director.) On a through lot, both lot lines are front lot lines and the lot is considered to have no rear lot line.
2. Interior Lot Line. Any lot line not abutting a street.
3. Rear Lot Line. A property line that does not intersect

the front lot line, which is most distant from and most closely parallel to the front lot line. 4. Side Lot Line. Any lot line that is not a front or rear lot line.

"Lot of record" means a parcel of land held in separate ownership as shown on the county assessors records at the time of the passage of the ordinance codified in this title.

"Lot width" means the horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines. See Figure 7-1 (Lot Features). The director shall determine lot width for parcels of irregular shape.

"Marina" means a dock or basin providing secure moorings for pleasure boats and often offering supply, repair, and other facilities.

"Medical services—clinics, offices, and labs" means facilities primarily engaged in furnishing outpatient medical, mental health, surgical and other personal health services, but which are separate from hospitals, including: Health management organizations (HMOs); Medical and dental laboratories; Medical, dental and psychiatric offices; Out-patient care facilities; Other allied health services. Counseling services by other than medical doctors or psychiatrists are included under "offices."

"Medical services—extended care" means residential facilities providing nursing and health-related care as a primary use with in-patient beds, such as: board and care homes; convalescent and rest homes; extended care facilities; skilled nursing facilities. Long-term personal care facilities that do not emphasize medical treatment are included under "community care facility".

"Medical services—hospitals" means hospitals and similar facilities engaged primarily in providing diagnostic services, and extensive medical treatment, including surgical and other hospital services. These establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. May include on-site accessory clinics and laboratories, accessory retail uses and emergency heliports (see the separate definition of "accessory retail uses").

"Metal Products fabrication, machine and welding shops" means establishments engaged primarily in the assembly of metal parts, including the following uses that produce metal duct work, tanks, towers, cabinets and enclosures, metal doors and gates, and similar products: Blacksmith and welding shops; Sheet metal shops; Machine shops and boiler shops.

"Microbrewery" means a facility where beer brewed on the premises is sold for on-site consumption.

"Mixed-use project" means a project which combines both commercial and residential uses, where the residential component is typically located above the commercial.

"Mobile home" means a trailer, transportable in one or more sections, that is certified under the National Manufactured Housing Construction and Safety Standards Act of 1974, which is over eight feet in width and forty feet in length, with or without a permanent foundation and

not including recreational vehicle, commercial coach or factory-built housing. A mobile home on a permanent foundation is included under the definition of "single-family dwellings."

"Mobile home park" means any site that is planned and improved to accommodate two or more mobile homes used for residential purposes, or on which two or more mobile home lots are rented, leased, or held out for rent or lease, or were formerly held out for rent or lease and later converted to a subdivision, cooperative, condominium, or other form of resident ownership, to accommodate mobile homes used for residential purposes.

"Mobile home and RV sales" means an establishment where mobile homes and/or Recreation Vehicles (RV) are sold.

"Mortuaries and funeral homes" means funeral homes and parlors, where deceased are prepared for burial or cremation, and funeral services may be conducted.

"Multi-Family dwellings" means a building or a portion of a building used and/or designed as residences for three or more families living independently of each other. Includes: triplexes, fourplexes (buildings under one ownership with three or four dwelling units, respectively, in the same structure) and apartments (five or more units under one ownership in a single building); townhouse development (three or more attached single-family dwellings where no unit is located over another unit); and senior citizen multi-family housing; see also "common interest developments."

"Night clubs and bars" means businesses where alcoholic beverages are sold for on-site consumption, which are not part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages or not provided at all. May include entertainment (e.g., live music and/or dancing, comedy, etc.). May also include beer brewing as part of a microbrewery, and other beverage tasting facilities.

"Offices". This Specific Plan distinguishes between the following types of office facilities. These do not include: medical offices (see "medical services—clinics offices, and labs"); or offices that are incidental and accessory to another business or sales activity that is the primary use. Incidental offices that are customarily accessory to another use are allowed as part of an approved primary use.

1. Administrative/Business. Establishments providing direct services to consumers, such as insurance agencies, real estate offices, utility company offices, etc.
2. Government. City, and other local, state, and federal government agency or service facilities. Includes post offices, but not bulk mailing distribution centers, which are under "truck and freight terminals."
3. Production. Office-type facilities occupied by businesses engaged in the production of intellectual property. These uses include: Advertising agencies; Architectural, engineering, planning and surveying services; Computer software production and programming services; Educational, scientific and research organizations; Media postproduction services; Photography and commercial art studios; Writers and artists offices.

4. Professional. Professional offices including: Accounting, auditing and bookkeeping services; Attorneys; Counseling services; Court reporting services; Data processing services; Detective agencies and similar services; Employment, stenographic, secretarial and word processing services; Literary and talent agencies; Management and public relations services.

5. Temporary. A mobile home, recreational vehicle or modular unit used as a temporary office facility. Temporary offices may include: construction supervision offices on a construction site or off-site construction yard; a temporary on-site real estate office for a development project; or a temporary business office in advance of permanent facility construction.

6. Temporary Real Estate. The temporary use of a dwelling unit within a residential development project as a sales office for the units on the same site, which is converted to residential use at the conclusion of its office use.

"Outdoor recreation facilities" means facilities for various outdoor participant sports and types of recreation, including: Amphitheaters; Amusement and theme parks; Health and athletic club outdoor facilities; Miniature golf courses; Skateboard parks; Stadiums and coliseums; Swim and tennis clubs; Tennis courts; Water slides; Zoos. May also include commercial facilities customarily associated with the above outdoor commercial recreational uses, including bars and restaurants, video game arcades, etc. Does not include parks and playgrounds, which are separately defined.

"Temporary outdoor retail sales" means temporary outdoor retail operations including: Christmas trees, pumpkins or the sale of other seasonal items; Farmers' markets; Food vendors; Semi-annual sales of art/handcrafted items in conjunction with community festivals or art shows; Sidewalk or parking lot sales longer than one weekend; Retail sales from individual vehicles in temporary locations outside the public right-of-way.

"Parking facilities" means service establishments in the business of storing operative cars, trucks, buses, recreational vehicles, and other motor vehicles for clients for a period of less than 24 hours.

"Parks and playgrounds" means public parks, play lots, playgrounds, and athletic fields for non-commercial neighborhood or community use, including tennis courts. See also "outdoor recreation facilities."

"Pawn shops" means indoor retail establishments that accept personal property as collateral for loans, and offer the property for sale to the public.

"Personal services" means establishments providing non-medical services as a primary use, including, but not limited to: Barber and beauty shops; Clothing rental; Dry cleaning pick-up stores with limited equipment; Home electronics and small appliance repair; Laundromats (self-service laundries); Massage (licensed, therapeutic, non-sexual); Psychic readers; Shoe repair shops; Spas and hot tubs; Tailors; Tanning salons; Tattoo parlors. These uses may also include accessory retail sales of products related to the services provided.

"Plant nurseries and garden supply stores" means commercial agricultural establishments engaged in the production of ornamental plants and other nursery products, grown under cover or outdoors. Includes stores selling these products, nursery stock, lawn and garden supplies, and commercial scale greenhouses. The sale of house plants or other nursery products entirely within a building is also included under "general retail stores." Home greenhouses are included under "accessory residential uses and structures."

"Professional Services" means an establishment which provides to the general public, general business or professional services, including but not limited to, architectural, management, clerical, accounting, legal, consulting, insurance, real estate brokerage, and travel services. It also includes business offices of building, plumbing, electrical, painting, roofing, furnace or pest control contractors, if no storage of equipment or items for wholesale use are located on-site. It may also include incidental accessory storage of office supplies and samples.

"Printing and publishing" means establishments engaged in printing by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying; and other establishments serving the printing trade such as bookbinding, typesetting, engraving, photoengraving and electrotyping. This use also includes establishments that publish newspapers, books and periodicals; establishments manufacturing business forms and binding devices. "Quick printing" services are included in the definition of "business support services."

"Public safety facilities" means facilities operated by public agencies including fire stations, other fire prevention and fire fighting facilities, police and sheriff substations and headquarters, including interim incarceration facilities.

"Public utility facilities" means fixed-base structures and facilities serving as junction points for transferring utility services from one transmission voltage to another or to local distribution and service voltages. These uses include any of the following facilities that are not exempted from land use permit requirements by Government Code Section 53091: Corporation and maintenance yards; Electrical substations and switching stations; Natural gas regulating and distribution facilities; Public water system wells, treatment plants and storage; Telephone switching facilities; Wastewater treatment plants, settling ponds and disposal fields. These uses do not include office or customer service centers (classified in "offices"), or equipment and material storage yards.

"Quarry materials storage and processing" means manufacturing facilities for the sorting, grading, and storage of aggregates as construction materials; includes concrete batch plants. A retail ready-mix concrete operation as an incidental use in conjunction with a building materials outlet is defined under "building material stores."

"Recreational vehicle (RV)" means a motor home, travel trailer, truck camper, or camping trailer, with or without motive power, originally designed for human habitation for recreational, emergency, or other occupancy, which meets all of the following criteria:

1. Contains less than three hundred twenty square feet of internal living room area, excluding built-in equipment, including wardrobe, closets, cabinets, kitchen units or fixtures, and bath or toilet rooms;

2. Contains four hundred square feet or less of gross area measured at maximum horizontal projections;
3. Is built on a single chassis; and
4. Is either self-propelled, truck-mounted, or permanently towable on the highways without a towing permit.

"Recreational vehicle park" means a site where one or more lots are used, or are intended to be used, by campers with recreational vehicles or tents. Recreational vehicle parks may include public restrooms, water, sewer, and electric hookups to each lot and are intended as a higher density, more intensively developed use than campgrounds. May include accessory retail uses where they are clearly incidental and intended to serve RV park patrons only.

"Recyclable material" means reusable domestic containers and other materials which can be reconstituted, re-manufactured, or reused in an altered form, including glass, metals, paper and plastic. Recyclable material does not include refuse or hazardous materials (see "recycling facilities" below).

"Recycling facilities" means this land use type includes a variety of facilities involved with the collection, sorting and processing of recyclable materials.

1. Small Collection Facility. A facility occupying an area of five hundred square feet or less where the public may donate, redeem or sell recyclable materials, which may include the following, where allowed by the applicable zoning district: a. Reverse Vending Machine(s). An automated mechanical device which accepts at least one or more types of empty beverage containers and issues a cash refund or a redeemable credit slip with a value not less than the container's redemption value, as determined by State law. These vending machines may accept aluminum cans, glass and plastic bottles, and other containers. b. Mobile Recycling Unit. An automobile, truck, trailer, or van used for the collection of recyclable materials, carrying bins, boxes, or other containers. c. Bulk reverse vending machine is a reverse vending machine that is larger than fifty square feet, is designed to accept more than one container at a time, and issues a cash refund based on total weight instead of by container. d. Kiosk-type units which may include permanent structures.

2. Large Collection Facility. A facility which occupies an area of more than five hundred square feet and/or include permanent structures which may include the following: a. Processing Facility. A structure or enclosed space used for the collection and processing of recyclable materials for shipment, or to an end-user's specifications, by such means as baling, briquetting, cleaning, compacting, crushing, flattening, grinding, mechanical sorting, re-manufacturing and shredding. Processing facilities include the following types, both of which are included under the definition of "recycling-scrap and dismantling yards," below: i. Light processing facility occupies an area of under forty-five thousand square feet of collection, processing and storage area, and averages two outbound truck shipments each day. Light processing facilities are limited to baling, briquetting, compacting, crushing, grinding, shredding and sorting of source separated recyclable materials sufficient to qualify as a certified processing facility. A light processing facility shall not shred, compact, or bale ferrous metals other than food and

beverage containers; and ii. A heavy processing facility is any processing facility other than a light processing facility.

3. Scrap and Dismantling Yards. Outdoor establishments primarily engaged in assembling, breaking up, sorting, and the temporary storage and distribution of recyclable or reusable scrap and waste materials, including auto wreckers engaged in dismantling automobiles for scrap, and the incidental wholesale or retail sales of parts from those vehicles. Includes light and heavy processing facilities for recycling (see the definitions above). Does not include: places where these activities are conducted entirely within buildings; pawn shops, and other secondhand stores; the sale of operative used cars; or landfills or other waste disposal sites.

"Religious facilities" means facilities operated by religious organizations for worship, or the promotion of religious activities, including churches, mosques, synagogues, temples, etc.; and accessory uses on the same site, including living quarters for ministers and staff, child day care facilities and religious schools where authorized by the same type of land use permit required for the religious facility itself. May also include fund-raising sales, bazaars, dinners, parties, or other outdoor events on the same site. Other establishments maintained by religious organizations, including as full-time educational institutions, hospitals and other potentially-related operations (for example, a recreational camp) are classified according to their respective activities.

"Research and development (R&D)" means indoor facilities for scientific research, and the design, development and testing of electrical, electronic, magnetic, optical and mechanical components in advance of product manufacturing, that are not associated with a manufacturing facility on the same site. Includes pharmaceutical, chemical and biotechnology research and development. Does not include computer software companies (see "offices—production"), soils and other materials testing laboratories (see "business support services"), or medical laboratories (see "medical services—clinics, offices, and laboratories").

Residential Care Home. See "community care facility".

"Residential project" means a housing development at one location including all units for which permits have been applied for or approved within a twelve-month period, intended and designed for permanent occupancy, including but not limited to single-family dwellings, duplexes, triplexes, fourplexes, apartments, multiple-dwelling structures, or group of dwellings, condominium development, townhouse development, cooperative, or land division.

"Residential shelters" means facilities for the temporary shelter and feeding of indigents or disaster victims, operated by a public or non-profit agency.

"Restaurant" means a retail business selling ready-to-eat food for on- or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption, and establishments where most customers are served food at tables for on-premise consumption, but may include providing food for take-out. Also includes coffee houses. Includes incidental alcohol sales only as a bona fide public eating place, as defined by the Department of Alcoholic Beverage Control. Possession of an alcoholic sales license type not requiring food service constitutes a Night Club or Bar, as defined separately.

"Secondary dwelling unit" an additional living unit on a lot within a single-family zone. A second unit is a self-contained unit with separate kitchen, living and sleeping facilities. A second unit can be created by (a) altering a single family dwelling to establish a separate unit or (b) adding a separate unit onto an existing dwelling.

"Setback" means the distance by which the wall of a structure, parking area or other development feature must be separated from a lot line, other structure or development feature, or street centerline. Setbacks from private streets are measured from the edge of the easement to the wall of the structure. See also "yard." Figure 7-2 (Setbacks) shows the location of front, side, street side and rear setbacks. Figure 7-3 (Flag Lot Setbacks) below, shows the location of front yard setbacks for flag lots.

"Single-family dwelling" means a building designed for and/or occupied exclusively by one family. Also includes factory-built, modular housing units, constructed in compliance with the California Building Code, and mobile homes/manufactured housing on permanent foundations. May include the rental of rooms within a dwelling also occupied by the property owner or a primary tenant.

Storage, Indoor. "Indoor storage" means the storage of various materials entirely within a structure, as the primary use of the structure. Includes personal storage facilities (mini-storage), which are structures containing generally small, individual, compartmentalized stalls or lockers rented as individual storage spaces and characterized by low parking demand. The storage of materials accessory and incidental to a primary use is not considered a land use separate from the primary use.

"Storage, Outdoor" means the storage of various materials outside of a structure other than fencing, either as an accessory or principal use.

"Studios for art, dance, music, photography, etc." means small scale facilities, typically accommodating one group of students at a time, in no more than one instructional space. Larger facilities are included under the definition of "schools—specialized education and training." These include facilities for: individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment.

"Supportive housing" means housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supporting housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Supportive housing is treated the same as a residential use in a residential zone.

"Telecommunications facilities" means public, commercial and private electromagnetic and photoelectrical transmission, broadcast, repeater and receiving stations for radio, television, telegraph, telephone, data network, and wireless communications, including commercial earth stations for satellite-based communications. Includes antennas, commercial satellite dish antennas, and equipment buildings. Does not include telephone, telegraph and cable television

transmission facilities utilizing hard-wired or direct cable connections (see "utility infrastructure").

"Temporary structure" means a structure without any foundation or footings, and which is removed when the designated time period, activity, or use for which the temporary structure was erected has ceased.

"Temporary use" means a use of land that is designed, operated and occupies a site for a limited period of time, typically less than twelve months.

"Tobacco retailer" means any establishment that sells tobacco products as defined in the Antioch Municipal Code.

"Transitional housing" means building configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. Transitional housing is treated the same as a residential use in a residential zone.

"Truck and freight terminals" means this land use consists of transportation establishments furnishing services incidental to air, motor freight, and rail transportation including: Freight forwarding services; Freight terminal facilities; Joint terminal and service facilities; Packing, crating, inspection and weighing services; Postal service bulk mailing distribution centers; Transportation arrangement services; Trucking facilities, including transfer and storage. These uses do not include office or customer service centers (classified in "offices"), or equipment and material storage yards.

"Vehicle storage" means service establishments in the business of storing operative or inoperative cars, trucks, buses, recreational vehicles, and other motor vehicles for clients for a period of more than 24 hours, whether indoors or outdoors. Does not include dismantling yards

"Veterinary clinics, animal hospitals, kennels" means office and indoor medical treatment facilities used by veterinarians, including large and small animal veterinary clinics, and animal hospitals. Kennels and boarding operations are commercial facilities for the keeping, boarding or maintaining of four or more dogs four months of age or older, or four or more cats, except for dogs or cats in pet shops.

"Warehouse retail" means retail stores that emphasize the packaging and sale of products in large quantities or volumes, some at discounted prices, where products are typically displayed in their original shipping containers. Sites and buildings are usually large and industrial in character. Patrons may be required to pay membership fees.

"Warehouses, Wholesaling and Distribution". These facilities include:

1. Warehouses. Facilities for the storage of furniture, household goods, or other commercial goods of any nature. Includes cold storage. Does not include: warehouse, storage or mini-storage facilities offered for rent or lease to the general public (see "storage—indoor"); warehouse facilities in which the primary purpose of storage is for wholesaling and

distribution (see "wholesaling and distribution"); or terminal facilities for handling freight (see "vehicle and freight terminals").

2. Wholesaling and Distribution. Establishments engaged in selling merchandise to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes such establishments as: Agents, merchandise or commodity brokers, and commission merchants; Assemblers, buyers and associations engaged in the cooperative marketing of farm products; Merchant wholesalers; Stores primarily selling electrical, plumbing, heating and air conditioning supplies and equipment.

9.0 Appendices

The following documents are published under separate cover. Appendix A contains the Design Guidelines for the Downtown, and Appendix B provides background information. The Design Guidelines are herein incorporated into the Downtown Specific Plan by reference. The Existing Conditions: Opportunities and Constraints Report is a background reference document.

Appendix A – Design Guidelines

Appendix B – Existing Conditions: Opportunities and Constraints Report



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Lynne Filson, Assistant City Engineer *LBF*

SUBJECT: An Ordinance Amending Ordinance No. 801-C-S Extending the Term of the Franchise Agreement with California Resources Production Corporation ("CRC"), Successor in Interest to Union Oil Company of California, to February 7, 2021

RECOMMENDED ACTION

It is recommended that the City Council introduce by title only the attached Ordinance amending Ordinance No. 801-C-S extending a Pipeline Franchise to California Resources Production Corporation ("CRC").

STRATEGIC PURPOSE

This item supports Strategies K-1 and N-1 by ensuring well maintained public facilities and right-of-ways by updating City franchise agreements to maintain underground pipeline facilities and supporting City policies.

FISCAL IMPACT

This Franchise Ordinance will be a one-time revenue of \$72,500.00.

DISCUSSION

On January 8, 1991, the City Council approved Ordinance No. 801-C-S granting Union Oil Company of California (Unical) a 25 year Franchise to own and maintain a pipeline on portions of Lone Tree Way, James Donlon Blvd., and Somersville Road for 25 years. This ordinance took effect 30 days from the date of its adoption (February 7, 1991) and expired February 7, 2016. At the request of CRC who, by numerous conveyances and assignments of record, is the successor in interest to the Union Oil Company, the attached ordinance would amend the date for an additional 5 years with a one-time fee similar to the original fee adjusted for inflation and term (5 years as opposed to 25 years). The new Ordinance will be retroactive to February 7, 2016, when Ordinance No. 801-C-S expired, and extend the franchise to February 7, 2021.

ATTACHMENTS

- A: Proposed Ordinance
- B: Ordinance No. 801-C-S
- C: Map of pipeline

ATTACHMENT "A"

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AMENDING ORDINANCE 801-C-S EXTENDING THE TERM OF THE
FRANCHISE AGREEMENT WITH CALIFORNIA RESOURCES
PRODUCTION CORPORATION ("CRC"), SUCCESSOR IN INTEREST
TO UNION OIL COMPANY OF CALIFORNIA, TO NOVEMBER 28, 2022

THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1. THAT A FRANCHISE IS AMENDED by the CITY OF ANTIOCH, whose address is 200 H Street, Antioch, California, 94509, hereinafter referred to as "City" to CALIFORNIA RESOURCES PRODUCTION CORPORATION, a Delaware Corporation ("CRC"), 855 Harter Parkway, Suite 200, Yuba City, California 95993, hereinafter referred to as "Franchisee".

RECITALS

- A. FRANCHISEE desires to continue to transport oil, petroleum, gas, gasoline, water or other substances resulting from the drilling for production, transportation refining and storage of petroleum, oil, gas and other hydrocarbon substances, through the existing underground pipeline in public highways, streets, alleys and other public places of CITY, and, FRANCHISEE intends to maintain and use said underground pipeline for the transmission of said substances.
- B. CITY will permit FRANCHISEE to maintain and operate said pipeline through the public ways and places of CITY subject to certain covenants, limitations and restrictions as follows:

SECTION 2. The text of ORDINANCE 801-C-S of the City of Antioch is hereby amended to read as follows:

Condition 12 FRANCHISEE shall pay to CITY as a one-time Franchise fee of \$72,500.00 for the 5 year extension of this franchise agreement effective February 7, 2016 (to February 7, 2021).

* * * * *

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I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 28th day of November 2017, and passed and adopted at a regular meeting thereof, held on the 28th day of November 2017, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Mayor of the City of Antioch

CMC, City Clerk of the City of Antioch

THE FOREGOING FRANCHISE AMENDMENT is hereby accepted, subject to all of its terms and conditions.

CALIFORNIA RESOURCES PRODUCTION CORPORATION, A DELAWARE CORPORATION

By _____

Name _____

Title _____

Date _____

State of California)
) ss.
County of _____)

On _____, before me, _____, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared _____, personally known to me to be _____ of California Resources Production Corporation, the corporation described in and that executed the within instrument, and also known to me to be the person who executed it on behalf of California Resources Production Corporation, and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed by official seal, in the County and State aforesaid the day and year in this certificate above written.

Notary Public in and for the
County of _____
State of California

AB

ATTACHMENT "B"

ORDINANCE NO. 801-C-S

AN ORDINANCE OF THE CITY OF ANTIOCH GRANTING A PIPELINE FRANCHISE TO UNION OIL COMPANY OF CALIFORNIA, dba, Unocal

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

SECTION 1:

THAT A FRANCHISE IS GRANTED by the CITY OF ANTIOCH, whose address is P.O. Box 130, Third and "H" Streets, Antioch, California 94509-0504, hereinafter referred to as "CITY", to UNION OIL COMPANY OF CALIFORNIA, dba Unocal, a California Corporation, whose address is P.O. Box 7600, 1201 West 5th Street, Los Angeles, California 90051, hereinafter referred to as "FRANCHISEE".

RECITALS

A. FRANCHISEE desires to transport natural gas and other substances resulting from the drilling for production, transportation and storage of petroleum oil, gas and other hydrocarbon substances, through an underground pipeline in public highways, streets, alleys and other public places of CITY, and FRANCHISEE intends to construct, maintain and use said underground pipeline for the transmission of said substances.

B. CITY will permit FRANCHISEE to construct, maintain and operate said pipeline through the public ways and

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places of CITY subject to certain covenants, limitations and restrictions as hereinafter set forth.

NOW, THEREFORE, IN CONSIDERATION of these premises and the following terms and conditions, the City Council of CITY does ordain and FRANCHISEE, by acceptance hereof agrees, as follows:

1. The right, privilege and franchise is hereby granted to FRANCHISEE from time to time to construct, install, maintain, operate, inspect, protect, repair, replace, renew and remove or abandon in place, a pipeline not to exceed 12.75 inches outside diameter, and such other pipeline or pipelines as may be authorized from time to time by the City Engineer or by resolution by the City Council; for the transportation of the substances identified herein, together with all manholes, valves, valve boxes, service connections and other appurtenances, devices, appliances and attachments necessary or convenient for the operation of said pipeline or pipelines, including but not limited to facilities for cathodic protection, communication circuits and monitoring and testing systems, for the term of twenty-five (25) years from and after the date when this Franchise shall become effective, in, under, along and across the public highways, streets and alleys and other public places of CITY, in and along the routes to be followed by said pipeline, all as shown on Drawings dated September 1, 1988, respectively, on file in the Office of the City Clerk, and such other routes as may be authorized from time to time by the City Engineer or by

resolution adopted by the City Council, generally following Lone Tree Way from the eastern city limits, thence along James Donlon Boulevard and Somersville Road to the westerly city limits.

2. Definitions:

(a) FRANCHISEE as used herein means and includes: Union Oil Company of California, dba Unocal, a California corporation, its successors and assigns;

(b) PUBLIC HIGHWAY, STREET, ALLEY and PUBLIC PLACE includes all the area within the right of way for all public highways, streets, alleys and other public places in the CITY now or hereafter coming under the jurisdiction or ownership of CITY; and

(c) The word "PIPELINE" herein means all property constructed, installed, operated or maintained in any public highway, street, alley and other public place pursuant to any right or privilege granted by this Franchise.

3. The Franchise granted herein shall be held and enjoyed only upon the provisions and conditions prescribed by law and those contained in this Franchise.

4. The pipeline to be constructed and operated under this Franchise shall be built and constructed in a good workmanlike manner and of good material, and any pipes, manholes or other appurtenances laid, located or maintained hereunder shall be so placed as to not interfere with the use of said public highway or other public place by the traveling public or for public purposes. In constructing, installing

and maintaining the pipeline, FRANCHISEE shall make and backfill all excavations in such manner and way as to leave the surface of the public highway or other public place in as good condition as it was prior to said excavation and to repair any trench subsidence as well as to conform to the statutes of the State of California and specifications of CITY, with respect to securing of permits and the excavation, filling and obstruction of CITY streets. CITY shall have the right to designate the location, or approve in writing plans for the location, of all pipes prior to commencement of construction. The work to erect or lay said pipeline shall be commenced in good faith within no more than twelve (12) months from the execution of this Franchise, unless delay in commencement is caused by conditions beyond the control of FRANCHISEE, and if not so commenced, this Franchise shall be forthwith terminated and the franchise described herein forfeited. Franchisee shall also fully comply with all the conditions and mitigation measures specified in the Environmental Impact Report and ancillary documents for this project, all as approved by Contra Costa County.

5. CITY reserves the right to vacate any public highway, street or alley or portion thereof subject to this Franchise, without obligation or liability to FRANCHISEE, and may, to the extent deemed necessary or advisable to CITY, terminate that portion of this Franchise affected by the vacated public highway, street or alley, provided that CITY shall make available to FRANCHISEE under the same terms,

conditions and provisions of this Franchise, the right and privilege to use an alternate route upon reasonably convenient public highways and streets or alleys, which alternate route shall be accepted without recourse by FRANCHISEE. CITY shall have no obligation whatsoever to pay for any costs of FRANCHISEE for relocation.

6. FRANCHISEE shall remove or relocate without expense to CITY any facilities installed, used and maintained under this Franchise if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley or place, including the construction of any subway or viaduct by CITY, however, FRANCHISEE shall not be required to bear the expense of any removal or relocation made at the request of CITY on behalf of or for the benefit of any developer or other third party.

7. FRANCHISEE shall not sell or assign this Franchise or any of the rights and privileges granted hereby without the consent of the City Council, nor shall this Franchise for rights or privileges be sold, transferred or assigned except by a duly executed instrument in writing, filed in the office of the City Clerk of CITY. Any property installed, maintained or used in public highways, streets, alleys or other public places pursuant to this Franchise may be owned partly or wholly by persons, firms or corporations other than FRANCHISEE, but FRANCHISEE shall be solely responsible for the operation and maintenance of such property; and FRANCHISEE holds itself responsible to CITY for

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the full performance and observance of the terms and conditions of this Franchise by such other owners.

8. CITY reserves the right to improve any highway, street, alley or other public places or any portion thereof, and there is further reserved to CITY and any political subdivision or district within CITY the right to construct, reconstruct, install, repair and maintain in any such highway, street, alley or other public places or portion thereof, any public improvement.

If notice in writing is given to FRANCHISEE ninety (90) calendar days in advance of the fact that work is to be done pursuant to any right reserved above in this section, specifying the general nature of the work and the area in which the same is to be performed, FRANCHISEE shall do all things necessary to protect its pipeline during the progress of such work, and if ordered by the City Council said notice will, if available and practicable, provide an alternate route within the public highway in which FRANCHISEE may at its option relocate its pipeline for a temporary or permanent use, to such extent, in such manner and for such period as shall be necessary to permit the performance of such work in an economical manner, and in accordance with generally recognized engineering and construction methods, and to permit the maintenance, operation and use of such public improvement of the highway, street, alley or other public places as so improved. All of such things to be done and work to be

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performed by FRANCHISEE shall be at the sole cost and expense of FRANCHISEE.

In the event that CITY or any political subdivision or district within CITY shall hereafter construct, install, reconstruct or repair any bridge, culvert, storm drain, sanitary sewer or other facility owned or operated by any such agencies over or underlying any highway, street, alley or other public places in which FRANCHISEE's pipeline is located pursuant to this Franchise, and in the event that the cost of such work as may reasonably be required is increased in order to provide for the installation, maintenance or operation of FRANCHISEE's pipeline in or on the area covered by or underlain by said bridge or other artificial support, then FRANCHISEE shall either modify its pipeline to accommodate said bridge or other facilities, to eliminate the increased cost incurred by the presence of FRANCHISEE's pipeline, or shall pay to CITY or such political subdivision or district doing such work the full amount of increase of cost upon completion of such construction, installation or repair, such cost to be properly documented and identified to FRANCHISEE.

Any damage done directly or indirectly to any public street, highway, alley or other public improvement by FRANCHISEE, in exercising directly or indirectly any right, power or privilege under this Franchise, or in performing any duty under or pursuant to the provisions of this Franchise, shall be promptly repaired by FRANCHISEE at its sole cost and expense, to the complete satisfaction of CITY.

9. If FRANCHISEE shall fail to comply or to commence and diligently proceed toward compliance with any instruction of the City Council or City Engineer with respect to the location of said pipeline franchised hereunder or the repair of any damage to streets, alleys, highways or other public facilities within the highway right of way in which the franchise is granted, within ninety (90) calendar days after the service of written notice upon FRANCHISEE requiring compliance therewith, then the City Council may immediately cause to be done whatever work is necessary to carry out the instructions at the cost and expense of FRANCHISEE, which cost FRANCHISEE agrees to pay upon demand.

10. CITY may, upon such reasonable terms and conditions as it may determine, give FRANCHISEE permission to abandon, without removing, the pipeline or any portion thereof installed under this Franchise. The ownership of the pipeline or portion thereof abandoned pursuant to such permission shall thereafter vest in CITY.

11. It is expressly understood and agreed that by CITY's granting this Franchise it in no way expresses or implies any warranty whatsoever of its power, right or authority to grant this Franchise and FRANCHISEE, by acceptance hereof, expressly accepts all obligations and liabilities hereunder at its own risk and without recourse to CITY. FRANCHISEE further agrees to expressly hold CITY, its officers, agents and employees free, clear and harmless from any and all claims, litigations and suits against CITY, its

officers, agents and employees arising from or in any way connected with the exercise by FRANCHISEE of any of the rights herein granted to FRANCHISEE, and to further reimburse CITY for any expense incurred by CITY in connection therewith, including but not limited to attorneys' fees, court costs, witness fees and loss of time of CITY personnel. Should this Franchise be terminated or forfeited for any cause or reason whatsoever, any fees theretofore paid by FRANCHISEE to CITY shall be without recourse or refund.

12. FRANCHISEE shall pay to CITY as a one-time Franchise fee of \$226,376.35.

13. Any neglect or refusal to comply with any of the conditions of this Franchise, which neglect, failure or refusal shall continue for more than thirty (30) calendar days following notice thereof to FRANCHISEE from CITY shall (unless FRANCHISEE shall be unable to comply with such notice by reason of strikes, riots, acts of God or of public enemies) work a forfeiture hereof, and CITY, by its Council, may thereupon declare this Franchise forfeited and terminated, and may exclude FRANCHISEE from further use of the public highways, streets, alleys and public places of CITY under this Franchise; and FRANCHISEE shall thereupon surrender all rights in and to the same, and this Franchise shall be deemed and shall remain null, void and of no effect.

14. This Franchise incorporates the provisions of Public Utilities Code §§6201 through 6302, as such provisions

are effective at the granting of this Franchise and as they may be amended from time to time.

15. The provisions of this Franchise and all rights, obligations and duties hereunder shall inure to and be binding upon FRANCHISEE, its successors and assigns.

SECTION II:

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

* * * * *

I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 18th day of December, 1990, and passed and adopted at a regular meeting thereof, held on the 8th day of January, 1991.

AYES: Council Members Freitas, Price, Rimbault, Stone and Mayor Keller.

NOES: None.

ABSENT: None.


MAYOR OF THE CITY OF ANTIOCH

ATTEST:


CITY CLERK OF THE CITY OF ANTIOCH

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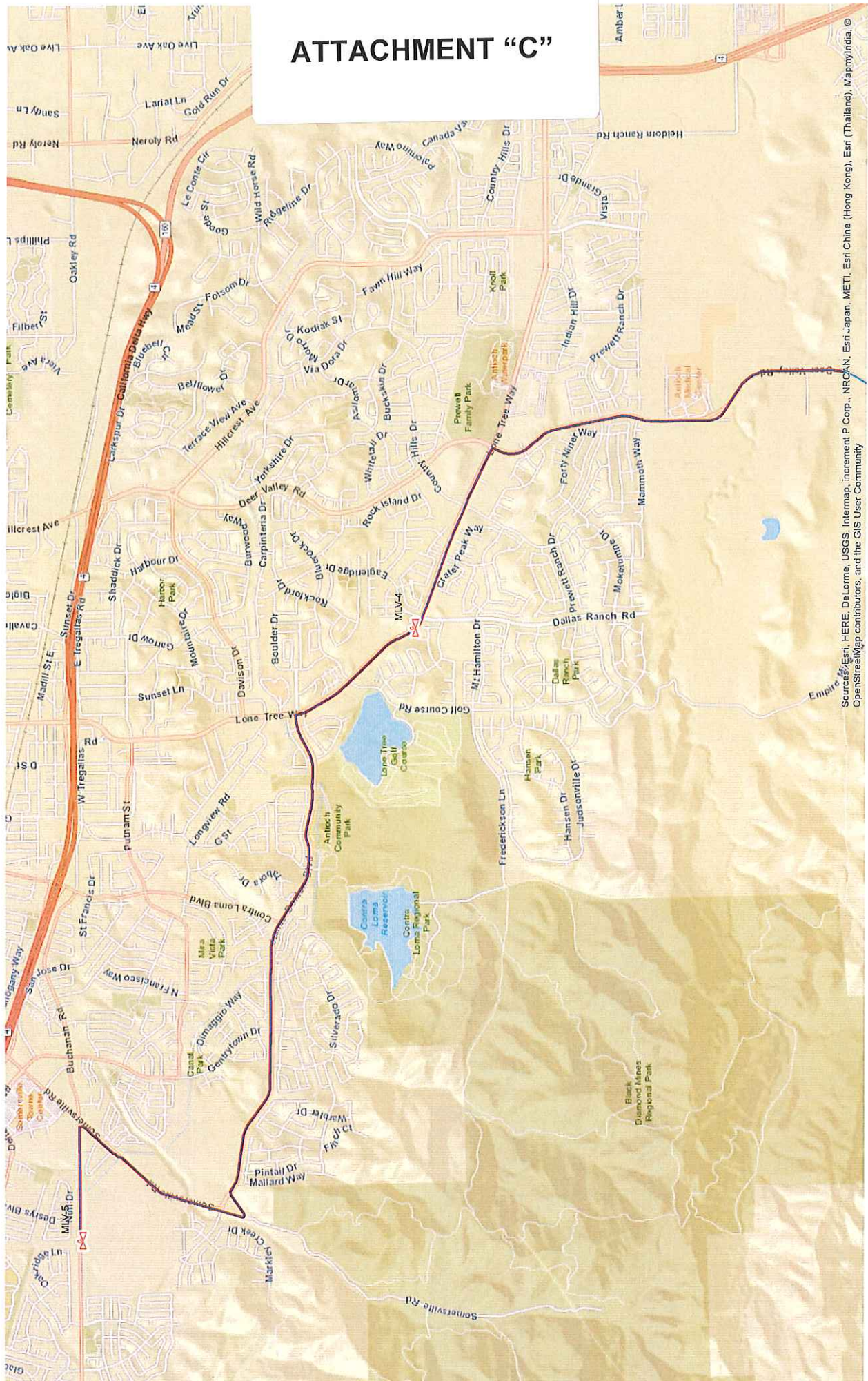
THE FOREGOING FRANCHISE is hereby accepted, subject
to all of its terms and conditions.

UNION OIL COMPANY OF CALIFORNIA
dba UNOCAL, a California Corp.

By _____
Its _____
Dated _____

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ATTACHMENT "C"



Source: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Lynne Filson, Assistant City Engineer *LBF*

SUBJECT: An Ordinance Amending Ordinance No. 838-C-S Extending the Term of the Franchise Agreement with Chevron, U.S.A., Inc. to April 23, 2042

RECOMMENDED ACTION

It is recommended that the City Council introduce by title only the attached Ordinance amending Ordinance No. 838-C-S extending a Pipeline Franchise to Chevron U.S.A. Inc.

STRATEGIC PURPOSE

This item supports Strategies K-1 and N-1 by ensuring well maintained public facilities and right-of-ways by updating City franchise agreements to maintain underground pipeline facilities and supporting City policies.

FISCAL IMPACT

This Franchise Ordinance will be a one-time revenue of \$13,700.00.

DISCUSSION

On April 14, 1992, the City Council approved Ordinance No. 838-C-S granting Chevron a 25 year Franchise to own and maintain a pipeline on portions of 'D' Street, Lawton Street, Lindberg Street, and Madill Street between 'A' Street and 'D' Street for 25 years. This ordinance took effect 30 days from the date of its adoption (May 14, 1992) and expired May 14, 2017. At the request of Chevron U.S.A. Inc., the attached ordinance would amend the date for an additional 25 years with a one-time fee similar to the original fee adjusted for inflation. The new Ordinance will be retroactive to May 14, 2017, when Ordinance No. 838-C-S expired, and extend the franchise to May 14, 2042.

ATTACHMENTS

- A: Proposed Ordinance
- B: Ordinance No. 838-C-S

ATTACHMENT "A"

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
AMENDING ORDINANCE 838-C-S EXTENDING THE TERM OF THE
FRANCHISE AGREEMENT WITH CHEVRON, U.S.A., INC. TO
NOVEMBER 28, 2042

THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1. THAT A FRANCHISE IS AMENDED by the CITY OF ANTIOCH, whose address is 200 H Street, Antioch, California, 94509, hereinafter referred to as "City" to CHEVRON U.S.A., INC., a Pennsylvania Corporation, whose address is P.O. Box 11191, Bakersfield, California, 93389, hereinafter referred to as "Franchisee".

RECITALS

- A. FRANCHISEE desires to continue to transport oil, petroleum, gas, gasoline, water or other substances resulting from the drilling for production, transportation refining and storage of petroleum, oil, gas and other hydrocarbon substances, through the existing underground pipeline in public highways, streets, alleys and other public places of CITY, and, FRANCHISEE intends to maintain and use said underground pipeline for the transmission of said substances.
- B. CITY will permit FRANCHISEE to maintain and operate said pipeline through the public ways and places of CITY subject to certain covenants, limitations and restrictions as follows:

SECTION 2. The text of ORDINANCE 838-C-S of the City of Antioch is hereby amended to read as follows:

Condition 12 FRANCHISEE shall pay to CITY as a one-time Franchise fee of \$13,700.00 for the 25 year extension of this franchise agreement effective May 14, 2017 (to May 14, 2042).

* * * * *

I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 28th day of November 2017, and passed and adopted at a regular meeting thereof, held on the 28th day of November 2017, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Mayor of the City of Antioch

ATTEST:

CMC, City Clerk of the City of Antioch

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THE FOREGOING FRANCHISE AMENDMENT is hereby accepted, subject to all of its terms and conditions.

CHEVRON U.S.A. INC.,
A Pennsylvania Corporation

By _____

Name _____

Title _____

Date _____

State of California)
) ss.
County of _____)

On _____, before me, _____,
a Notary Public in and for said County and State, duly commissioned and sworn,
personally appeared _____, personally known to me to
be _____ of Chevron U.S. A. Inc., the corporation
described in and that executed the within instrument, and also known to me to be the
person who executed it on behalf of Chevron U.S.A. Inc., and acknowledged to me that
such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed by official
seal, in the County and State aforesaid the day and year in this certificate above written.

Notary Public in and for the
County of _____
State of California

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ATTACHMENT "B"

ORDINANCE NO. 838-C-S

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF ANTIOCH GRANTING A PIPELINE
FRANCHISE TO CHEVRON U.S.A. INC.

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

SECTION I:

THAT A FRANCHISE IS GRANTED by the CITY OF ANTIOCH,
whose address is P.O. Box 130, Third and "H" Streets, Antioch,
California 94509-0504, hereinafter referred to as "CITY", to
CHEVRON U.S.A. INC., a Pennsylvania Corporation, whose address
is P.O. Box 11191, Bakersfield, California 93389, hereinafter
referred to as "FRANCHISEE".

R E C I T A L S

A. FRANCHISEE desires to transport oil, petroleum,
gas, gasoline, water or other substances resulting from the
drilling for production, transportation refining and storage
of petroleum, oil, gas and other hydrocarbon substances,
through an underground pipeline in public highways, streets,
alleys and other public places of CITY, and FRANCHISEE intends
to construct, maintain and use said underground pipeline for
the transmission of said substances.

B. CITY will permit FRANCHISEE to construct,
maintain and operate said pipeline through the public ways and

places of CITY subject to certain covenants, limitations and restrictions as hereinafter set forth.

NOW, THEREFORE, IN CONSIDERATION of these premises and the following terms and conditions, the City Council of CITY does ordain and FRANCHISEE, by acceptance hereof agrees, as follows:

1. The right, privilege and franchise is hereby granted to FRANCHISEE from time to time to construct, install, maintain, operate, inspect, protect, repair, replace, renew and remove or abandon in place, a pipeline not to exceed 8.00 inches inside diameter, and such other pipeline or pipelines as may be authorized from time to time by the City Engineer or by resolution by the City Council; for the transportation of the substances identified herein, together with all manholes, valves, valve boxes, service connections and other appurtenances, devices, appliances and attachments necessary or convenient for the operation of said pipeline or pipelines, including but not limited to facilities for cathodic protection, communication circuits and monitoring and testing systems, for the term of twenty-five (25) years from and after the date when this Franchise shall become effective, in, under, along and across the public highways, streets and alleys and other public places of CITY, in and along the routes to be followed by said pipeline, all as shown on Drawing BC-3837-1 dated September 26, 1967, attached hereto as Exhibit "A", and such other routes as may be authorized from

time to time by the City Engineer or by resolution adopted by the City Council, generally following portions of "D" Street, Lawton Street, Lindbergh Street and Madill Street between "D" Street on the west and "A" Street on the east.

2. Definitions:

(a) FRANCHISEE as used herein means and includes: Chevron U.S.A. Inc., a Pennsylvania corporation, its successors and assigns;

(b) PUBLIC HIGHWAY, STREET, ALLEY and PUBLIC PLACE includes all the area within the right of way for all public highways, streets, alleys and other public places in the CITY now or hereafter coming under the jurisdiction or ownership of CITY; and

(c) The word "PIPELINE" herein means all property constructed, installed, operated or maintained in any public highway, street, alley and other public place pursuant to any right or privilege granted by this Franchise.

3. The Franchise granted herein shall be held and enjoyed only upon the provisions and conditions prescribed by law and those contained in this Franchise.

4. The pipeline to be constructed and operated under this Franchise shall be built and constructed in a good workmanlike manner and of good material, and any pipes, manholes or other appurtenances laid, located or maintained hereunder shall be so placed as to not interfere with the use of said public highway or other public place by the traveling public or for public purposes. In constructing, installing

and maintaining the pipeline, FRANCHISEE shall make and backfill all excavations in such manner and way as to leave the surface of the public highway or other public place in as good condition as it was prior to said excavation and to repair any trench subsidence as well as to conform to the statutes of the State of California and specifications of CITY, with respect to securing of permits and the excavation, filling and obstruction of CITY streets. CITY shall have the right to designate the location, or approve in writing plans for the location, of all pipes prior to commencement of construction. The work to erect or lay said pipeline shall be commenced in good faith within no more than twelve (12) months from the execution of this Franchise, unless delay in commencement is caused by conditions beyond the control of FRANCHISEE, and if not so commenced, this Franchise shall be forthwith terminated and the franchise described herein forfeited.

5. CITY reserves the right to vacate any public highway, street or alley or portion thereof subject to this Franchise, without obligation or liability to FRANCHISEE, and may, to the extent deemed necessary or advisable to CITY, terminate that portion of this Franchise affected by the vacated public highway, street or alley, provided that CITY shall make available to FRANCHISEE under the same terms, conditions and provisions of this Franchise, the right and privilege to use an alternate route upon reasonably convenient public highways and streets or alleys, which alternate route

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shall be accepted without recourse by FRANCHISEE. CITY shall have no obligation whatsoever to pay for any costs of FRANCHISEE for relocation.

6. FRANCHISEE shall remove or relocate without expense to CITY any facilities installed, used and maintained under this Franchise if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley or place, including the construction of any subway or viaduct by CITY, however, FRANCHISEE shall not be required to bear the expense of any removal or relocation made at the request of CITY on behalf of or for the benefit of any developer or other third party.

7. FRANCHISEE shall not sell or assign this Franchise or any of the rights and privileges granted hereby without the consent of the City Council, nor shall this Franchise for rights or privileges be sold, transferred or assigned except by a duly executed instrument in writing, filed in the office of the City Clerk of CITY. Any property installed, maintained or used in public highways, streets, alleys or other public places pursuant to this Franchise may be owned partly or wholly by persons, firms or corporations other than FRANCHISEE, but FRANCHISEE shall be solely responsible for the operation and maintenance of such property; and FRANCHISEE holds itself responsible to CITY for the full performance and observance of the terms and conditions of this Franchise by such other owners.

8. CITY reserves the right to improve any highway, street, alley or other public places or any portion thereof, and there is further reserved to CITY and any political subdivision or district within CITY the right to construct, reconstruct, install, repair and maintain in any such highway, street, alley or other public places or portion thereof, any public improvement.

If notice in writing is given to FRANCHISEE ninety (90) calendar days in advance of the fact that work is to be done pursuant to any right reserved above in this section, specifying the general nature of the work and the area in which the same is to be performed, FRANCHISEE shall do all things necessary to protect its pipeline during the progress of such work, and if ordered by the City Council said notice will, if available and practicable, provide an alternate route within the public highway in which FRANCHISEE may at its option relocate its pipeline for a temporary or permanent use, to such extent, in such manner and for such period as shall be necessary to permit the performance of such work in an economical manner, and in accordance with generally recognized engineering and construction methods, and to permit the maintenance, operation and use of such public improvement of the highway, street, alley or other public places as so improved. All of such things to be done and work to be performed by FRANCHISEE shall be at the sole cost and expense of FRANCHISEE.

In the event that CITY or any political subdivision or district within CITY shall hereafter construct, install, reconstruct or repair any bridge, culvert, storm drain, sanitary sewer or other facility owned or operated by any such agencies over or underlying any highway, street, alley or other public places in which FRANCHISEE's pipeline is located pursuant to this Franchise, and in the event that the cost of such work as may reasonably be required is increased in order to provide for the installation, maintenance or operation of FRANCHISEE's pipeline in or on the area covered by or underlain by said bridge or other artificial support, then FRANCHISEE shall either modify its pipeline to accommodate said bridge or other facilities, to eliminate the increased cost incurred by the presence of FRANCHISEE's pipeline, or shall pay to CITY or such political subdivision or district doing such work the full amount of increase of cost upon completion of such construction, installation or repair, such cost to be properly documented and identified to FRANCHISEE.

Any damage done directly or indirectly to any public street, highway, alley or other public improvement by FRANCHISEE, in exercising directly or indirectly any right, power or privilege under this Franchise, or in performing any duty under or pursuant to the provisions of this Franchise, shall be promptly repaired by FRANCHISEE at its sole cost and expense, to the complete satisfaction of CITY.

9. If FRANCHISEE shall fail to comply or to commence and diligently proceed toward compliance with any

instruction of the City Council or City Engineer with respect to the location of said pipeline franchised hereunder or the repair of any damage to streets, alleys, highways or other public facilities within the highway right of way in which the franchise is granted, within ninety (90) calendar days after the service of written notice upon FRANCHISEE requiring compliance therewith, then the City Council may immediately cause to be done whatever work is necessary to carry out the instructions at the cost and expense of FRANCHISEE, which cost FRANCHISEE agrees to pay upon demand.

10. CITY may, upon such reasonable terms and conditions as it may determine, give FRANCHISEE permission to abandon, without removing, the pipeline or any portion thereof installed under this Franchise. Upon abandonment, ownership of the pipeline shall remain vested in FRANCHISEE, unless the parties have mutually agreed in writing that ownership shall vest in either CITY or another party. Nothing shall absolve FRANCHISEE of any responsibility that it may have under CERCLA or any similar federal, state or local legislation.

11. It is expressly understood and agreed that by CITY's granting this Franchise it in no way expresses or implies any warranty whatsoever of its power, right or authority to grant this Franchise and FRANCHISEE, by acceptance hereof, expressly accepts all obligations and liabilities hereunder at its own risk and without recourse to CITY. FRANCHISEE further agrees to expressly hold CITY, its officers, agents and employees free, clear and harmless from

any and all claims, litigations and suits against CITY, its officers, agents and employees arising from or in any way connected with the exercise by FRANCHISEE of any of the rights herein granted to FRANCHISEE, and to further reimburse CITY for any expense incurred by CITY in connection therewith, including but not limited to attorneys' fees, court costs, witness fees and loss of time of CITY personnel. Should this Franchise be terminated or forfeited for any cause or reason whatsoever, any fees theretofore paid by FRANCHISEE to CITY shall be without recourse or refund.

12. FRANCHISEE shall pay to CITY as a one-time Franchise fee of \$7,812.73.

13. Any neglect or refusal to comply with any of the conditions of this Franchise, which neglect, failure or refusal shall continue for more than thirty (30) calendar days following notice thereof to FRANCHISEE from CITY shall (unless FRANCHISEE shall be unable to comply with such notice by reason of strikes, riots, acts of God or of public enemies) work a forfeiture hereof, and CITY, by its Council, may thereupon declare this Franchise forfeited and terminated, and may exclude FRANCHISEE from further use of the public highways, streets, alleys and public places of CITY under this Franchise; and FRANCHISEE shall thereupon surrender all rights in and to the same, and this Franchise shall be deemed and shall remain null, void and of no effect.

14. This Franchise incorporates the provisions of Public Utilities Code §§6201 through 6302, as such provisions

are effective at the granting of this Franchise and as they may be amended from time to time.

15. The provisions of this Franchise and all rights, obligations and duties hereunder shall inure to and be binding upon FRANCHISEE, its successors and assigns.

SECTION II:

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

* * * * *

I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 24th day of March, 1992, and passed and adopted at a regular meeting thereof, held on the 14th day of April, 1992.

AYES: Council Members Stone, Price, Rimbault, Freitas and Mayor Keller.

NOES: None.

ABSENT: None.



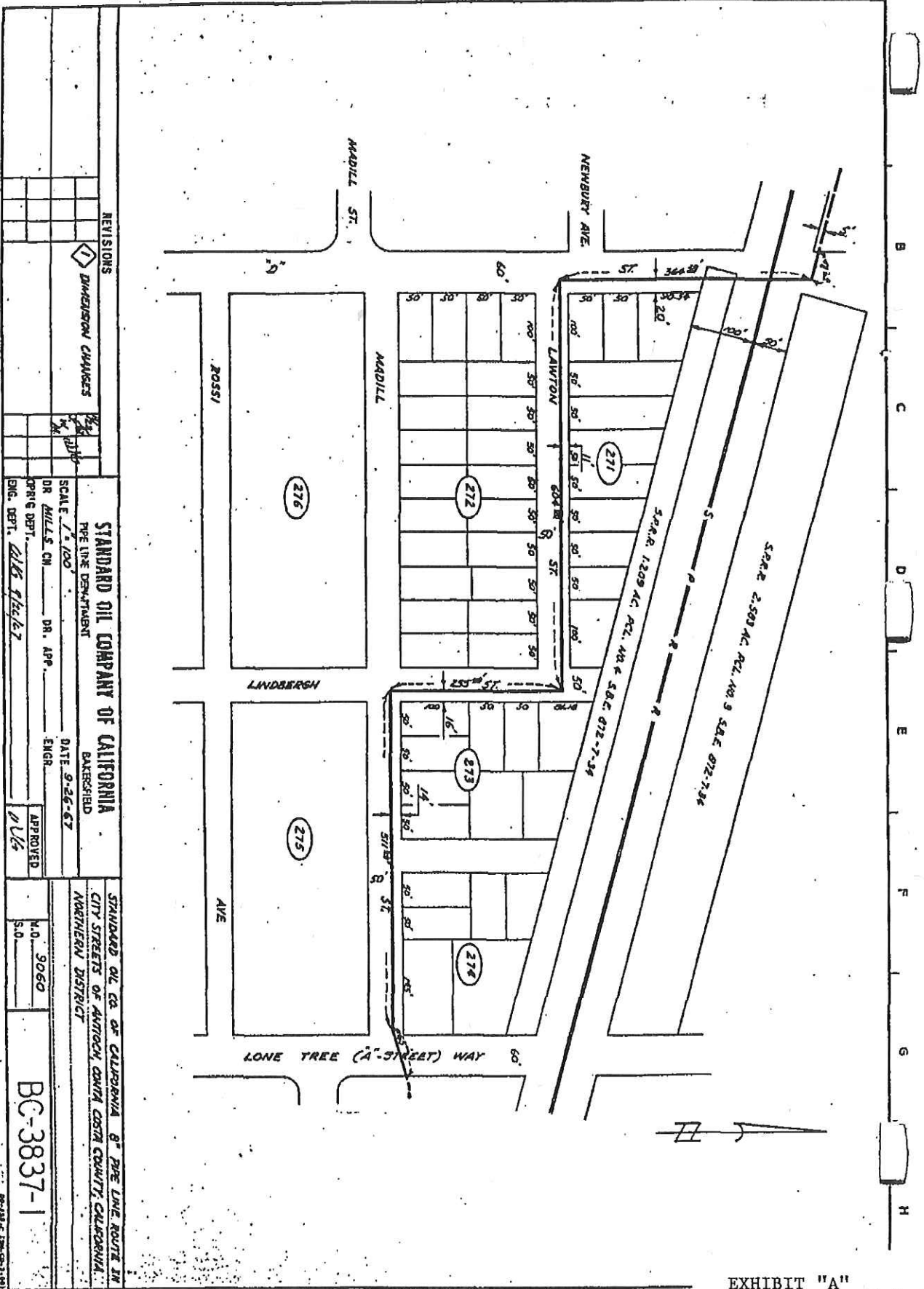
MAYOR OF THE CITY OF ANTIOCH

ATTEST:



CITY CLERK OF THE CITY OF ANTIOCH

B10



REVISIONS		DATE		BY	
1 DIMENSION CHANGES					
STANDARD OIL COMPANY OF CALIFORNIA PRE-LINE DEPARTMENT BAKERSFIELD					
SCALE 1" = 100'		DATE 9-26-67		ENGR	
DR. HILLS, CH		DR. APP		APPROVED	
ENGR. DEPT. 2185 4/26/67				HLS	
STANDARD OIL CO. OF CALIFORNIA 8" PRE-LINE ROUTE IN CITY STREETS OF ANTOUCH COUNTY CALIFORNIA NORTHERN DISTRICT					
M.O. 9060		S.O.		BC-3837-1	

EXHIBIT "A"
B12



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017
TO: Honorable Mayor and Members of the City Council
SUBMITTED BY: Lynne Filson, Assistant City Engineer II *LF*
SUBJECT: Traffic Calming Policy (P.W. 282-19)

RECOMMENDED ACTION

It is recommended that the City Council consider the Draft Traffic Calming Policy and provide feedback to staff on the policy and budget. (P.W. 282-19).

STRATEGIC PURPOSE

This program will support Strategy K by designing, building, operating, maintaining, stewarding and enhancing Antioch's assets and resources in partnership with the community.

FISCAL IMPACT

The City has been receiving approximately \$2,100,000 annually in Gas Tax revenues and about \$1,350,000 annually in Measure J revenues. This money is used to fund the Public Works Streets Crew, the Concrete Program, and CIP roadway projects (which include the installation of curb ramps to comply with ADA law, rubberized chip seal projects, and asphalt overlay projects). For the larger CIP roadway projects, it is used to leverage State and Federal grants. Beginning in February 2018, the City will also receive approximately \$2,000,000 annually in RMRA funds from SB1 gas tax recently approved by the State. Should the Council decide to fund a traffic calming program, it is anticipated it would be funded from the Measure J monies that are currently used for roadway maintenance. Each installation will cost \$7,000 to \$8,000.

DISCUSSION

Terminology

There are several terms used when describing a vertical deflection in the roadway to slow traffic: speed bumps; speed humps; undulations; speed cushions; speed tables; and raised crosswalk.

Although they are frequently used interchangeably, the term speed bump is usually used to describe what one might encounter in a parking lot. They are usually 3-4" in height and the length (measured in the direction of the moving vehicle) is usually about 12". Bumps are very abrupt and can damage a vehicle even at very slow speeds (less than 10 mph). Speed bumps are not appropriate on city streets in that they slow response time of emergency vehicles, may divert traffic to parallel residential streets, and may cause an increase in noise and pollution affecting residents living immediately adjacent to speed bumps.

Speed humps or undulations describe the same thing. A speed hump has a vertical deflection of 3" to 4", but in contrast to a bump, the length is 12 to 14 feet. Humps placed in series – 350' to 550' apart – can reduce the 85th percentile speeds by 8 – 10 mph. Humps would span from gutter lip to gutter lip. When breaks are spaced to allow for large fire apparatus to drive through without going over the hump are introduced, they are sometimes referred to as speed cushions. These breaks can also be used by motorcyclists.

Speed tables are speed humps with a flat section in the middle. If the raised section is at the location of a crosswalk, it is sometimes referred to as a raised pedestrian crossing or raised crosswalk. Speed tables do not slow vehicles as significantly as speed humps.

Additional information on speed bumps, humps, etc., their pros and cons, can be found at https://en.wikipedia.org/wiki/Speed_bump.

Should the Council decide on a traffic calming program, staff would recommend the "speed cushions" (humps with breaks for the fire apparatus wheels). In talking with traffic engineers in other cities that have humps/cushions, the rubber bolt down speed cushions were highly regarded in that if the specifications called for a 3" hump that was 14' long, that is what was installed. Humps/cushions made from hot mix asphalt had more variation based on how the contractor placed and rolled the material.

History

In 1998, the City Council approved Resolution 98/122, which approved and authorized the construction of speed tables on Carpinteria Drive contingent upon 8 specific conditions:

1. That 75% of the property owners affected by the speed tables, as shown on Attachment "A" hereto, agree to the installation of the speed tables.
2. That the construction of all speed tables, complete with related signing and striping, be completed at no cost to the City of Antioch.
3. That written concurrence to the installation of the speed tables be obtained from the Antioch Police Department, the Contra Costa County Fire Department, Tri-Delta Transit, and the Antioch Unified School District and submitted to the City Engineer.
4. That a speed survey be conducted to confirm that the 85th percentile speed of traffic using Carpinteria Drive exceeds the posted speed limit by at least 7 miles per hour.
5. That the speed tables will only be removed upon receipt of a petition of at least 51% of the affected property owners, as those owners are shown on Attachment "A" hereto and upon cash deposit of the funds required to complete such removal.
6. That the petition by which property owners agree to the installation of the speed tables includes a copy of these conditions of approval.

7. That construction of the speed tables be accomplished with City forces or by private contractor in compliance with the requirements of an Encroachment Permit.
8. That approval for the construction of the speed tables is further contingent on the satisfactory completion of Condition Nos. 1, 2, 3, 4, and 6 above.

These conditions have been used since that time as unofficial conditions on all residential and collector streets in the City and no speed tables have been installed per these conditions to date.

There are currently only two speed humps in the City. They are on Wilson Street in the Almondridge area and were installed by the developer as a condition of approval.

Neighboring Cities

The policies of the neighboring cities (Brentwood, Pittsburg, and Oakley) and their annual budgets are included as Attachment B.

Antioch Options

Staff has researched various types of speed humps/speed cushion installations. The cities that use the bolt down rubber pre-fab humps were very happy with the product. As opposed to the asphalt speed bumps/speed cushions, the rubber ones are exactly the height and length that are specified. Staff has been in contact with Contra Costa Fire District and they have requested a speed cushion design.

Due to the limited staffing of the Engineering Division of the Public Works Department, any adopted process for the installation of traffic calming devices would need to be streamlined with outside traffic counting firms used to collect speed and volume data. Assuming a policy similar to Brentwood's (See Attachment B), staff time per location is estimated to be 3 hours for an engineer and 4 hours for administrative assistant/technician. Once a location is approved through the engineering division, the cost of installation for each speed cushion location would be approximately \$5,000 for the cushion, signing and striping. Depending on the length of the roadway multiple speed cushions may be required for each request.

ATTACHMENTS

- A: Draft Traffic Calming Policy
- B: Neighboring City Policies
- C: Resolution 98/122
- D: Images

Attachment "A"



Draft City of Antioch Traffic Calming Policy

Requests will be processed on a first come/first served basis based on staff availability. In the event of a funding shortfall, request will be rolled-over to a time when funds are available.

Phase I – Enforcement & Engineering

- Conduct a Speed Study – The Traffic Engineering Division will conduct a speed study to determine the extent of the speed and traffic volume, and whether traffic enforcement can be applied effectively during specific time periods. This will be based on a reasonable number of violators exceeding the 85th percentile speed during those identified in peak volume time periods. The speed study will be conducted for a 24-hour period unless the concern is based on weekends or as recommended by the Public Works Engineering. The speed study will identify the total traffic volume as well as speeds and time of day when the speeds occur.
- Establish and Post Appropriate Signage & Striping – Public Works Engineering will ensure that appropriate traffic signage and roadway striping is in place and add either, if needed.
- Mobile Radar Trailer – The City will place its mobile radar trailer during daytime hours in order to inform drivers of their speeds.
- Traffic Enforcement – If identified time periods and a reasonable number of vehicles exceed the 85th percentile speed, as determined by the Police Department and/or Public Works Engineering then enforcement steps shall be taken. A follow-up speed survey will be conducted if the speeding continues to be a concern.

Phase II – Traffic Calming Devices

If Phase I steps do not resolve the speeding issues, then placement of traffic calming devices may be considered.

- Speed Cushions – The placement of elongated speed humps with breaks as required by the Contra Costa Fire District may be considered provided the criteria set forth in this Policy have been met, and 2/3^{rds} of the affected residents have approved installation of speed humps via mail ballot.

Speed Cushion Placement Criteria

Speeding on residential streets is a concern that is often brought to the attention of the City. Enforcement is a potential method to address this concern, but limitations on resources cannot guarantee constant presence. Speed "bumps" are often requested as

a possible solution to speeding concerns. Staff has evaluated speed bump/hump/Cushion policies from numerous jurisdictions and compiled the following policy for the City of Antioch.

The City will mail ballots to residents on the proposed street. Informational letters will be sent to residents on neighboring streets.

- A. Research has indicated that speed bumps have the following advantages:
 - 1) Vehicle speeds are decreased at the speed bump and at locations between properly spaced speed bumps
 - a. Once in place, speed and volume modifications tend to remain constant over time
- B. Research has also indicated the following disadvantages:
 - 1) Speed bumps will often divert traffic to other streets, especially where the traffic volume is comprised of "cut-thru or short-cut" traffic. Consequently, an additional traffic problem or speed bump request is created.
 - 2) Emergency response time may increase
- C. Residents may object about the aesthetics regarding the speed bumps, markings and signing required
 - 1) Possible increased noise levels
 - 2) In order to achieve the desired effect, a number of speed bumps are required. A single speed hump will act only as a point speed control.
 - 3) Driving or riding over speed bumps can cause pain or discomfort for persons with certain physical disabilities.
- D. Roadways that meet all of the following criteria will be considered for the placement of speed bumps:
 - 1) Street width (40 feet maximum)
 - 2) Not a designated truck
 - 3) Must be approved by the transit agency, school district, and police department
 - 4) Street includes curb and gutter
 - 5) Speed limit is 25 mph
 - 6) Maximum grade is 5%
 - 7) Minimum length of 1,000 feet
 - 8) Generally front-on residential development, a park, or a school
- E. The factors included in the decision to place speed bumps shall include the following:
 - 1) 85th percentile speed exceeds 32 mph
 - 2) 50% of the vehicles exceed 25 mph
 - 3) 67% of the residents on the street approve of the installation (1 vote per residence)*
 - 4) 75% of the property owners adjacent to the hump approve of the installation (1 vote/residence)*

- F. Other factors to be considered by the City include:
 - 1) Speed related collision history
 - 2) Diversion and possible impacts to neighboring residential streets
 - 3) Approval by emergency service providers
 - 4) Funding constraints
- G. If speed humps/cushions are approved they shall be placed in the following fashion:
 - 1) Spacing of 500 feet (+/- 50 feet)
 - 2) 200 feet from any intersection, significant horizontal or vertical curve
 - 3) Speed hump signs and markings will be included

The City Traffic Engineer mails "ballots" to the property owners. If 2/3rds of the mailed ballots are returned in favor of elongated speed humps, the City will install the humps.

ATTACHMENT "B"

City of Pittsburg

The City has adopted engineering criteria for speed hump eligibility. Only streets meeting the following criteria are eligible for speed humps:

- Residential local or collector streets
- Two or more other traffic calming strategies deemed ineffective by the City Engineer (Turn Restriction signs; NO THRU TRAFFIC signs; half street closure; bulb outs; median islands; angled parking)
- Not on a public bus route
- Improved streets with curb and gutter
- Posted speed limit of 25 or 30 mph
- 15% of traffic must be at least 6 mph greater than the existing speed limit
- The average daily traffic is more than 500 and no more than 3000 vehicles per day.
- Streets with a grade equal or less than 5 percent.
- The street segment shall be at least 750 feet long.
- The installation of speed humps shall not unduly affect response times of emergency services.

If a citizen feels that their street/street segment meets ALL the criteria above, they are to complete and submit the Speed Hump Application and attach a preliminary petition with signatures from 10 households or 10% of the households, whichever is greater, with side or front yards along the street who also approve of speed humps on their street. Staff will then review the application and perform an investigation.

<http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=740>

If the street/street segment meets all of the preliminary requirements, the requesting citizen will be sent a final petition form, which will contain a list of all addresses for THE CITIZEN to contact. Sixty-seven percent (67%) of all the street residents with side or front yards on the proposed street and within 100' of the outside (or exterior) speed humps must approve of speed hump installations and the proposed location of the speed humps. If the local street meets all applicable warrants, and after staff verifies the final petition, they will make a recommendation to the Community Advisory Commission who shall in turn make a recommendation to the City Council for approval or disapproval for the installation of speed humps on a particular street or street segment. Click here to obtain a copy of the Speed Hump Information Form [PDF] (Attachment C).

<http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=738>

The City of Pittsburg budgets \$100,000 for traffic calming. This budget is used for radar speed feedback signs, lighted crosswalks and rectangular rapid flashing beacons (another form of crosswalk enhancements), and speed bumps. The budget includes design and construction as well as associated staff time.

The City of Pittsburg has a budget of \$100,000 for traffic calming. This includes radar feedback signs, crosswalks, and speed bumps. Staff time, as well as construction is charged against this fund.

City of Brentwood

Phase I – Enforcement & Engineering

- Conduct a Speed Study – The Public Works Engineering will conduct a speed study to determine the extent of the speed and traffic volume, and whether traffic enforcement can be applied effectively during specific time periods. This will be based on a reasonable number of violators exceeding the 85th percentile speed during those identified in peak volume time periods. The speed study will be conducted for a 24-hour period unless the concern is based on weekends. The speed study will identify the total traffic volume as well as speeds and time of day when the speeds occur.
- Traffic Enforcement – If identified time periods and a reasonable number of vehicles exceed the 85th percentile speed, as determined by the Police Department and/or Public Works Engineering then enforcement steps shall be taken. A follow-up speed survey will be conducted if the speeding continues to be a concern.
- Establish and Post Appropriate Signage & Striping – Public Works Engineering will ensure that appropriate traffic signage and roadway striping is in place and add either, if needed.

Phase II – Traffic Calming Devices

If Phase I steps do not resolve the speeding issues, then placement of traffic calming devices may be considered.

- Mobile radar trailer – The City will place its mobile radar trailer during daytime hours in order to inform drivers of their speeds.
- Elongated Speed Humps – The placement of elongated speed humps may be considered provided the criteria set forth in the Speed Hump Policy have been met, and 2/3rd of the affected residents have approved installation of speed humps via mail ballot.

The City Traffic Engineer mails “ballots” to the property owners. If 2/3rd of the mailed ballots are returned in favor of elongated speed humps, the City will install the humps.

The City of Brentwood started with a budget of \$60,000 for construction of traffic calming devices. Once the pent-up demand subsided, the budget was reduced to \$15,000 as this covered the demand. Staffing and non-construction costs are not covered by the \$15,000 budget.

City of Oakley

Criteria – For any local street to qualify for a traffic calming project review, the neighborhood must meet or pass at least one of the following criteria:

- 85th percentile speeds exceeding the posted speed limit by 5 mph
- Volumes exceeding 1,000 Vehicles Per Day (VPD) for local streets
- Volume of trucks, over 30 feet in length, exceeding one-half of one percent of the total traffic volume
- Curb parking occupancy exceeding 70% from 8AM to 7PM

Requests that meet the minimum criteria are placed on a project list. Staff will work on the projects in the order of first-come-first-serve. If the minimum criteria are not met, or a subsequent request against the first request is received, the request for traffic calming is nullified.

Process:

1. Traffic Issue Request: Neighborhoods request traffic calming by contacting the Public Works Department at (925) 625-7037 or keller@ci.oakley.ca.us. The request will be assigned to City Engineering staff to evaluate the concerns and determine 1) if the concern can be mitigated through normal staff work or separate engineering programs or 2) if a neighborhood request is required to begin a traffic calming process. Some traffic concerns may be addressed through separate programs, e.g. the safe routes to school plans and the sidewalk programs for improving pedestrian and bicycle accessibility. Many traffic concerns may be solved with measures that will not have impacts on other streets, such as signing and markings. Staff needs to determine the effect the solution will have on adjacent streets. Staff will make every effort to mitigate the concerns without having to embark on an actual traffic calming case.
2. Request: A Neighborhood Request is required to begin a traffic calming process. The request and the gathering of the required signatures is the responsibility of the neighborhood and is required to identify neighborhood support (over 50% of the households must sign the request) and reflect the neighborhood's understanding of the time frame of the traffic calming process. The request needs to state what the problem is that exists and acknowledge that the process will take numerous months to solve while staff gathers data, convenes neighborhood meetings and reports information to the City Council.
3. Data Collection: Upon receipt of the request, staff will collect appropriate data to determine if the minimum criteria have been met (see Criteria section above). If the data concludes the minimum criteria are not met and if police enforcement, education or other means are appropriate, staff will implement internal work actions. * (3-6 weeks)
4. Informational Neighborhood Meeting: If the data indicates the minimum criteria are met or exceeded, staff will define the neighborhood and impacted streets to consider any other potential traffic unintended impacts that these solutions may create, identify possible traffic calming solutions and convene a neighborhood meeting. The first neighborhood meeting will be an informational and feedback

session: staff will present traffic data and proven strategies for specific traffic issues and their cost constraint, and the neighborhood will provide input to the solution process. The neighbors will learn the process and a reasonable expectation of the project. * (4-6 weeks)

5. Additional Solution Meetings & Development of Trial Project: If the consensus at the neighborhood meeting is to proceed with the development of a traffic calming plan, staff will collaborate with Police Department to prepare alternative traffic calming plans. Once the alternatives have been developed, staff will convene additional neighborhood meetings to present the pros and cons for each alternative, determine neighborhood preference and public support. The outcomes of the meetings will refine the development of a trial traffic calming project. This trial project will need the support of 67% of the affected neighborhood, to be confirmed by a post card vote, conducted by staff. If the neighborhood does not meet the 67% support necessary, staff will identify concerns, report results to the neighborhood and determine next steps. * (2-4 weeks)
6. Support and Implementation of Trial Traffic Calming Project: As indicated by 67% support, staff will recommend the trial project to the City Council for approval. If the project is approved, staff will prepare final plans and specifications for implementation. The trial project must stay in place for a minimum of three months to determine its effectiveness, unless substantial unacceptable impacts are identified. At the end of the trial period, a follow-up neighborhood meeting will be convened to determine support for permanency, if needed. (10-16 weeks)
7. Permanent Traffic Calming Implementation: To permanently install/maintain the traffic calming project, a final postcard vote will be conducted by staff. Again, a 67% majority vote by post card will be needed to recommend the project to City Council for final approval to install the permanent devices. The project will be completed with its permanent installation understanding that staff will need to clarify budgeting consideration, which could impact the implementation of approved traffic calming solutions. * (3-6 weeks)

The City of Oakley has a budget of \$25,000 to cover the cost of speed bumps. Staff time is not charged against this fund.

ATTACHMENT "C"

RESOLUTION NO. 98/122

RESOLUTION APPROVING CONSTRUCTION OF SPEED TABLES ON CARPINTERIA DRIVE (PW 282)

BE IT RESOLVED by the City Council of the City of Antioch, California, that the construction of speed tables on Carpinteria Drive is hereby approved and authorized, contingent upon the following conditions:

1. That 75% of the property owners affected by the speed tables, as shown on Attachment "A" hereto, agree to the installation of the speed tables.
2. That the construction of all speed tables, complete with related signing and striping, be completed at no cost to the City of Antioch.
3. That written concurrence to the installation of the speed tables be obtained from the Antioch Police Department, the Contra Costa County Fire Department, Tri-Delta Transit, and the Antioch Unified School District and submitted to the City Engineer.
4. That a speed survey be conducted to confirm that the 85th percentile speed of traffic using Carpinteria Drive exceeds the posted speed limit by at least 7 miles per hour.
5. That the speed tables will only be removed upon receipt of a petition of at least 51% of the affected property owners, as those owners are shown on Attachment "A" hereto and upon cash deposit of the funds required to complete such removal.
6. That the petition by which property owners agree to the installation of the speed tables includes a copy of these conditions of approval.
7. That construction of the speed tables be accomplished with City forces or by private contractor in compliance with the requirements of an Encroachment Permit.
8. That approval for the construction of the speed tables is further contingent on the satisfactory completion of Condition Nos. 1, 2, 3, 4, and 6 above.


* * * * *

The foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 8th day of September, 1998, by the following vote:

AYES: Council Members Hernandez, Payton, Soliz, Sudario, and Mayor Rocha

NOES: None

ABSENT: None


L. JOLENE MARTIN, City Clerk

ATTACHMENT "D"

Speed Bump



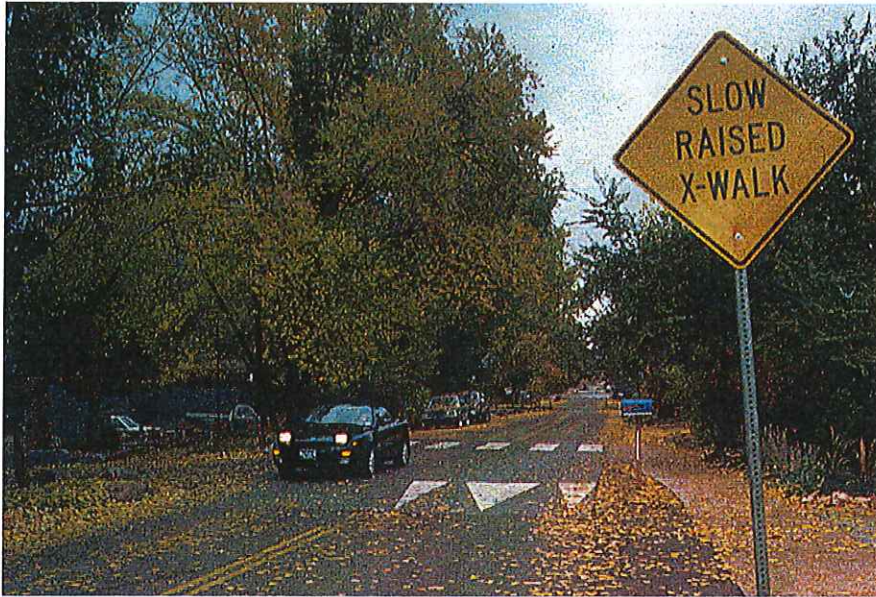
Speed Hump



Speed Cushion



Speed Table




Raised Crosswalk



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of November 28, 2017

TO: Honorable Mayor and Members of the City Council

SUBMITTED BY: Tammany Brooks, Chief of Police 

APPROVED BY: Ron Bernal, City Manager

SUBJECT: Authorize an Employee Referral and Recruitment Signing Bonus/Incentives for Qualified Lateral Police Officers

RECOMMENDED ACTION

It is recommended that the City Council authorize an employee referral and recruitment signing bonus/incentives for qualified lateral police officers.

STRATEGIC PURPOSE

Staff's efforts regarding this issue are prioritized in the City's Strategic Plan as follows:
Strategy A-1: Rebuild police services.

FISCAL IMPACT

The fiscal impact will be determined solely by the number of lateral applicants hired while the program is in effect. Per lateral officer, the fiscal impact is estimated to be \$23,253. This assumes the lateral officer is hired at Step E and is eligible to take advantage of the full incentive package. However, financial incentives are distributed in three separate increments over the course of three years, and leave incentives would be taken in much smaller increments (if at all). It is believed most, if not all, of the costs would be covered through salary savings from vacancies.

DISCUSSION

After Measure C was approved by voters in November 2013, Police Department staff has worked closely with Human Resources staff in an effort to fill all sworn police officer vacancies. Since that time, forty-nine (49) sworn officers have been hired. During that same period however, thirty-five (35) sworn officers have separated employment, resulting in only a net gain of fourteen (14) sworn officers.

The Antioch Police Department has an authorized staffing level of 103 sworn officers. It is currently staffed at 96 sworn officers, with at least 5 anticipated separations occurring within the next year. The recruitment of qualified lateral applicants for the position of police officer is becoming increasingly difficult, as the job market is very open and competitive. Recently, the department scheduled interviews for five lateral officers from four different agencies, and none of them showed up. Additionally, we had two recent

lateral hires (from Oakland PD) that quit and returned back to their agency in large part due to financial incentives Oakland offered for them to return.

Many departments have adopted recruitment incentives to attract qualified laterals. Some local examples include:

Palo Alto is currently offering a \$25,000 hiring bonus for laterals, and \$10,000 for academy graduates. Each is paid in two installments – half upon hiring and the other half at one year anniversary.

Modesto is currently offering a \$15,000 hiring bonus for laterals, paid in two installments - \$10,000 upon hiring and \$5,000 at five year anniversary.

BART is currently considering \$10-15,000 hiring bonuses for laterals, but to date this has not yet been approved.

Fairfield is currently offering a \$10,000 hiring bonus for laterals, with half paid at time of hire and the other half paid at the successful completion of probation. In addition, laterals have a full year of vacation and sick leave front-loaded on the books at the time of hire.

When a lateral police officer is hired, the average time it takes for him/her to begin working in a solo officer capacity is generally between two to three months. When an entry level police trainee is hired, the average time it takes for him/her to begin working in a solo officer capacity is generally between twelve and fourteen months.

The reduced amount of time it takes a lateral to become a solo officer actually amounts to a cost savings to the City. This is due to the elimination of all costs associated with the police academy, salary for the trainee while attending the police academy, and salary/benefits of the trainee during the lengthened field training program. In some cases, this can amount to a savings of approximately \$60,000.

For those interested in law enforcement, Antioch proves to be a challenging environment to work. As the County's second most populous city with 114,241 residents, and with a current per capita staffing of only .83 sworn officers per 1000 residents, the volume of work required of police staff can be overwhelming. This, coupled with administration's commitment to remain steadfast in demanding the highest ethical, moral, and core value standards from potential applicants, exacerbates the already difficult task of recruitment.

Recommended Program Details for the Antioch Police Department Recruitment Bonus Incentive Guidelines (open to all lateral police officers hired after November 25, 2017):

To qualify for the bonus/incentives, the applicant must:

1. Be currently employed as a police officer within a California law enforcement agency.
2. Have two (2) years of experience and have successfully completed a probationary period.

3. Possess a Basic California POST Certificate.
4. If the applicant is a former Antioch officer who wishes to return to the department, his/her separation of employment must be at least eighteen (18) months to qualify.

The bonus/incentives will consist of the following:

1. Applicant will be allowed to carry over up to 200 hours of accrued sick leave from his/her department.
2. Prior law enforcement service seniority will be used to determine vacation accrual rate of the applicant.
3. Automatic credit of 40 hours vacation upon employment.
4. Signing bonus of \$10,000 with payments in the following increments:
 - a. \$2,500 – upon employment
 - b. \$2,500 – upon successful completion of probation
 - c. \$5,000 – upon three (3) years of service
5. Any current Antioch employee who recruits a lateral officer will receive his/her choice of \$1,000 or 20 hours of Comp Time upon the lateral's successful completion of the field training program.

ALTERNATIVES

Council could choose to deny the recommendation.

ATTACHMENTS

None.



COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM

To: Mayor Wright and City Council

From: Forrest Ebbs, Community Development Director

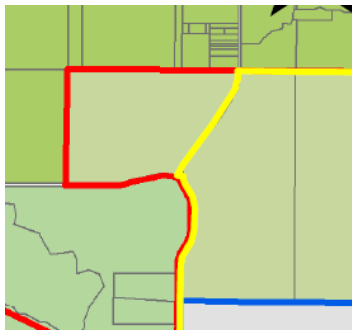
Date: November 28, 2017

Re: General Plan Land Use Element Update

It has come to staff's attention that there is a mapping error on Figure 4.1 – General Plan Land Use Map. This error involves the western portion of the “Ginnochio” property located just south of the southern limit of the City of Antioch. Whereas the published map includes this area within the Sphere of Influence (SOI), it should actually be excluded.

For background, the passage of 2007 Measure K by the voters modified the Urban Limit Line (ULL) for the City of Antioch to include the Roddy Ranch property and this portion of the Ginnochio property. The initiative did not compel action by Contra Costa County LAFCO, who ultimately approved an SOI change that did not include the Ginnochio property. Typically, the SOI and the ULL are identical, but in this instance, they differ.

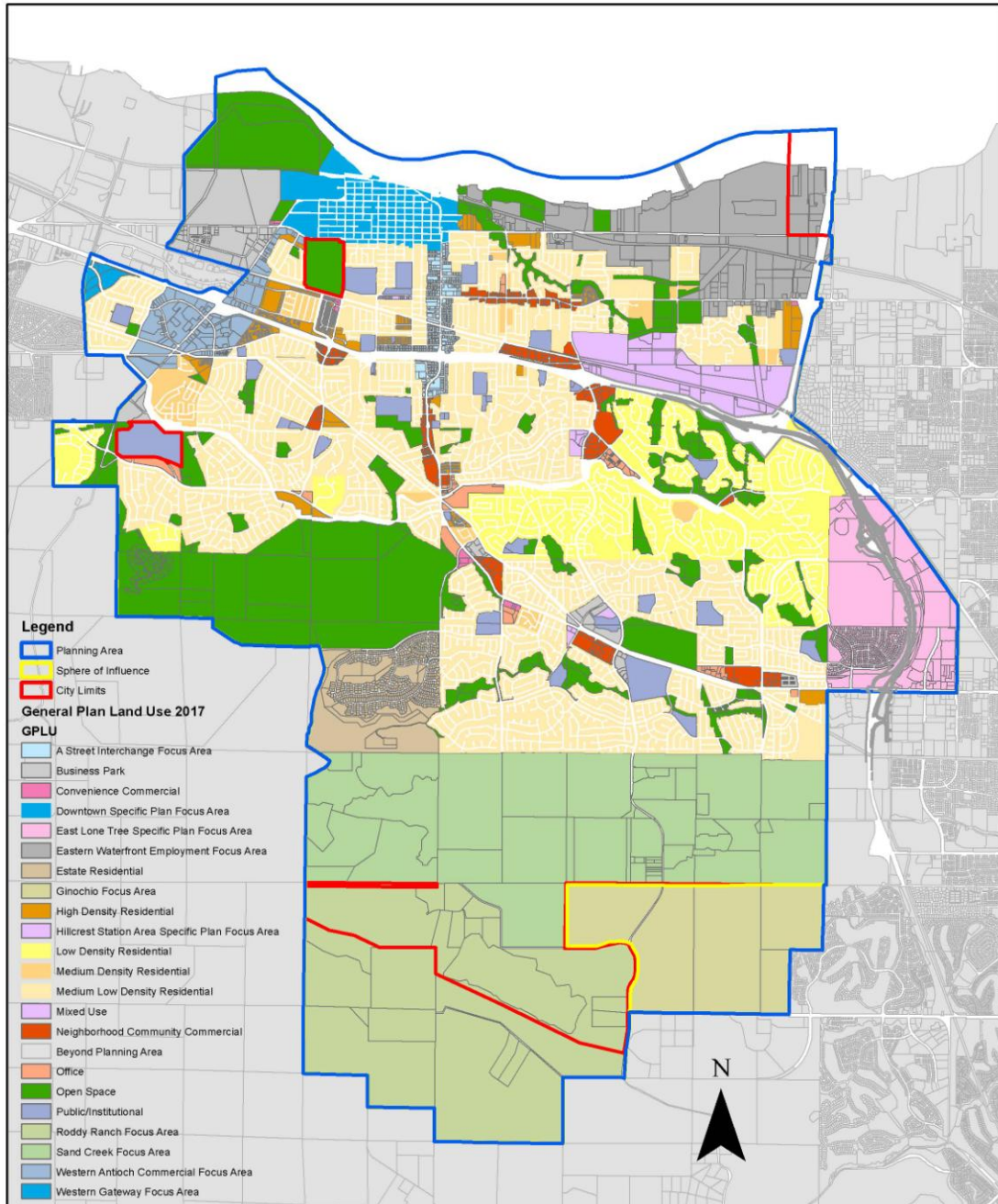
Please find attached amended map for the proposed 2017 versions. I apologize for the inconvenience.



INCORRECT BOUNDARIES

4.02
11-28-17

Figure 4.1 - General Plan Land Use Map



2017 GENERAL PLAN LAND USE MAP (Corrected)