

Joyfield at Lakeview Center (FKA Lone Tree)
A Residential Affordable Multifamily Development
Design Review, Commercial Infill Housing, & Density Bonus

Project Description
July 29, 2025

Introduction

This application is for a residential affordable multifamily development project on 7.56 acres along Buchanan Road that will include residential apartment units with associated parking, amenity areas and site landscaping as well as frontage improvements along Buchanan Road.

The property includes four existing parcels that are vacant land (APNs: 072-510-005-1, 072-510-006-9, 072-510-007-7, 072-510-008-5). The site topography is sloping. The following existing land uses border the site:

- West: Single Family Homes
- North: Lone Tree Way (immediately adjacent), Single Family Homes further north
- East: Commercial / Retail Center
- South: Antioch Municipal Reservoir

The proposed housing development (“Project”) would involve construction of the new residential affordable multifamily community. The Project will consist of seven new 3- and 4-story buildings with a total of 233 affordable residential apartments, 350 on-grade parking stalls, community amenities, and site landscaping.

The residential apartments in the seven buildings will be single level and arranged in a “stacked flat” configuration in 3- and 4-stories. Each unit will be accessed through stairways with direct access to the parking areas. A summary of the floor plan mix for the residential units is provided in Table 1.

Table 1 – Project Unit Mix

Unit Mix			
Unit Type	# of Units	% of Units	Avg Unit SF
1 BR	109	47%	607
2 BR	58	25%	793
3 BR	66	28%	1,008
Total Units	233	100%	767

The proposed project is designed to provide a new and vibrant use, that will complement the overall uses in the surrounding area. The entire building frontage along Buchanan Road is designed to activate the streetscape and pedestrian area along this corridor. With residential buildings along the southern, western, and northern perimeters, parking will be effectively screened from those views.

The main entry will be Separate Entry site access from the enhanced shared entry drive with the Lone Tree retail center, which currently provides access to the existing retail center. Secondary site access will be along the southern boundary through a Secondary Entry from the enhanced shared entry drive. Both points of access will serve as ingress and egress for the entire site.

General Plan and Zoning

The General Plan and Zoning designations for each parcel are listed below:

APN	General Plan	Zoning
072-510-005-1	Office	P-D: Planned Development District
072-510-006-9	Neighborhood Community Commercial, Office	P-D: Planned Development District
072-510-007-7	Neighborhood Community Commercial	P-D: Planned Development District
072-510-008-5	Office	P-D: Planned Development District

General Plan

As noted above, the General Plan designations for the four parcels are Office, Neighborhood Community Commercial, or both. Higher density residential is allowed by right under the Regional Commercial land use designation of the General Plan because of a 2022 amendment to the General Plan Use Element (GP22-01) that added a “Commercial Infill Housing Policy.” Pursuant to this policy, the City designated various site – including the subject site – with a Commercial Infill Housing (“CIH”) overlay.

As part of this strategic infill housing study process, the City has designated these specific sites within Antioch to allow for the streamlined development of medium- and high-density residential and mixed-use projects. These infill sites are typically vacant and / or underutilized commercial areas of the City (see Land Use Element of General Plan at Section 4.7.7).

Once a site has a CIH overlay, residential development is a permitted use under the General Plan.

Zoning

As noted above, all four parcels within the Site are zoned Planned Development District and have a zoning overlay of Commercial Infill Housing (“CIH”). The CIH overlay district identifies suitable sites for the development of medium- and high-density residential projects on commercial infill locations that are compatible with the CIH requirements of the Land Use Element of the Antioch General Plan. This overlay district permits development with a density range of 12-35 dwelling units per gross developable acre without a Conditional Use Permit. It is also consistent with the Commercial Infill Housing General Plan (Antioch Municipal Code Section 9-5.301(p)).

With the CIH Overlay, residential development at the Site is consistent with both the zoning and General Plan land use designations.

Approvals

The entitlement process for a residential development within the CIH Overlay is ministerial provided the proposed project is consistent with the applicable CIH Overlay District Objective Design Standards (“CIH Design Standards”).

The CIH Design Standards establish the property development regulations for the project. Exhibit "A" as attached provides the CIH Overlay zoning standards required and proposed standards for the Project. These use the Base CIH Overlay zoning standards as a guideline, in addition to modified provisions in accordance with Density Bonus law related to density, parking, incentives, and waivers which are identified in Exhibit "A."

Specifically, the CIH zoning overlay allows for a by-right residential development at a density range of 12-35 dwelling units per gross developable acre without a Conditional Use Permit. Projects will be reviewed through a ministerial application process at the staff level for conformance with the CIH Design Standards. If the project conforms with the CIH Design Standards, the applicant may proceed with submitting a building application for the Project.

The proposed Project would be processed ministerially and would not be subject to a Conditional Use Permit. As designed, the Project is consistent with density, number of stories, and maximum height permitted by the CIH Overlay zoning. The Project's density is 32 dwelling units per acre, its height is 3- and 4-stories, and it complies with all CIH Design Standards after consideration of density bonus incentives, concessions, waivers and thus reductions of development standards.

The Project will also meet the parking requirements under California State Density Bonus Law by providing 350 on grade parking stalls (Gov Code Section 65915(p)(1)).

Because the approval process for conforming projects within the CIH overlay meets the definition of "ministerial," the Project is not subject to review under CEQA.

Architecture

The architectural style for the Project is "California Contemporary." It is contemporary, simple, and sophisticated. Through the use of appropriate materials, the simplicity of the building façade and its clean lines are designed to complement and enhance Antioch living. The architectural elements provide an articulating façade which incorporates elements of both vertical and horizontal relief. Proposed building material finishes include stucco walls, awnings, and rooftop cornice details, with consistent window orientations for visual interest, relief and symmetry. Both the fronts and backs of the buildings are meant to mirror each other where both sides are intended to be the "front" of the buildings. The color shadings are used to emphasize the hierarchy of masses and planes. The buildings are a mix of 3-stories and 4-stories in design with the max height at 45'-7".

The Project will include seven buildings that are three stories and four stories in height. Two buildings have 28 units, three buildings have 42 units all of which are at 4 stories. One building has 24 units, and one unit has 27 units of which are at 3 stories. for a total of 233 units. Parking will be provided on the interior of the site and adjacent to each building for tenant ease of access.

Project Amenities

The proposed project includes amenities for the convenience and leisure of residents in both outdoor and indoor spaces. The amenity building is located at the center of the Project at Building Five and includes a leasing center, clubhouse, business center, fitness center, and laundry. The leasing office entrance will be located adjacent to a central common area landscaped courtyard which includes a BBQ area, lounge seating, tot lot, and generous landscaping featured at Building Five. The Project will also have a dog park adjacent to Building Seven. The indoor amenity areas will have connectivity to the landscaped courtyard to provide an indoor / outdoor experience. Covered mailboxes are located just west of Building Five and near the main entry drive for ease of access to

tenants. A summary of the usable open space areas for the project is provided in Table 2.

The Project and will be staffed during business hours (9am-5pm) with 2 full-time employees and 2 part-time employees.

Nine guest parking stalls will be located adjacent to the leasing office. A temporary loading zone will be located at Building 7 along the northern perimeter so that moving trucks can park off-street and unload. Parking for residents will be assigned and managed as a part of the overall building management. Each building will provide a bicycle storage room and bicycle parking spaces are provided in front of the leasing office. Collection of waste, recyclables and organics will be provided by four trash collection areas located near Buildings One, Two, Four, and Six.

Table 2 – Usable Open Space

LOCATION OF OPEN SPACE	SIZE OF OPEN SPACE (SQUARE FEET)
Common Open Space	
Center Interior Open Space (Bldg 5)	13,350
Dog Park	3,640
Total Common Open Space	16,990
Total Usable Open Space	16,990
Total per Unit (233 units)	73 SF per unit

Landscape Design

The landscape concept for the project is designed to provide a distinct visual character and identity for the project, and to soften the urban experience of the structures to create an attractive, inviting environment that enhances the quality of life for residents and visitors to the site. The streetscape frontage design along Lone Tree Way provides continuity along this corridor, with landscape elements that will enhance the pedestrian experience and be welcoming to visitors using color, texture and form to mark important elements along the street. The Project frontage improvements also maintain the existing pedestrian sidewalk connecting to the existing retail center.

The central interior open space is designed to provide active and passive recreational amenities with outdoor entertainment for residents, including seating areas, teen gathering area with cornhole and lawn for informal play, and a 2-12 play structure within a landscaped outdoor space. In addition, a triangular-shaped dog park adjacent Building 7 is incorporated into the open space program. The overall landscape design expands on the architectural style with the use of a drought tolerant California-Mediterranean climate adapted plant palette that uses color, texture and form to complement and enhance the architecture and site amenities. Water conserving landscaping will be utilized site-wide along with efficient MWELo compliant irrigation design, with consideration of aesthetic and functional requirements for the site. All selected plant materials are Cal-IPC non-invasive species commonly used in the industry for low-maintenance.

Both Lone Tree Way frontage and the interior streetscapes are softened with a 3-tiered landscape approach emphasizing the building facades and enriching the pedestrian experience. Tree plantings within the parking areas will offer shade and symmetry for visual interest. At project perimeters, adjacencies are buffered with evergreen trees and upright shrubs to wrap the site in greenery.

There are multiple bioretention basins placed throughout the site. Including the bioretention

basins, 24.6% of the site is landscaped and 21.3% landscaped if the bio-retention basins are excluded.

Affordable Housing Density Bonus Provisions and Checklist

Density Bonus Units

The State of California's Density Bonus Law ("DBL") (Government Code §65915-65918) was established to promote the construction of affordable housing units, and allows projects to exceed the maximum allowable density, reduce parking standards, and to use development standard waivers, reductions, incentives and / or concessions in exchange for providing affordable housing units in compliance with all current density bonus regulations (Gov Code Section 65915(b)(1)(A), (d)(1), (e)(1), and (p)). The City of Antioch zoning regulations implement the state requirements.

The Project will be a 100% affordable development with 46 units (20%) restricted for Very-Low or Extremely-Low income households and 185 units (79%) restricted for Low income households. There will be two units that will be reserved as Manager Units as required by the California Tax Credit Allocation Committee Regulations. The Project will not have any senior housing units. The breakdown of the affordable units is shown in Tables 3 & 4. The rent limits are based off HUD annually published rents that are associated with the income limits programmed for the Project.

All units in the Project will be for rent. No residential units currently exist on the property and there have not been any residential units on the property within the last five years as the property is, and has been, vacant land.

Tables 3 & 4 – Affordable Unit Mix with Rents and Income Limits

4% LIHTC Apartments Rent Roll					
Floor Plan	AMI	# of Units	% of Units	Avg. SF	2025 Max LIHTC Gross Rent
1 BR	30%	10	4.3%	607	\$899
1 BR	50%	10	4.3%	607	\$1,498
1 BR	60%	44	18.9%	607	\$1,798
1 BR	70%	43	18.5%	607	\$2,098
2 BR	30%	6	2.6%	793	\$1,079
2 BR	50%	6	2.6%	793	\$1,798
2 BR	60%	23	9.9%	793	\$2,158
2 BR	70%	23	9.9%	793	\$2,518
3 BR	30%	7	3.0%	1,008	\$1,246
3 BR	50%	7	3.0%	1,008	\$2,077
3 BR	60%	26	11.2%	1,008	\$2,493
3 BR	70%	26	11.2%	1,008	\$2,908
1 BR	MGR	2	0.9%	607	\$0
Total		233		178,685	
Average				767	

Affordable Unit Type			
Affordable Type	% of AMI	# of Units	% of Units
Extremely Low	30%	23	9.87%
Very Low	50%	23	9.87%
Low	60% - 70%	185	79.40%
Mgr Unit		2	0.86%
Total Units		233	100%

Parking

Parking spaces for the project have been provided based on the City's base parking standards and applicable density bonus provisions for this residential building.

Density Bonus Parking

State Density Bonus law establishes a parking ratio, inclusive of guest and handicapped parking, for use on DBL projects. These parking standards establish lower parking ratios than the Antioch standard and have no separate guest parking, or covered parking, requirement. The parking requirements are detailed in Table 5 and reflect a total of 248 spaces are required. The proposed Project includes more than this minimum, with a total of 293 parking spaces, allowing for additional residential and guest spaces onsite. The Project will provide nine guest parking stalls.

Table 5 – Density Bonus Parking

TYPE OF USE	NUMBER OF UNITS	PARKING REQUIRED (PER STATE DENSITY BONUS)		PROJECT PARKING PROVIDED
		DBL RATIO	STALLS PER UNIT	
1 BR	109	1.0 / unit	109	109
2 BR	58	1.5 / unit	87	98
3 BR	66	1.5 / unit	99	132
Guest		0 / unit	0	11
TOTAL	233		295	350

State Density Bonus Law Incentives, Concession, Waivers and/or Reductions in Development Standards

In addition to the density bonus units and the parking requirements specified in State Density Bonus Law, State Density Bonus Law entitles the project to certain incentives, concessions, waivers and reductions in development standards. By providing 100% low-income units, this project is entitled to five incentives/concessions and unlimited waivers. The granting of waivers does not reduce the number of incentives allowed on a project, and the number of waivers that may be requested and granted is not limited. Cities are required to grant incentives/concessions and waivers/reduction of development standards to encourage the construction of projects that include affordable housing units.

The developer requests that the City apply the maximum parking ratios under SDBL at Government Code § 69515(p)(1) of 1.5 spaces for 2- and 3-bedroom units and 1 parking space for studios to 1-bedroom units. The Project provides 1.5 spaces per unit which exceeds the maximum number of stalls that can be required under SDBL.

REQUESTED WAIVERS/REDUCTION IN DEVELOPMENT STANDARDS

#1: Reduction in Open Space Requirements

Development Standard: CIH Design Standard 3.1.6.A requires that all multifamily residential developments shall provide a total of 200 square feet of usable open space per unit with a minimum of 50% as common open space and the remaining 50% as either private or common open space. Every development that includes five or more residential units shall provide at least one common open space area. Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space.

Requested Waiver/Reduction in Development Standard: The developer requests a reduction in the required minimum open space of 46,600 SF to allow the developer to provide 12,300 SF of open space.

Justification: Enforcing an open space of 46,600 SF (200 SF/unit) would result in the loss of at least one of the buildings (24+ units). Because the identified standards “will have the effect of physically precluding the construction of a development...at the densities permitted...”, the City should grant the developer’s request. (See Gov. Code Section 69515(e)(1).)

#2: Relief from the Requirement to Divide Parking Areas into a Series of Parking Courts.

Development Standard: CIH Design Standard 3.1.4.G requires parking areas to be divided into a series of connected parking courts separated by landscaping.

Requested Waiver/Reduction in Development Standard: The developer requests relief from the requirement to design its parking so that it consists of connected parking courts connected and separated by landscaping.

Justification: Increasing the landscaping between parking areas to divide them into smaller parking courts would expand the parking lot and result in the loss of multiple buildings and the units contained therein. Because the identified standards “will have the effect of physically precluding the construction of a development...at the densities permitted...”, the City should grant the developer’s request. (See Gov. Code Section 69515(e)(1).)

#3: Reduction in Required Length of Standard Parking Space Stalls

Development Standard: The City of Antioch Municipal Code Sections 9-5.1709 and Section 9-5.1711(B) collectively require all residential and guest spaces to meet a standard parking stall length of dimension 20’.

Requested Waiver/Reduction in Development Standard: The developer requests a reduction in the required length of all non-ADA parking stalls from 20’ to 18’.

Justification: Increasing the length of the parking stalls would expand the parking lot and result in the loss of multiple buildings and the units contained therein. Because the identified standards “will have the effect of physically precluding the construction of a development...at the densities permitted...”, the City should grant the developer’s request. (See Gov. Code Section 69515(e)(1).)

#4: Relief from Usability Requirements for Open Space Areas

Development Standard: CIH Design Standard 3.1.6.C requires that the usable areas of open space have a slope of less than 10%.

Requested Waiver/Reduction in Development Standard: The developer requests a waiver from this requirement to allow open space to occupy areas with a slope of greater than 10%.

Justification: Moving the usable open space area into the less sloped areas would encroach into buildings, thereby causing the loss of units. Because the identified standards “will have the effect of physically precluding the construction of a development...at the densities permitted...”, the City should grant the developer’s request. (See Gov. Code Section 69515(e)(1).)

#5: Relief from Requirement for Entry Door on Frontage

Development Standard: CIH Design Standard 3.1.2.C requires a minimum of one entry door at ground level to face the primary frontage.

Requested Waiver/Reduction in Development Standard: The developer requests a waiver of the requirement under CIH Design Standard 3.1.2.C for at least one entry door at ground level to face the primary frontage and, instead, to allow all entry doors to be within the interior passageways that face the Project’s interior circulation.

Justification: Enforcing the requirement to provide entry doors that face the primary frontage would cause the Project to lose a minimum of 3 units. Because the identified standards “will have the effect of physically precluding the construction of a development...at the densities permitted...”, the City should grant the developer’s request. (Gov’t Code Section 69515(e)(1).)

#6: Reduction in Minimum Rear Setback

Development Standard: The CIH Design Standard found at Section 2 of Table 1 requires a minimum rear setback of 10’.

Requested Waiver/Reduction in Development Standard: The developer requests a relief from the minimum rear setback of 10’ to allow for a smaller setback along 9 lineal feet of Building 3.

Justification: Enforcing a landscaping requirement of 49,397 SF (15% of the project site) would result in the loss of units within Building 3. Because the identified standards “will have the effect of physically precluding the construction of a development...at the densities permitted...”, the City should grant the developer’s request. (See Gov’t Code Section 69515(e)(1).)

Incentive/Waiver: Relief from the Separation Buffer Requirement of Residential from Commercial.

Development Standard: CIH Design Standard 3.1.3.D requires a separation buffer at the edge of residential development immediately abutting commercial development of either a private street or driveway or a 5’ wide continuous landscape barrier with a minimum fence height of 6’.

Requested Waiver/Reduction in Development Standard: The developer requests a waiver of the requirement under CIH Standard 3.1.3.D to provide a driveway with curb and landscape on both sides but without a minimum fence height of 6’ or additional landscape and gutters.

Justification: Enforcing this requirement would result in loss of ± 16 units due to the encroachment of additional landscape, gutters, etc. into the footprint of buildings 6 and 7. Because the identified standards “will have the effect of physically precluding the construction of a development...at the densities permitted...”, the City should grant the developer’s request. (Gov’t Code Section 69515(e)(1).)

i. Incentives / Concessions

As a 100% affordable project, the Project is entitled to five (5) incentives or concessions. (See Gov. Code Section 65915(d)(2)(D)). Unlike waivers, incentives and concessions are not limited to modifications or deviations of development standards, i.e., site, construction, and other physical constraints. Instead, State Density Bonus Law provides that incentives or concessions may include any “other regulatory incentive or concession proposed by the developer...that result in identifiable and actual cost reductions to provide for affordable housing costs”. (See Gov. Code Section 65915(k)(1)-(3).)

The City must grant the requested incentive or concession unless it can establish by a preponderance of the evidence one of the following grounds for denial:

(1) the incentive or concession does not result in identifiable and actual cost reductions... to provide for affordable housing costs”

(2) granting the developer’s request “would have a specific and adverse impact upon health or safety, and for which there is no feasible methods to satisfactorily mitigate or avoid the specific adverse impact; or,

(3) granting the developer’s request would be contrary to state or federal law.

(See Gov’t. Code Section 65915(d)(1).).

List of Incentives / Concessions

Incentives and concessions are reserved pending feedback and comments on the formal development application.

ii. Relief from Development Conditions Pursuant to the Housing Accountability Act Protections for Affordable Housing

The Legislature has expressly stated that the intent of “enacting [the HAA] and in expanding its provisions since then was to significantly increase the approval and construction of new housing for all economic segments of California’s communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters.” (See Gov’t. Code Section 65589.5(a)(2)(K).) Under the Housing Accountability Act (“HAA”), the City is prohibited from imposing conditions on affordable housing developments that render it infeasible unless there is a significant, unavoidable and quantifiable impact on public health or safety (or other specified reasons that do not apply here). (See Gov’t. Code Section 65589.5(d).)

For affordable housing developments, “[i]nfeasible” includes economic considerations and would encompass the imposition of these taxes. (Gov. Code Section 65589.5(h)(1) [“Feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors .”) As set forth in greater detail below, the developer is requesting relief from the following expected conditions of approval that would render the project economically infeasible.

#1: Relief from Transportation Impact Fees.

Expected Condition of Approval: It is expected that the City will condition the approval of the project on the payment of the East Contra Costa County Regional Fee and Financing Authority (“ECCCRFA”).

Requested Relief: The developer requests relief from any condition of approval that would require payment of the ECCCRFA.

Justification: Here, implementation of the ECCCRFFA Development Impact Fee would require spending \$17,449 per unit at building permit for a total of approximately \$4,065,617. The cost of the ECCCRFFA will increase the Project budget. Therefore, this will widen the Project’s funding gap. Because an affordable project is already operating under tight economic margins and its viability for tax credits and tax credit financing depends on the projected costs, the project cannot fully absorb the cost of the ECCCRFFA impact fee without rendering it financially infeasible.

Section 4.1.8 of the City of Antioch’s 2023-2031 Housing Element Update aims to “Monitor Effects of Regional Fees” such that “...the City shall also support, and work with ECCCRFFA to pursue, a fee reduction or exemption for high-density housing near transit and affordable housing developments as feasible.”

#2: Relief from Traffic Study Requirement

Expected Condition of Approval: During a preapplication meeting with the City of Antioch, the City’s Engineering Department requested a traffic study assessing the traffic impacts of the proposed development on four nearby intersections.

Requested Relief: The developer requests relief from any requirement that a traffic analysis be performed by the applicant.

Justification: The Permit Streamlining Act requires California public agencies to publish a list detailing the information needed for a complete development application and the criteria for determining completeness. (See Gov. Code §65940(a).

A traffic study is not included on the list of items that are needed for issuance of a streamlined CIH permit. Because this requirement is not found on any published list and it is not necessary for any CEQA determination, the City cannot request that the applicant provide this information. Without waiving any objection thereto, the developer requests that the City grant relief to the developer from its request to perform a traffic study as an incentive. This will save the developer approximately \$16,500 from not having to

commission a study. In addition, requiring a traffic study will endanger the viability of the project. As the City knows, the developer is on a tight timeline to obtain tax credit financing and it is impossible to perform a traffic study during the summer. Delaying permits so that the developer can commission a traffic study would likely mean that the project would miss a critical financing window.

Lot Line Adjustment / Engineering

The project site is located on two four existing vacant legal parcels (APN's 072-510-005, 072-510-006, 072-510-007, and 072-510-008) that will be combined as part of a lot line merger.

Drainage design for the site includes a private storm drain system and approximately 11,030 SF bioretention basin located throughout the site to collect and convey runoff. The bioretention basins provides hydromodification in order to assure that downstream existing facilities are not impacted by increases in runoff quantity.

The selection, sizing, and preliminary design of stormwater treatment and other control measures in this plan was done based on Contra Costa County's Stormwater C.3 Guidebook to meet the requirements of the Regional Water Quality Control Board Order R2-2022- 0018. Flow-thru treatment measures such as planters, and proprietary biofiltration BMP's will be implemented to meet water quality requirements.

There is an existing paved trail going through the project site. In Resolution 2004/124, recorded document number 2004-0383942-00, the City of Antioch vacated the approximate alignment of Old Lone Tree Way as it was excess to the needs of the public and is no longer required for public street purposes. The City of Antioch reserved the right to maintain the existing utilities in this location.

The current site design has an 8-foot retaining wall where the existing trail comes onto the site from the Antioch Municipal Reservoir. Due to this elevation difference a connection from the project to the existing trail is not proposed. With the recordation of Resolution 2004/124 in 2004, the City of Antioch no longer has public access rights because of the right-of-way vacation.

There is an existing 20-inch water line on the site that was potholed and located to be outside of the recorded easement. The project will quitclaim the existing easement and dedicate a new easement that follows the field-located water line.

The total preliminary grading quantity estimates are provided in Table 7 below.

Table 7 – Preliminary Grading

Earthwork	Quantity
Cut	22,732 CY
Fill	71,720 CY
Import	48,988 CY

Summary

The proposed Project will add new affordable residential units along Lone Tree Way. The high-quality architecture and landscape are designed to appeal to visitors, future residents and neighbors with a modern design and interior parking hidden from the primary frontage. The project implements the goals, intents and objectives of the City's General Plan, Zoning Ordinance, CIH Overlay, and the State Density Bonus Law.

Exhibit A

DEVELOPMENT STANDARD	CIH OBJECTIVE DESIGN STANDARDS CIH OVERLAY ZONING REGULATIONS	PROPOSED JOYFIELD AT LAKEVIEW CENTER	CODE SECTION	WAIVERS REQUESTED
General Plan Use Designation	Office, Neighborhood Community Commercial			
Zoning Designation	P-D; Planned Development District			
Area Specific Guidelines	Commercial Infill Housing ("CIH") Overlay		CIH Zoning & Objective Design Standards	
Min Building Site	20,000 sf (min)	7.56 acres (total site area following lot merger)		
Lot Width	Corner 65 ft (min) Interior 60 ft (min)	Parcel Width 495 ft	Table 1 CIH Objective Design Standards	
Max Lot Coverage	80%	20%	Table 1 CIH Objective Design Standards	
Setbacks Front Yard Side Yard (Corner) Side Yard (Interior) Rear Yard	0 ft (min) 5 ft (min) 5 ft (min) 10 ft. (min)	0 ft 10 ft 10 ft 5 ft (min)	Table 1 CIH Objective Design Standards	Waiver Requested #6
Density	35 du / acre (max without a Conditional Use Permit)	32 du / acre (195 units)	CIH Zoning Regulations without a Conditional Use Permit	
Building Height	Four (4) stories (up to 45 ft) by right	Four (4) stories (45 ft)	Table 1 CIH Objective Design Standards & CIH Zoning Regulations	
Parking	350 stalls (min) per Density Bonus Criteria	350 stalls uncovered	State Density Bonus Law Section 65915(p)(1) *Covered parking not required	
Parking Stall Design & Dimensions	9'x20' Pependicular, Standard Size	9'x18' Perpendicular	Antioch Code Sections 9-5.1709(A), 9-5.1709(B), & 9-5.1711(A)	Waiver Requests #3
Site Landscaping	15% (min)	21.30%	CIH Std 3.3.1.A	
Usable Open Space (total per unit)	200 sf / unit (min)	53 sf / unit	CIH Std 3.1.6.A	Waiver Request #1
Usable Open Space (slope)	10% (max)	> 10%	CIH Std 3.1.6.C	Waiver Request #4
Parking Courts	Parking areas shall be divided into a series of connected smaller parking courts separated by landscaping.		CIH Std 3.1.4.G	Waiver Request #2
Entry Doors	At least one entry door to the residential project at ground level shall face the primary frontage. An exception shall be made for buildings with a courtyard facing the street, where a door may face onto the courtyard.	Entry doors are designed at interior passageways that face the Project's interior circulation.	CIH Std 3.1.2C	Waiver Request #3